

United States Environmental Protection Agency
Region V
POLLUTION REPORT

Date: Friday, January 19, 2007

From: Bradley Benning

Subject: Polrep #3

Midwest Metallics Site
7955 West 59th Street, Summit, IL
Latitude: 41.7775000
Longitude: -87.8203000

POLREP No.:	3	Site #:	B5J2
Reporting Period:	8/29/06 to 1/19/07	D.O. #:	29
Start Date:	11/14/2005	Response Authority:	CERCLA
Mob Date:		Response Type:	Time-Critical
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:	ILD054348974	Contract #	68-S5-03-01
RCRIS ID #:			

Site Description

The Site is located at 7955 West 59th Street in the City of Summit, Cook County, Illinois. Approximately 23 acres in size, the Site is located 10 miles southwest of Chicago, Illinois. The Site is located in the west-central section of Summit, and has the geographic coordinates of latitude 41.46.39 N, longitude 87.49.13 W. The Site is bordered by an industrial complex and 59th Street to the north; by railroad tracks and an automobile junkyard to the east; and by railroad tracks and railroad yard to the south and west. Although the Site is located in an industrial neighborhood, there is significant residential development less than 1000 feet to the southeast of the site.

The Site previously operated as a scrap metal processing/recycling facility for more than 20 years. The scrap metal shredder was utilized for the processing of scrap metal articles, such as automobile hulks and light iron. The shredding process facilitates separation of ferrous and nonferrous metals from nonmetallic materials contained in the feed material; after separation, the remaining material is commonly referred to as shredder residue. Shredder residues consist predominantly of nonmetallic solid material, including plastic, glass, rubber, soil, carpet and fabric. It is an unconsolidated, heterogeneous solid, medium to dark brown in color and typically exhibiting a slight, musty odor.

Key Site features include the main ASR pile, two sets of abandoned railroad tracks, the former materials processing/shredder area, a surface water impoundment located along the northern edge of the Site, and two office/garage buildings currently being leased to trucking companies. The main ASR pile extends along the Site's eastern border in a north-northeast/south-southwest direction and measures approximately 875 feet along its longest axis. The pile ranges in height from 30 to 70 feet above ground surfaces and in width from 125 to 250 feet. Two separate operations are active at the Site. These companies have leased discrete areas in the west-central and northeastern sections of the Site to conduct their operations. Generally, ground elevations increase by five to 10 feet from north to south, with drainage patterns to the north and northeast. Water and/or leachate from the ASR pile was observed accumulating along the east border and flowing off the Site toward the adjacent automobile junkyard. Other small piles of ASR are located throughout the Site, and many of the berms on Site are constructed of ASR material.

A Removal Site Assessment was conducted on March 15, 2000, to determine the extent of the automobile shredder residue ("ASR") previously observed at the Site, and to obtain additional analytical data to warrant a removal action. Samples of the ASR were collected from various locations throughout the Site. Eleven samples were collected at 200 foot intervals along the base of the large pile, and eight samples were collected on the top of the pile. Eight surface samples, a sediment sample and one water sample were also collected. The samples were analyzed for Total lead, TCLP metals, and PCBs. The results identified total lead levels ranging from 20.6 to 180,000 ppm, TCLP lead levels of 0.283 to 94.1ppm, and PCBs from 7.6 to 217.7 ppm. The ASR appears to cover an area in excess of 20 acres with depths ranging from one to 10 feet. The largest volume of ASR is located in the pile along the eastern perimeter and is estimated to contain 350,000 cubic yards. In addition to the ASR, the Site allegedly has four underground fuel storage tanks which probably contained diesel fuel for the Site vehicles. The

condition and/or possible contamination from these tanks were not addressed during the initial site assessment activities. These potential fuel tanks are outside the scope of this removal action.

Current Activities

RMG will move forward with the recycling effort as they were approved by the USEPA to be a subcontractor under Earth Tech. Site preparation was initiated on 01/17/07, the anticipated process area is being graded and leveled with crushed limestone layed down for a stable base area. This work will take 2-3 days to complete. Personnel air monitoring is being conducted on the heavy equipment operator to check for lead levels during this phase of the work.

Planned Removal Actions

The planned action for this phase of the work is to process approximately 150,000 tons of ASR through the metal recovery system. Anticipated recovery is 3-4% ferrous metal and 5-6% non-ferrous metals, with a process rate of 7,000-10,000 tons per month. This phase of the work may last 12-16 months to process the entire pile of ASR.

The remaining ASR will be restaged and contoured for final capping after the recovery process has been completed.

Next Steps

RMG will begin to mobilize the various pieces of process equipment to the site and construct the metals recovery system.

Complete electrical work required for the system.

Acquire necessary office space at the existing facility.

Complete setup of system and run numerous test loads to allow adjustments for optimal performance.

Key Issues

This phase of the work will require substantial material handling increasing the possiblity of particulate emmissions during site operations. Various techniques will be utilized including misting units, water trucks, and stationary hoses to reduce emmissions on site. Air monitoring of personnel and the site perimeter is anticipated during site operations.

The USEPA will receive a percentage of the value of the recovered metal which will be utilized for the capping operation as outlined in the Action Memo.

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