

Draft Consent Decree Available for Review and Comment

You are invited to review and comment on a draft Consent Decree for the BNSF Parkwater Railyard site. The facility, formerly known as Yardley, is one-half mile south of the Spokane River and lies over the Spokane Valley Rathdrum Prairie Aquifer. The site is located at 5302 East Trent Avenue in the city of Spokane, Spokane County, Washington (Figure 1).

The Consent Decree is the legal agreement between Ecology and BNSF that is used to implement the plans for cleanup at the site. The Decree describes the responsibilities of all parties in implementing the cleanup action approved by Ecology. It also assures that work is conducted in a timely manner, in accordance with all applicable laws and regulations.

The property covers about 130 acres that has been used as a railyard for nearly 100 years. Operations continue today and include fueling, intermodal operations, and switching of rail cars.

Past investigations confirmed that contaminants exceeded state standards in seven of ten areas studied. The contaminants included Petroleum Hydrocarbons, Arsenic, Cadmium, Lead, Mercury, Naphthalene, Methylene Chloride and cPAHs.

You are invited to

- **Review** the draft Consent Decree which includes a Scope of Work, Schedule, and Public Participation Plan at the locations listed in the box below.
- **Send** comments to Sandra Treccani at Ecology April 30 through May 30, 2012. Her contact information is in the box on the right.

These documents are draft until Ecology considers public comments and makes any appropriate modifications. Ecology will hold a public meeting to discuss the Consent Decree if ten or more people request such a meeting. Please contact Carol Bergin at the Ecology office in Spokane to request a meeting.

Areas Studied

The following are the ten areas studied: Koch Asphalt Lease Area; Diesel Shop and Materials Storage Building; Western Fruit Express (WFE); Generator Storage Area; Dismantling Spur and East and West Debris and Soil Deposit Areas; Yardley Office (Main Line No. 1); Ralston Lead Track; TTX Facility; Fueling

Comments Accepted

April 30 through May 30, 2012

For **ADA accommodations** or documents in an alternate format, call Carol Bergin 509/329-3546 (voice), 711 (relay service), or 877-833-6341 (TTY).

Para asistencia en Español

Richelle Perez 360/407-7528

Если вам нужно помощь по русскому, звоните Tatyana Bistresky 509/928-7617

Submit Comments and Technical Questions

Sandra Treccani, Site Manager
WA Department of Ecology
4601 N. Monroe St.
Spokane, WA 99205-1295
509/329-3412 or

Sandra.Treccani@ecy.wa.gov

Public Meeting Requests and Public Involvement Questions

Carol Bergin, Public Involvement Coordinator

See Ecology address above
509/329-3546 or

Carol.bergin@ecy.wa.gov

Document Review Locations WA Department of Ecology

Kari Johnson, Public Disclosure
4601 N. Monroe St.

Spokane, WA 99205-1295

Call for an appointment 509/329-3415

Ecology's Toxics Cleanup Website

<https://fortress.wa.gov/ecy/gsp/Sitepage.aspx?csid=1318>

Spokane Valley Library

12004 E Main

Spokane Valley, WA 99206

Facility Site ID No. 676

CSID No. 1318

Area; Former “Paint” Building; and Former Gasoline Storage Tank Area (Figure 2).

Investigations confirmed contaminants exceeded state standards in seven of the ten areas studied. The TTX Facility and areas near monitoring wells MW22 and MW23 by the Fueling Area did not exceed state standards. The former paint building and gasoline storage tank areas were not contaminated.

Selected Cleanup Actions

Ecology evaluated four cleanup alternatives and chose Alternative 3 from the Cleanup Action Plan which previously went out for public comment. The following are some of the proposed actions to address contaminants at the site:

- Remove contaminated soil and replace it with clean soil in the Western Fruit Express, Material Storage Building, Dismantling Spur, Yardley Office, and Ralston Lead Track Areas.
- Place a cap made of a minimum of 6” of gravel in the Koch Asphalt and East & West Debris Areas.
- Place an asphalt cap in the Diesel Shop Area.
- Place restrictive covenants on all of these areas to restrict how the property may be used.
- Provide institutional controls on the site to ensure public safety and proper performance and maintenance of the remedies.
- Continue the groundwater treatment system (soil vapor extraction/air sparging) in the Fueling Area to address both contaminated groundwater and deeper contaminated soils. The groundwater treatment system will be turned off temporarily and assessed after one month to determine whether contaminant concentrations will rebound. Deed restrictions for soil will not be required here because soil contamination is deeper than 15 feet, protecting the dermal exposure pathway. However, groundwater restrictions will be required if the level of contamination doesn’t meet state standards after a temporary system shutdown.

- Conduct compliance monitoring to ensure the remedies are working properly.
- Take precautions to control dust during work at the site.

What Happens Next?

Ecology will review and respond to comments received by **May 30, 2012**. Modifications may be made to the draft Consent Decree if appropriate. If no modifications are made the document will become final and the project will move forward.

Figure 1 Site Map

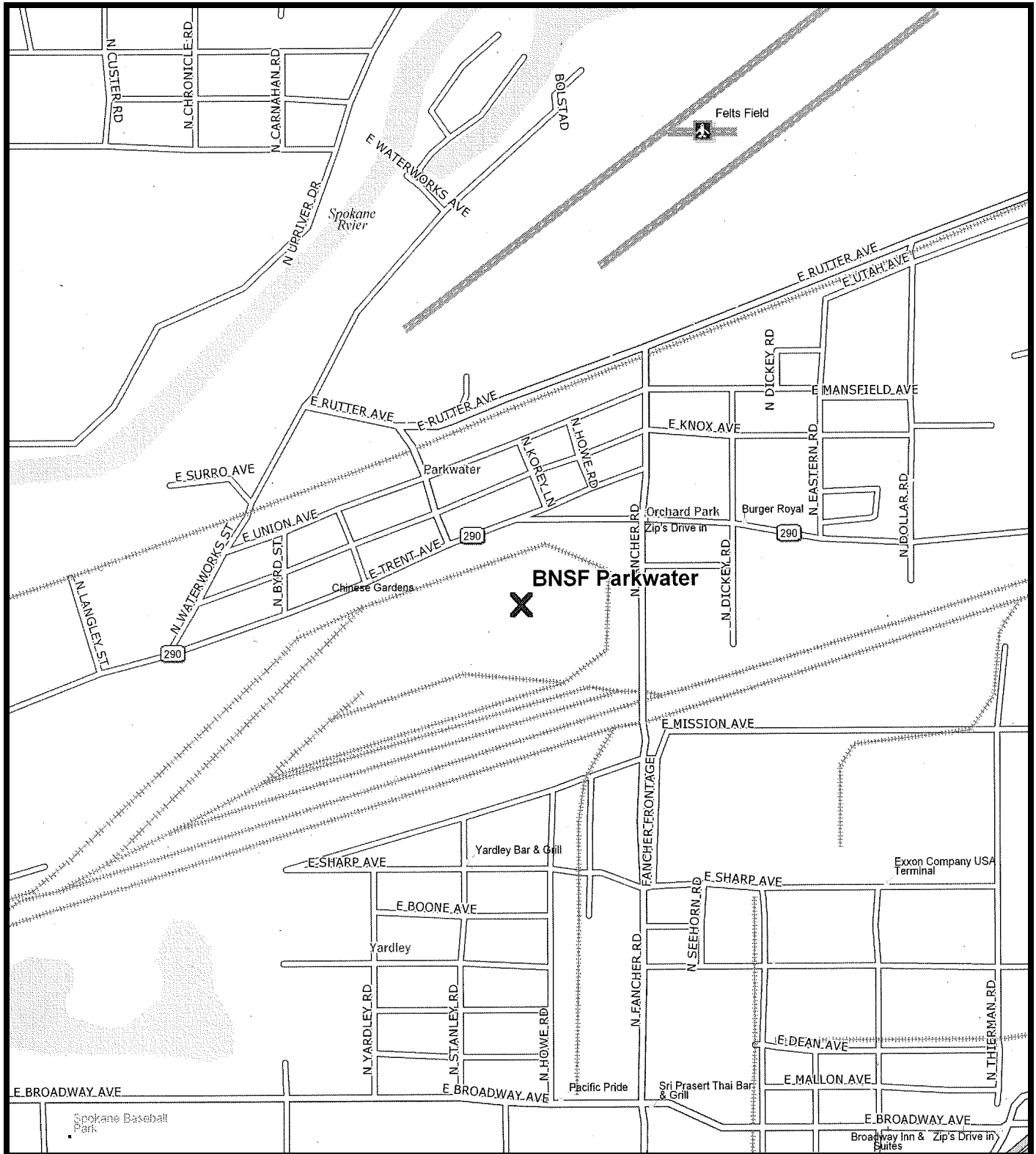
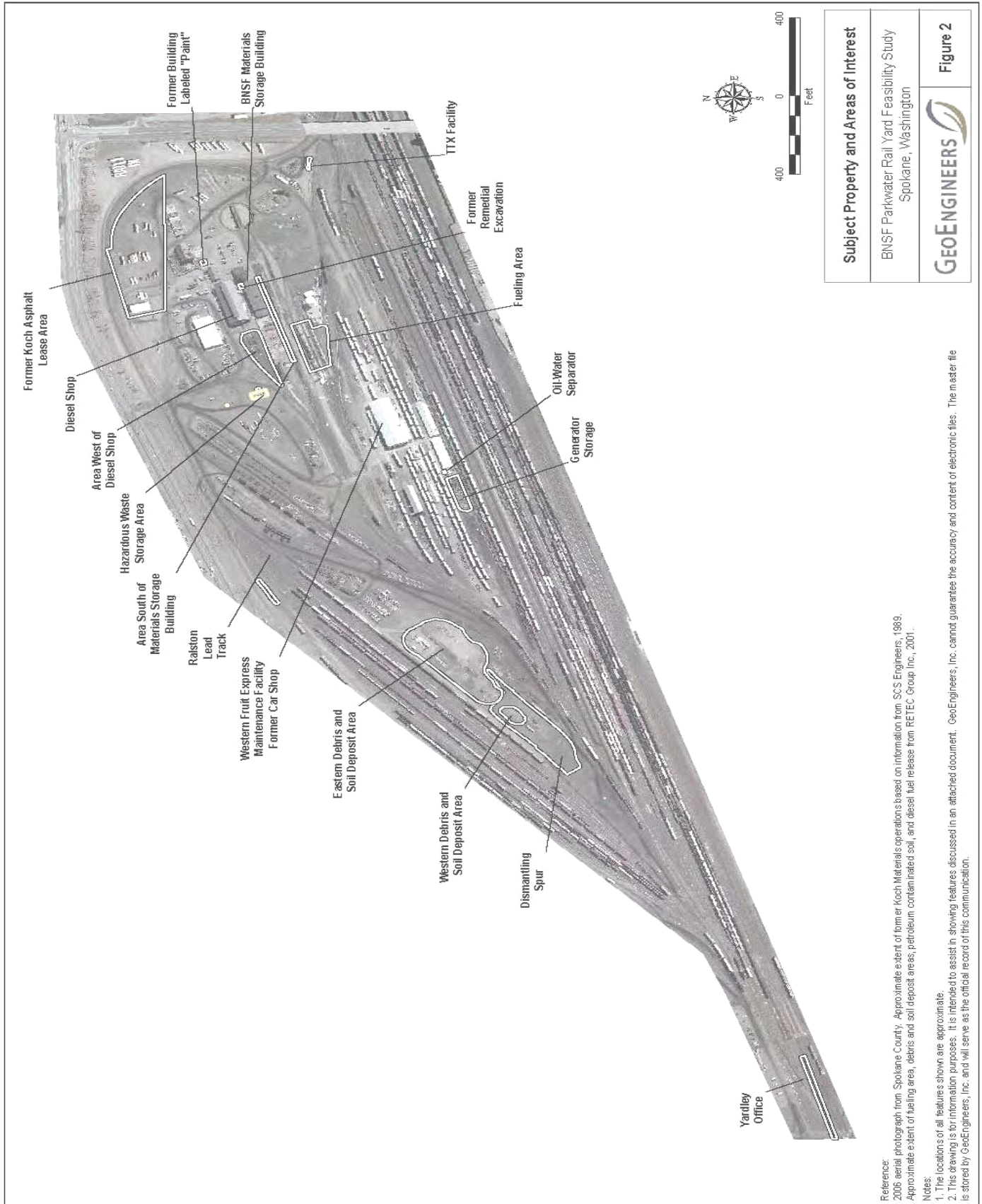


Figure 2 Areas Studied



Subject Property and Areas of Interest

BNSF Parkwater Rail Yard Feasibility Study
Spokane, Washington

GEOENGINEERS

Figure 2

Reference:
2006 aerial photograph from Spokane County. Approximate extent of former Koch Materials operations based on information from: SCS Engineers, 1989.
Approximate extent of fueling area, debris and soil deposit areas, petroleum contained soil, and diesel fuel release from RETEC Group Inc., 2001.

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.