

Public Participation is essential to the success of EPA's community involvement program. If you have any questions, please contact:

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Virtual Public Meeting

April 27, 2021 at 6:00 p.m.

Registration:

https://epa_proposed_plan_lprsa.eventbrite.com

For more information on the site or to review the Proposed Plan, visit:

www.epa.gov/superfund/diamond-alkali or
www.ourpassaic.org

Upcoming Activities

The U.S. Environmental Protection Agency (EPA) recently proposed a plan to address contaminated source sediment in the upper 9 miles of the Lower Passaic River Study Area (LPRSA) of the Diamond Alkali Superfund site. The plan identifies the preferred remedial alternative, or cleanup action. The LPRSA is Operable Unit 4 (OU4), the part that covers the entire Lower Passaic River (LPR) from Newark Bay at river mile 0 to the Dundee Dam at approximately river mile 17.7. A separate operable unit, OU2, addresses river mile 0 to river mile 8.3.

The findings of the Remedial Investigation report support an adaptive, multi-phased approach to addressing contamination in the upper 9 miles of the LPRSA. The initial phase of cleanup will address sediments that are sources of contamination in the upper 9 miles, that have elevated contaminant concentrations and act as a reservoir for potential migration of contamination to the water column, other areas of the sediment bed, and the plant and animal life of the region.

The proposed cleanup action for the contaminated source sediment is an interim remedy for the upper 9 miles of the LPRSA that would remediate surface sediments by dredging and capping areas of the riverbed between river mile 8.3 and Dundee Dam. EPA's preferred alternative includes additional dredging and capping in areas with erosional potential and high subsurface sediment concentrations. The dredged materials will be processed at one or more nearby commercial processing facility for off-site disposal at licensed disposal facilities. EPA's final decision on this proposed action will be described in an interim Record of Decision (ROD) that will be issued after the close of the comment period and EPA's evaluation of comments received.

After the interim remedy has been completed, EPA will use an adaptive management approach to sample and gauge the progress towards meeting the preliminary cleanup goals that will be developed in consultation with NJDEP and parallel with the interim remedy design. Remedial goals will be established and documented in a final ROD. The objective of the adaptive management approach would be to determine what further measures may be needed to meet the goals of a final remedy for the site. The estimated construction timeframe for the proposed interim action is approximately four and a half years, considering the anticipated seasonal fish window, typical winter shutdown periods, and assumed rates of dredging and capping.

Public Involvement

EPA values the input of the community and has already consulted with many stakeholders as it has developed its proposed interim plan. The agency will formally take public comment on its Proposed Plan until **May 14, 2021**. To participate in the meeting via webinar, please visit EPA's website for more information.

To participate by telephone in **English**: 315-565-0493; Code: 88557323#

To participate by telephone in **Spanish**: 315-565-0493; Code: 7960512#

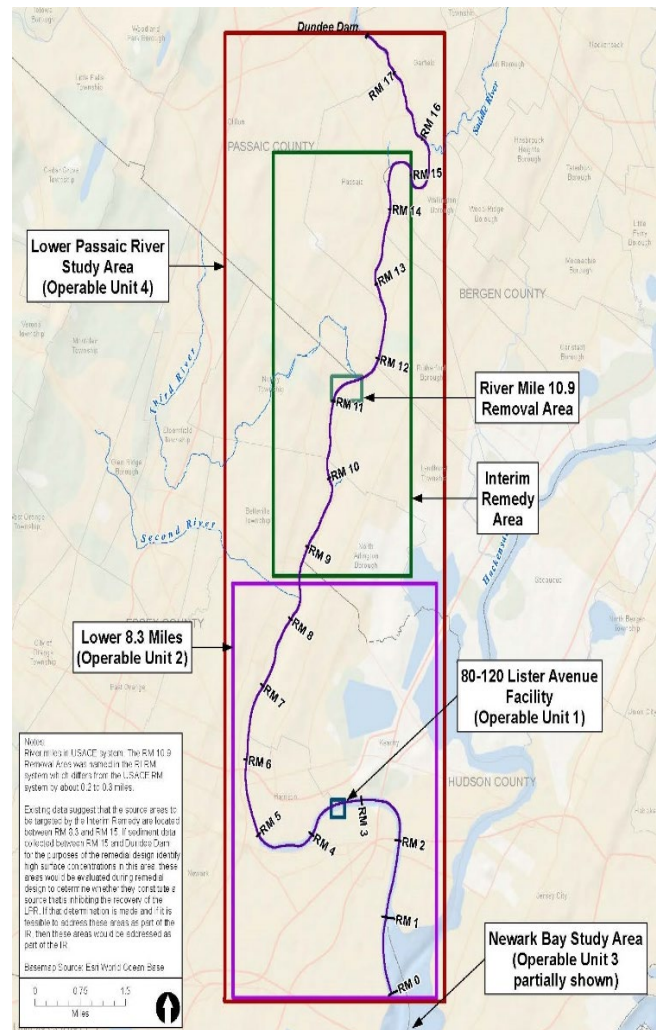
Please register in advance of the meeting by visiting https://epa_proposed_plan_lprsa.eventbrite.com or by contacting Shereen Kandil at kandil.shereen@epa.gov or 212-637-4333. Anyone interested in receiving a hard copy of the Proposed Plan or the materials for the public meeting should contact Shereen Kandil by April 23, 2021. Verbal comments on the Proposed Plan may be provided during the virtual public meeting. Written comments on the Proposed Plan should be e-mailed or postmarked no later than **May 14, 2021** to: salkie.diane@epa.gov or Diane Salkie, Remedial Project Manager, U.S. Environmental Protection Agency, 290 Broadway, 18th Floor, New York, New York 10007-1866

Site Description

The Lower Passaic River and Newark Bay are part of the New York/New Jersey Harbor Estuary. The Lower Passaic River refers to the tidal portion of the river (from Newark Bay to Dundee Dam) and its watershed, which includes the major tributaries Saddle River, Third River, and Second River. Dundee Dam isolates the Upper Passaic River from the tidal mixing that influences the lower portions of the river.

Site Background

In the 1980s, dioxin-contaminated soil was discovered at the former Diamond Alkali manufacturing facility at 80-120 Lister Avenue, Newark, NJ, or OU1. EPA and the New Jersey Department of Environmental Protection (NJDEP) initiated emergency cleanup work, and in 1984, EPA added the site to the National Priorities List. An interim remedy for OU1 was completed in 2001, which included onsite containment and capping contaminated materials on the Lister Avenue property, a slurry wall and flood wall around the property, and pumping and treating groundwater. In 1983, EPA and NJDEP found contaminants in the sediments of the Passaic River. Investigation of the river began in the 1990s. In the early 2000s, EPA expanded to the study to address the 17-mile LPRSA, and in May 2007, EPA signed an agreement with a group of potentially responsible parties known as the Cooperating Parties Group (CPG) to complete the 17-mile study, under EPA oversight.



During the 17-mile study, the sediments of the lower 8.3 miles were found to be a major source of contamination to the rest of the river and Newark Bay. EPA completed the lower 8.3-mile remedial investigation and focused feasibility study to evaluate taking action to address these sediments, while the study of the 17-mile LPRSA is on-going. A remedy for the sediment in the lower 8.3 miles, which includes dredging and capping bank-to-bank, was selected in a March 2016 ROD. Engineering design work that is necessary before the remedy in the lower 8.3 miles can begin and is expected to be completed in 2022. If EPA moves forward with its proposal for interim cleanup work in the upper nine miles of the LPRSA, this work could be folded into the work already planned in the lower 8.3 miles, meaning some of the infrastructure and mechanisms used for that work could be shared.