LONG ISLAND RAIL ROAD
SUBSTATION REMEDIATION PROJECT SUMMARY
MANHASSET AND PORT WASHINGTON SUBSTATIONS

History

- Prior to 1979, mercury rectifiers were used at twenty LIRR substations (including Manhasset and Port Washington) to power the Long Island Rail Road (LIRR) locomotive and electric passenger car fleet. These rectifiers were previously removed. It is believed that work practices surrounding the operation and maintenance of the rectifiers caused releases of mercury.
- Based upon extensive investigation study of the sites, it was determined that contamination was limited to soil, and in one instance, sediment at the foot of an outfall into Manhasset Bay. Groundwater was not found to be impacted at any of the substation sites.
- In 2000, the LIRR conducted an initial assessment of all the sites and in 2001conducted interim remedial measures (soil removal) at select sites (including Manhasset) to prevent human exposure and ensure site safety, until the site can be fully investigated and a long-term remedial strategy developed.
- In 2002, impacted soil on the east side of Manhasset substation was removed prior to construction of a new "dry-type" substation at that location.
- In 2004, the LIRR entered into the Voluntary Cleanup Program (VCP) program with the New York State Department of Environmental Conservation (NYSDEC) to investigation and remediate the sites. To date, ten of the twenty sites have been properly cleaned up by the LIRR to the satisfaction of the NYSDEC, and ten remain. LIRR continues to work in conjunction with NYSDEC and the NYS Department of Health to complete all remediation activities, in compliance with applicable requirements and regulations.

Remediation Scope of Work

Manhasset Substation

- The LIRR's Manhasset Substation site is located on Virginia Place and Thompson Shore Road, in Manhasset, Nassau County, NY. The adjoining railroad tracks are on the south side of the property.
- NYSDEC released a proposed cleanup plan for the Manhasset Site (see attached January 2015 NYSDEC Fact Sheet; a previous Fact Sheet was circulated in 2006). The proposed cleanup plan has been available at the Manhasset Public Library. NYSDEC Fact Sheets are available on-line and to subscribers to the NYSDEC e-mail list.
- As set forth in the DEC Fact Sheet, remediation will consist of removal and proper disposal of approximately 2,000 cubic yards, of mercury-impacted soil and sediment from three locations (located on and off-site), totaling around 24,400 square feet.
- There is a stormwater drainage system (swale) that traverses the site and discharges, through a culvert, at an outfall in the back of Manhasset Bay. Mercury-impacted sediment was identified at the foot of the outfall and will be fully remediated and restored as part of the project.

- The project will achieve NYSDEC-approved Soil Cleanup Objectives (SCOs) for mercury in soil on and off-site and for sediment at the foot of the swale outfall to Manhasset Bay.
- Post-excavation endpoint sampling will be conducted at the Manhasset site to ensure that all soil that exceeds the SCOs is removed. In the event that any endpoint samples reveal exceedance of the SCOs, additional soil will be removed.
- Once the excavations are complete, they will be backfilled with clean soil/sediment, and the areas will be fully restored to meet pre-existing conditions, or as otherwise required.

Port Washington

- The LIRR's Port Washington Substation site is located on the west side of South Bayles Avenue, south of the Port Washington Train Station.
- During the investigation of soil at this site, soil was also found to exceed regulatory levels for arsenic and poly-chlorinated biphenols (PCBs).
- Remediation will consist of the removal and proper disposal of approximately 230 cubic yards of contaminated soil.
- The project will achieve NYSDEC-approved Soil Cleanup Objectives (SCOs) for mercury, arsenic, and PCBs.
- Post-excavation endpoint sampling will be conducted at the Port Washington site to ensure that all soil that exceeds the SCOs is removed. In the event that any endpoint samples reveal exceedance of the SCOs, additional soil will be removed.
- Once the excavations are complete, they will be backfilled with clean soil/sediment, and the areas will be fully restored to meet pre-existing conditions, or as otherwise required.
- The NYSDEC has circulated Fact Sheets for this site prior to the site investigation and in November of 2011.

Safety

- Prior to implementing the work, the remedial contractor will prepare a Community Health and Safety Plan (CHASP). The CHASP will be required to address all the appropriate federal, state, and local regulatory requirements necessary to undertake and successfully complete implementation of the remedy. As part of the CHASP, the remedial contractor will prepare a Community Air Monitoring Program (CAMP) to ensure the protection of public health. Standard dust suppression techniques will be employed such as application of wetting agents to soil, stockpiles and equipment if and when necessary. Equipment and personnel decontamination facilities will be required. Trucks transporting the excavated soil to the permitted offsite LIRR-approved disposal facility will be thoroughly decontaminated prior to leaving the site. All loads will be transported off site in permitted tarp-covered trucks.

Additional Information

- For any additional information, please contact LIRR Public Relations: Hector Garcia, at (718) 558-7305, or Robert Brennan at (718) 558-7500.