
Terminal 4 Phase I Removal Action
Summer 2008
Slip 3
Wheeler Bay
Slip 1

EPA-Selected Cleanup Method - 2006

Original Schedule

	Harbor-wide	Early Action
2006	Remedial Investigation	CDF design
2007	Remedial Investigation/ Feasibility Study completed	CDF construction
2008	Record of Decision	T4 dredging and Early Action completion
2009 and beyond	Harbor-wide cleanup	Remaining CDF capacity used by harbor-wide sites

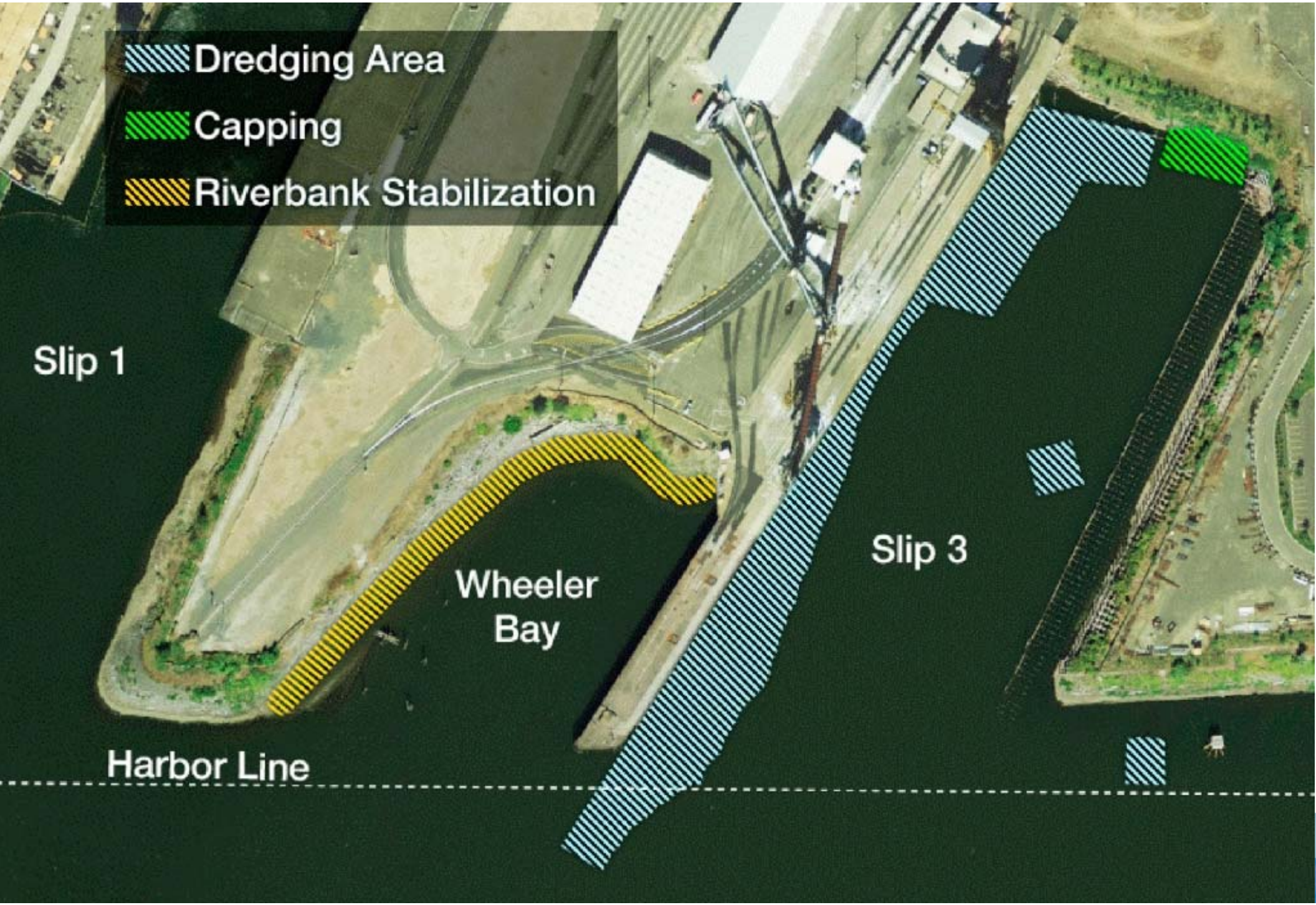
Schedule Revision

- The Port offered to do an Early Action at Terminal 4 to accelerate cleanup
- Timing is critical: cleanup should not be so far in advance of harbor-wide work that the two actions are not complementary
- EPA agreed to schedule changes in September 2007

New Schedule

	Harbor-wide	Early Action – Phased
2006	Additional sampling for Remedial Investigation	CDF design – through 60%
2007	Additional sampling for RI	Resolve overall issues and design Phase I
2008	Draft RI completed	Complete Removal Action – Phase I
2009	Risk Assessment and Draft Feasibility Study completed	100% design of Phase II (including CDF)
2010	FS finalized, Proposed Plan released for public comment, Responsiveness Summary completed, and Record of Decision issued	Begin construction of CDF
2011 and beyond	Harbor-wide Cleanup Begins	Complete Phase II, including T4 dredging and capping; remaining CDF capacity used by Harbor-wide cleanup

Phase 1: 2008


Dredging Area
Capping
Riverbank Stabilization
Slip 1
Wheeler
Bay
Slip 3
Harbor Line

Phase 1 Objectives:

- Dredge and dispose of sediment with highest chemical concentrations
- Implement abatement actions that are consistent with overall cleanup plan selected by EPA in 2006
- Minimize disruption to Port tenant operations

Implementation Goals:

- Minimize release of suspended sediment during in-water work
- Minimize and monitor water quality impacts
- No off-site tracking of contaminants during transport of sediment

Capping in Slip 3

Capping – What you might see

- Walking mobile excavator will operate on the bank; a crane operating from a barge will operate on the water

- Project-related equipment will use ultra-low sulfur diesel

- Cap is made of organoclay-sand mix and is engineered to withstand marine activities

Bank Stabilization in Wheeler Bay

Bank Stabilization in Wheeler Bay - After

Dredging of High Concentration Areas

- Approximately 14,000 cubic yards of sediment will be removed
- Dredged sediment will be barged to The Dalles, where it will be offloaded to trucks that carry it to a solid waste landfill

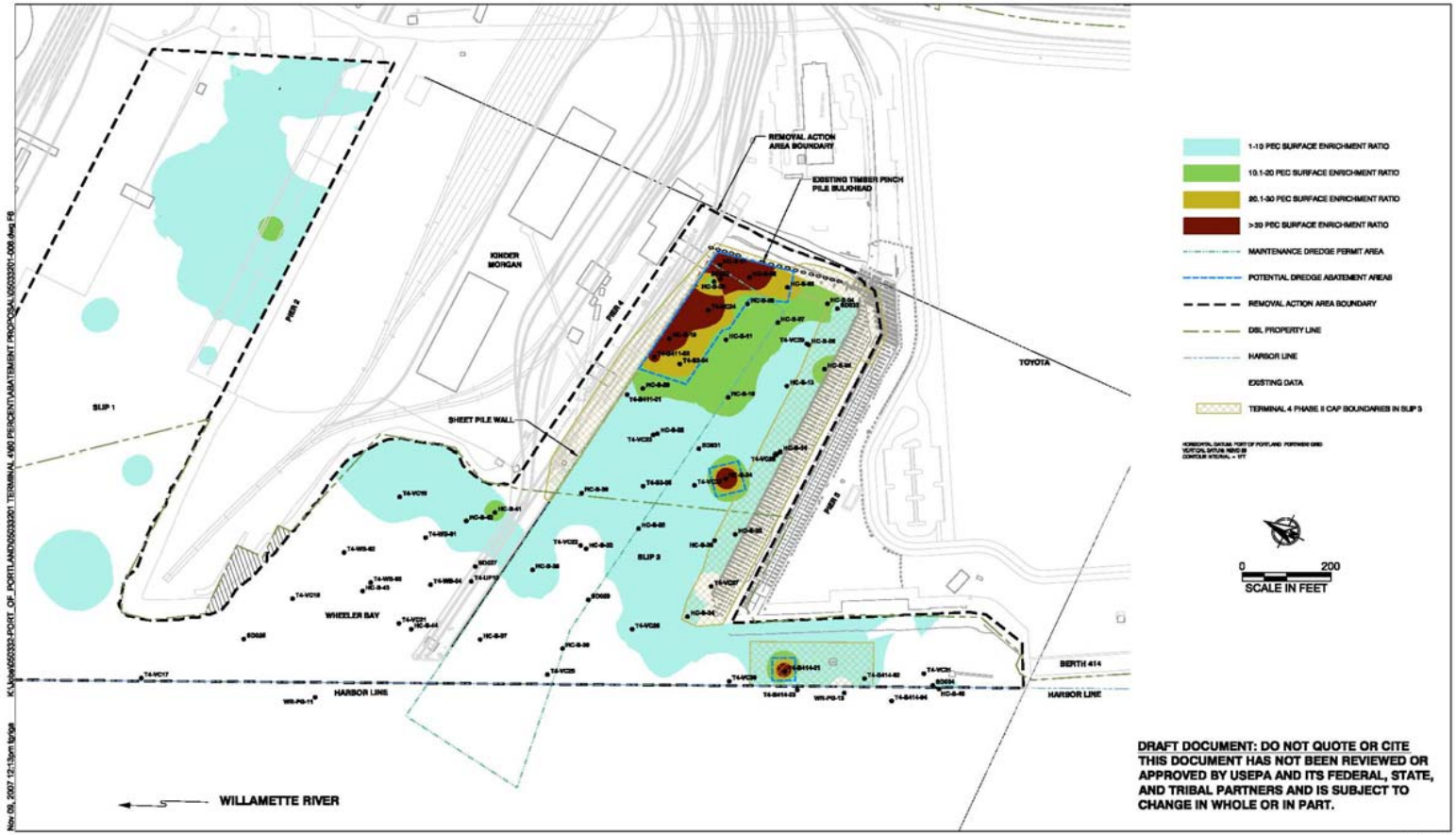


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Figure 6
Proposed Slip 3 >20 PEC Dredge Area
Terminal 4 Abatement Measures Proposal
Portland, Oregon

Dredging – What you might see

Dredging – What you might see

Other T4 Cleanup Activities

Phase 2: 2009-2011

Additional Information:

Sean Sheldrake
Environmental Protection Agency
Sheldrake.sean@epa.gov
206.553.1220

Nicole LaFranchise
Port of Portland
Nicole.lafranchise@portofportland.com
503.944.7323

http://yosemite.epa.gov/R10/CLEANUP.NSF/sites/T4
www.portofportland.com/T4_EA_Home.htm