


MEMORANDUM

TO: Rob Kalinowski, Throop Borough 92-002-105

FROM: Jennifer DiJoseph 

DATE: September 26, 2007

RE: Throop Borough Road Protection Requirements

As you are aware, Advanced GeoServices is currently preparing the Pre-Final (90%) Design for the Corrective Measures at the Marjol Battery Site in Throop, Pennsylvania. The design is being prepared in accordance with the RCRA Consent Order between USEPA, PADEP and Gould Electronics Inc. which became effective on July 13, 2006. One component of the design is the minimum requirements for protection of local roads. We are requesting Throop Borough's minimum requirements for road protection by October 15, 2007 such that the information can be included in the Pre-Final (90%) Design. To assist in your review, we have provided general information about the traffic anticipated during the Corrective Measures.

The Corrective Measures are expected to occur during two construction seasons (April through November) beginning in April 2008. Traffic is expected to enter and exit the Site through the existing Delaware Street entrance. An alternate entrance will likely be established at Woodlawn Street for a portion of the work as the existing support zone at the Delaware Street entrance will be inactive to allow for excavation activities. The proposed traffic pattern to both support zones is included in the attached figure. At this point in time, we do not know how long the Woodlawn Street entrance would be in service.

Several pieces of construction equipment will be delivered at the start and end of each construction season, such as bulldozers, rollers, excavators, off-road dump trucks, a screen, and a chipper. A drill rig will likely be used at the Site in the first construction season, while a pugmill will likely be used during the second construction season. Maintenance vehicles such as fuel delivery, sanitation maintenance and trash removal will occur on a regular basis throughout the construction. These vehicles do not include the personal vehicles used by the Contractor's employees and various oversight personnel, including AGC, USEPA and PADEP.

The materials being delivered to the Site are expected to be as follows:

- Office trailers;
- Fuel;
- Port-a-pots;
- Erosion and sediment control materials such as silt fence, hay bales, erosion control mat, and stone;
- Geosynthetic rolls;



Rob Kalinowski
92-002-105
September 26, 2007
Page 2 of 3

- Crushed stone and rip rap;
- Fence;
- Pipe;
- Topsoil;
- Backfill;
- Seed and plants;
- Solidification reagents such as Portland cement; and,
- Other materials necessary to complete the Corrective Measures.

The materials being removed from the Site are expected to be as follows:

- Off-site disposal of office trash;
- Off-site disposal of debris not suitable for placement in the Containment Area;
- Off-site disposal of contaminated material which will not fit in the Containment Area; and,
- Off-site recycling of scrap metal.

At this time we do not anticipate off-site disposal of contaminated material as the Containment Area is being designed with an adequate volume; however, we are required by USEPA and PADEP to dispose of excess materials (if any) off-site.

It is not yet known how many trucks will enter or exit the Site per day as the quantity of materials required for construction are not yet known. This information will be determined as the design is completed and as the Contractor is selected. It is expected that large amounts of trucks would occur during some construction activities, such as backfill material delivery for berm and cap construction, and lesser amounts of trucks would occur during other activities, such as placement of waste within the Containment Area. Trucks entering and exiting the Site will be required to meet the maximum weight allowed by state and local regulations.

All trucks which enter the contaminated area of the Site will be decontaminated using water prior to leaving the Site. The existing decontamination area will be used until it must be removed to allow for Containment Area construction. An alternate decontamination area will be constructed when this occurs. Vehicles which travel in the support zone and do not enter the contaminated area will not require decontamination prior to leaving the Site.

When large quantities of trucks will enter or leave the Site, a flag person will be stationed at the intersection of Delaware and George Streets, and Delaware and Pearl Streets to control traffic. We have determined that there are currently no school bus stops on Delaware, Short or George Streets; therefore, a flag person will not be required during specific times of day. Appropriate construction signs will be placed on the travel route to alert drivers to the presence of the flag person and construction traffic. During the time period that the Woodlawn Street entrance is



Rob Kalinowski
92-002-105
September 26, 2007
Page 3 of 3

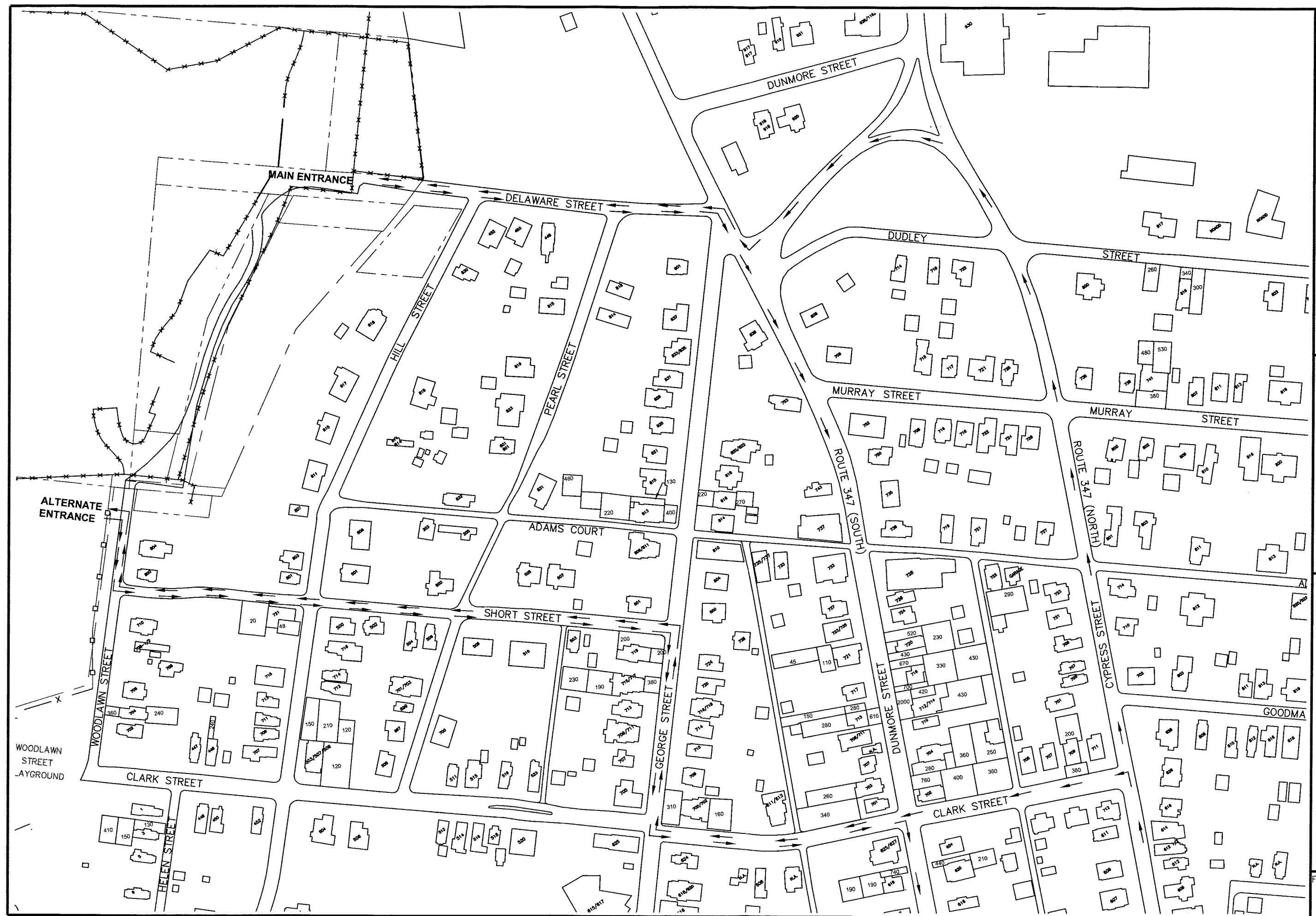
used, 'No Parking' signs should be installed in the block of Short Street closest to Woodlawn Street in order to allow for adequate turning radius for trucks.

Thank you for your attention to our request. If you have any questions, or if you wish to discuss the traffic information further, please contact Jen DiJoseph at (610) 840-9189.

JD:vm

Attachment

cc: L. Ayers
R. Collings
J. Cronmiller
M. Essenthier
B. Forslund
K. O'Rourke
L. Zelinka



PROPOSED TRUCK ROUTES

PROJECT MANAGER:	B.L.F.	SCALE:	NTS
CHECKED BY:	J.W.D.	PROJECT NUMBER:	92002-105
DRAWN BY:	D.E.C.	DATE:	09/25/07

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MARJOL BATTERY SITE
 THROOP BOROUGH
 LACKAWANNA COUNTY, PENNSYLVANIA

FIGURE