For More Information

Visit, call toll-free **(1-866-615-6490)**, or write to the Hudson River Field Office at the address below or log on to www.epa.gov/hudson. The Draft of the Final Design Report is available for review at the information repositories
located in Glens Falls, Ft. Edward (Hudson River Field Office), Ballston Spa, Albany, Poughkeepsie, New York City (EPA Region 2 offices) and in Edgewater, New Jersey. Electronic versions can be found on the EPA project Web site (**www.epa.gov/hudson**). Copies are also available in print and on CD-ROM by calling the Hudson River Field Office.

EPA Contacts

Dave King
Director
Hudson River Field Office
421 Lower Main Street
Hudson Falls, NY 12839
(518) 747-4389
king.david@epa.gov

Leo Rosales
Public Affairs Specialist
Hudson River Field Office
421 Lower Main Street
Hudson Falls, NY 12839
(518) 747-4389
rosales.leo@epa.gov

David Kluesner
Public Affairs Specialist
EPA Region 2 Office
290 Broadway
New York, NY 10007
(212) 637-3653
kluesner.dave@epa.gov

The Field Office hours are Monday - Friday 8:00 a.m. - 4:30 p.m., with evening hours by appointment. Email hrfo@capital.net.

EPA Regional Public Liaison
EPA Region 2 has designated a public liaison as a point-of-contact for community concerns and questions about the federal Superfund program in New York, New Jersey, Puerto Rico, and the U.S. Virgin Islands. To support this effort, the Agency has established a 24-hour, toll-free number that the public can call to request information, express concerns, or register complaints about Superfund. The public liaison for EPA's Region 2 office is: George H. Zachos, U.S. EPA, Region 2, 2890 Woodbridge Avenue MS-211 Edison, New Jersey 08837, (732) 321-6621, Toll-free (888) 283-7626.

02:001515_HR03_03_06\Draft Final Design Fact Sheet.cdr-03/27/06-GPA

Region 2: NJ, NY, PR, VI • 290 Broadway, New York, NY 10007

Draft Final Design for First Phase of Hudson Dredging Project: An Overview

Factsheet

April 2006

Highlights

The U.S. Environmental Protection Agency (EPA) has received a final design plan for the first phase of the cleanup project from the General Electric Company (GE). The document, which will be thoroughly reviewed by the EPA, contains key information about the dredging operations to be performed in the Upper Hudson and a detailed layout of the sediment dewatering and transfer facility that will be built in Ft. Edward, New York. A draft Community Health and Safety Plan is also included as an appendix to the draft Phase 1 Final Design Report.

Construction of Sediment Processing Facility and Rail Yard

Prior to the start of dredging, a sediment processing and dewatering facility will be constructed on 110 acres of vacant land. A site located in the Town and Village of Fort Edward in between the Champlain Canal and Towpath Road has been selected for the facility.

Construction activities will begin later this fall and are scheduled to take place during daylight hours, six days a week.

A new, two-mile road to the site will be built parallel to the Champlain Canal. The new road will provide access to the facility from State Route 196. This road will significantly reduce the volume of project-related traffic moving through the Village of Fort Edward. For a relatively brief time before the new road is functional, construction materials may be brought to the site on trucks using Towpath Road. Trucks will cross over the railroad tracks at an existing crossing.

The following also will be constructed:

- A rail yard for loading railcars;
- A barge unloading facility and work/ maintenance wharf;
- A dewatering building with filter presses;
- A water treatment plant;
- Access and internal roads;
- A geomembrane liner under sediment processing areas; and,
- On-site utilities (water, sewer, electric).

The site will have 24-hour security and a perimeter fence. On the southern perimeter of the site, the fence will include slats to reduce visual impacts on nearby neighbors and will be aligned to protect an existing stand of trees. In addition, a soil berm wall as high as 8 feet may be constructed between the fence and the facility to reduce noise impacts.

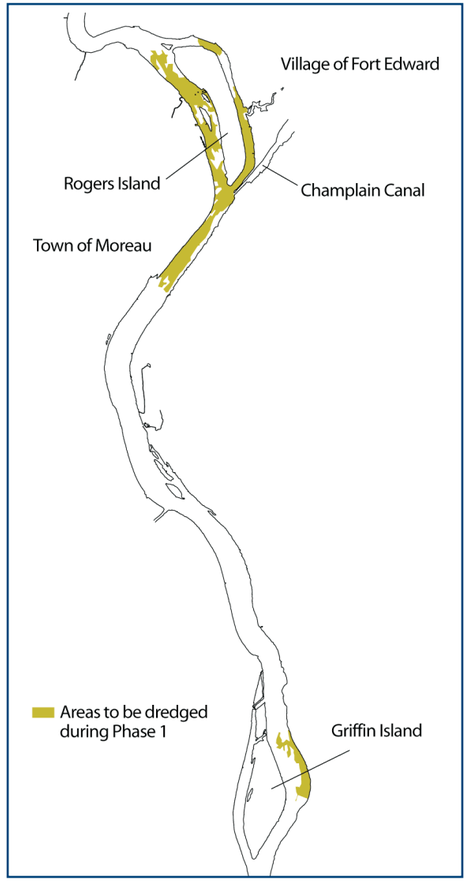
Clearing of heavy brush and small trees will be limited to two areas: along the existing railroad tracks and in selected locations along the east side of Bond Creek, which runs across the property parallel to the Champlain Canal.

Two crossings over Bond Creek will be constructed to connect waterfront operations to the rest of the site. Existing wetland areas will not be disturbed. Other areas on the property that are not needed to support facility activities will be left undisturbed wherever possible.

Dredging

Approximately 265,000 cubic yards of sediment will be removed by using up to eight environmental dredging buckets, mounted on barges during the first phase of dredging.

Under normal conditions, dredging activities are expected to last approximately 28 weeks, from mid-May through November and occur 24 hours a day, six days a week. Dredging will start at the northern end of Rogers Island (near the Fort Edward Yacht Basin) and progress south. Initially, the yacht basin will be temporarily closed until dredging is completed in that area. As dredging progresses downstream, recreational boaters will be able to enter and leave the yacht basin during 30-minute periods each morning and evening. Buoys and signage will guide passage through the area.



Dredging in the eastern channel of Griffin Island, located downstream of Rogers Island, will also begin early in the Phase 1 program.

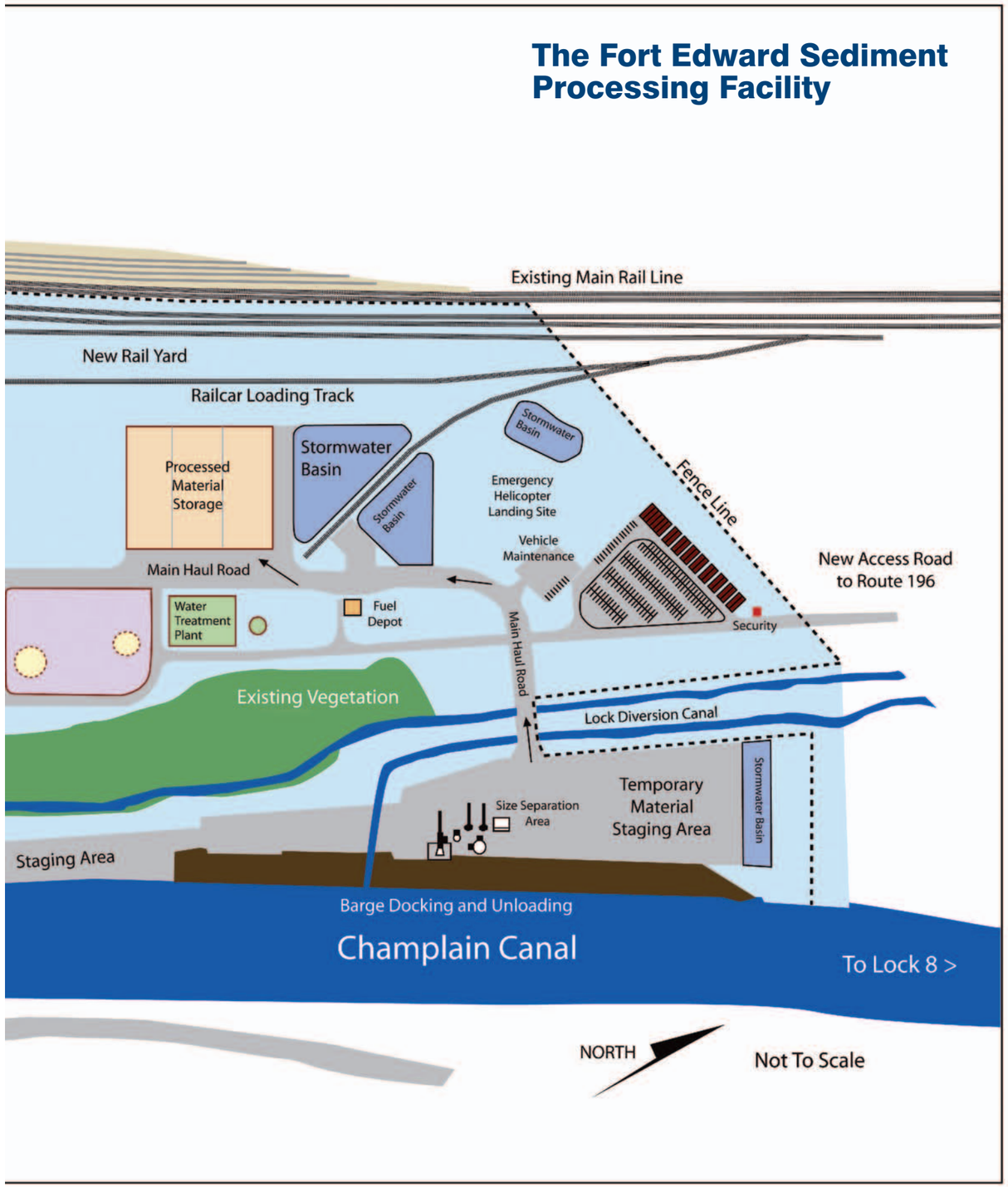
Once the material is dredged, it will be placed in one of approximately 14 barges and moved through the river by tugboats through Lock 7 to the processing facility. Barges carrying clean backfill material, needed to cover dredged areas, may also pass through Lock 7. During peak operations, these barges may make a total of 30 one-way trips through the lock each day.

To allow recreational boaters to use Lock 7, four snubbing posts will be installed south of the lock for dredging barges to wait safely. In addition, a turning dolphin will be installed south of Lock 7 to allow safe turning of barges as they approach the lock from the eastern channel of Rogers Island.

To reduce the number of project-related vessels going through Lock 7, a marine staging area will be constructed on the west shore of the river, on property near West River Road in Moreau. The facility will include 550 feet of floating dock with approximately 30 boat slips for survey, sampling, crew, and supervisory boats. Large vessels such as barges, tugs and dredges will not use this marina.

Once contamination is removed from the dredge areas, GE will replace and reconstruct aquatic vegetation, wetlands, and riverbank habitats in several areas throughout the river. Approximately 120,000 plants, consisting of a variety of submerged aquatic and wetland species, will be planted in dredged areas, while other dredged areas will be allowed to recover naturally.

The Fort Edward Sediment Processing Facility



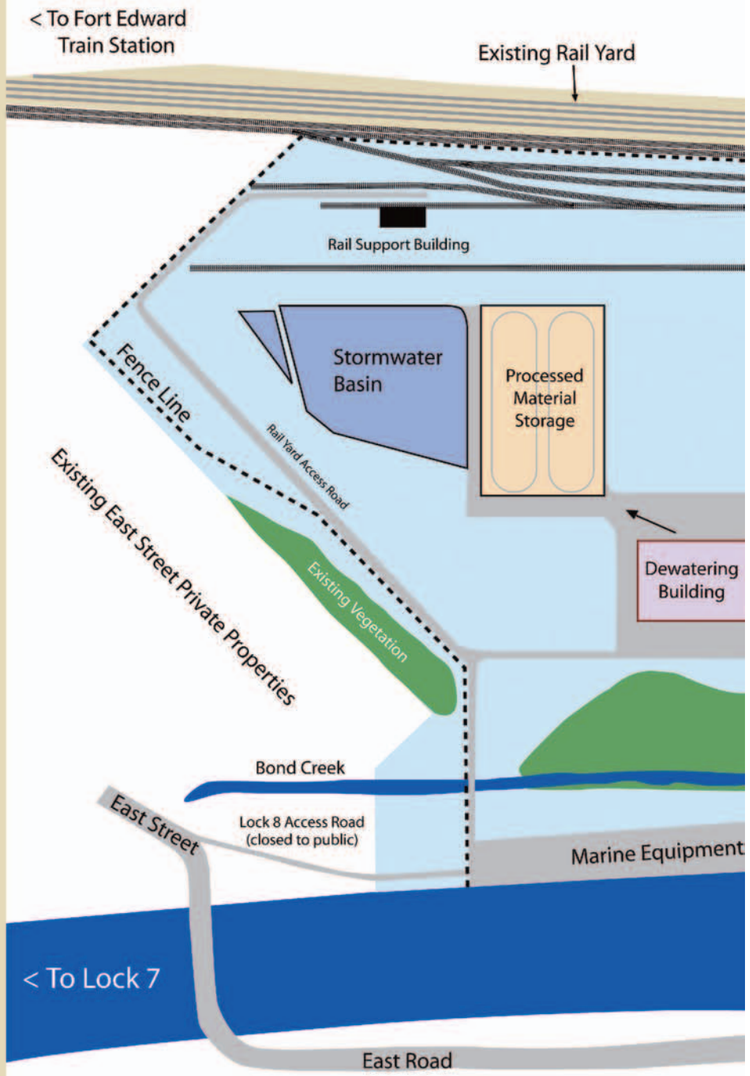
At the Sediment Processing Facility During Dredging

As with dredging, the processing facility is expected to operate 24 hours a day, six days a week, under normal conditions.

At the wharf on the Champlain Canal, dredged sediment will be unloaded from barges by either a crane or excavator. Large debris such as rocks and tree limbs will be sorted out. The remaining sediment will be processed through a trommel screen and hydrocyclones to sort out additional debris and sand.

The debris and sand will be transferred by dump truck to an on-site staging area near the rail yard. The remaining fine sands and silt material will be pumped to a 41,000-square-foot, 40-foot-high building where it will be sent through 12 filter presses for dewatering. The dewatered sediment removed from the presses, called "filter cake," will be trucked to enclosed storage areas near the rail yard.

Water collected during the dewatering process, along with rain that falls on material handling areas, will be collected for treatment. The on-site water treatment plant will be able to handle approximately two million gallons of water a day. Once treated, water will be discharged to the Champlain Canal. Monitoring will verify compliance with requirements established by EPA.



Mechanical dredges with clamshell buckets (as shown above) designed for environmental dredging will be used.

Rail Transportation and Disposal

Once contaminated sediments are dredged and dewatered, the material and debris will be loaded from the storage areas to railcars for transport to a PCB-licensed landfill located outside of New York State.

Currently, operations at the rail yard are planned for daylight hours, six days a week. However, specific hours of operation will be determined by the contractor hired to operate the rail yard. The movement of trains to and from the on-site rail yard may occur at any time based on schedules independently controlled by the Canadian Pacific Railway (CP Rail), which owns and operates the rail line adjacent to the site.

To accommodate the large volume of sediment that will be transported to a landfill, approximately 450 gondola rail cars will be dedicated to the project. A switcher locomotive will assemble 81-car-unit trains and stage them on a departure track for pickup by CP Rail. After unloading of sediments is completed at the landfill, empty trains will return to the processing facility for reloading of sediments. On average, one full train will leave the processing facility and one empty train will return about every four to five days.

Performance Standards

GE has designed this project to meet eight Engineering and Quality-of-Life Performance Standards established by EPA to minimize impacts on the community and environment.

GE's modeling and other design analyses indicate that, with the implementation of these preventive and control measures, EPA's standards can be met for the majority of project activities. One potential exception is the possible generation of noise during pile driving to install barge mooring dolphins near Lock 7 and sheet piles near Griffin Island. These activities are expected to take less than two weeks each, will only occur during the day, and may affect only a small number of shoreline residents.

GE's design includes a monitoring program for construction of the processing facility and dredging. The goal of the program is to prevent exceedence of EPA's standards and to determine when contingency or control measures may be necessary.

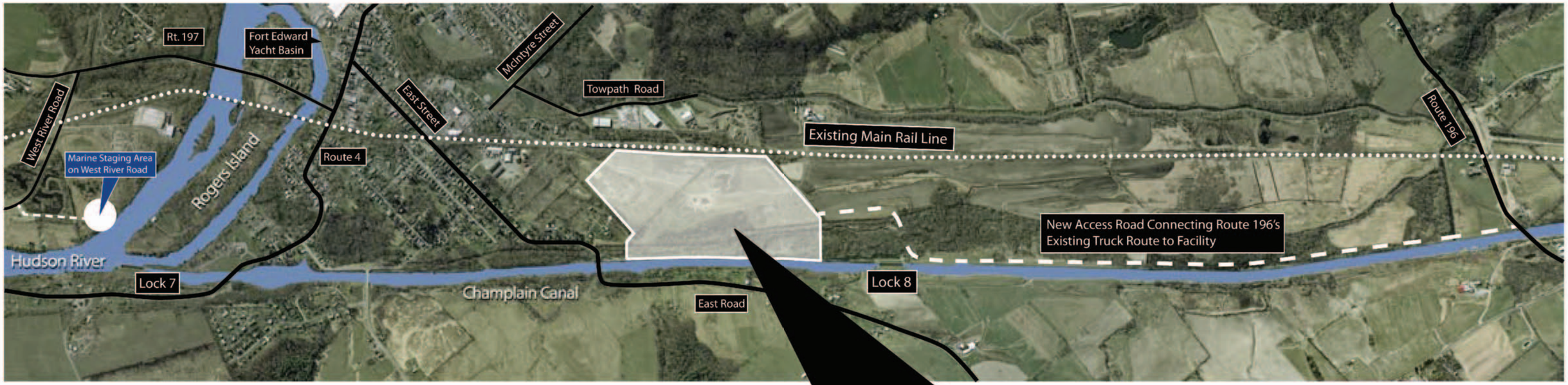
Monitoring will include:

- Water quality,
- Sediments,
- Air quality,
- Odor,
- Noise,
- Lighting, and
- Water discharged at the processing facility.

Next Steps

GE will select contractors to perform the work. GE must also conclude negotiations for a full range of services, property, and equipment. GE will then work with the selected contractors to develop a series of work plans that will ultimately guide the construction and implementation of the first phase of the dredging project. Throughout these steps, EPA will continue to inform and involve the communities impacted by the construction and operation of the Hudson River cleanup.

Phase 1 Hudson River Project Sediment Processing and Dewatering Facility



Construction of Processing Facility to be Major Works Project

- The Champlain Canal near the processing facility will be widened by 65 feet to make way for non-project river traffic.
- A 1,500-foot barge unloading facility along the canal will be built, along with a work/maintenance wharf and 40,000 square feet of pavement.
- 90.000 cubic yards of structural fill will be brought to the site to build the rail yard and stormwater drainage system.
- 300,000 square yards of geomembrane liner will be placed in sediment handling and processing areas as a secondary containment system.
- Five miles of railroad track will be installed, including repair and inspection tracks and two controlled switches to the existing rail line.
- Three miles of access and internal roads will be paved.
- A 41,000-square-foot, 40-foot-high building will be built to house 12 filter presses.
- A 25,500-square-foot building will be constructed to house a two-million-gallon-a-day water treatment plant.
- Two enclosed buildings will be constructed for storage of up to 38,000 cubic yards of processed sediment.
- Approx. 15,000 feet of perimeter fencing and security gates will be installed.
- Two crossings over Bond Creek will be constructed to connect waterfront operations to the rest of the site.