

Owner: Maryland Port Administration

Total Construction Cost: \$8.5 million

**WBCM Services: Structural Engineering
Civil Engineering
Permitting
Construction Administration**



The Maryland Port Administration (MPA) purchased approximately 10.5 acres from the Estate of Kerry Ellis, at a site known as the Kurt Iron and Metal Facility at 3000 Childs Street in 2000. The site had been used for shipbreaking, salvage, and demolition disposal from 1987 to 1997. At the time of purchase, the site was covered with abandoned, deteriorating trailer buildings and with infrastructure and debris piles ranging in height from 25 to 35 feet, resulting from shipbreaking activities as well as unlicensed solid waste disposal from other marine demolition. The MPA purchased the site in order to expand the Fairfield Marine Terminal, procure additional deep water access, and provide a contiguous property for the development of the Masonville Dredged Material Containment Facility. WBCM and our subconsultant, were tasked by MPA with the environmental assessment, clean-up, and remediation of the site. WBCM also completed the Site Development Design to provide additional auto storage for the Mercedes-Benz Terminal. This Project was the first of its kind to be enrolled in the Maryland Department of the Environment's Voluntary Clean-Up Program (VCP) by the MPA. It illustrates how a significantly environmentally-impacted property can be resurrected into a viable beneficial use.

The initial phase consisted of a Phase 1 Environmental Assessment and Inventory of the site. During this Phase, WBCM assisted in the inventory, prepared mapping of the site, and performed quantity estimates of the debris and abandoned infrastructure according to characterization of the material. Upon completion of the Phase I Environmental Assessment, it was decided to enter the site into MDE's Voluntary Clean-Up Program.

The Phase II Environmental Assessment was then developed and completed. WBCM provided the oversight and review of the Response Action Plan (RAP) and provided the technical design information for utility installation and the final capping of the site.

The next phase of the project focused on the actual clean up of the site. WBCM prepared the Contract Documents for the "Environmental and Solid Waste Disposal at the Former Kurt Iron and Metal Facility." The Contract Documents were predicated largely on WBCM's development of a performance specification which detailed the preparation of a site specific Health and Safety Plan; the characterization, segregation, and handling of the materials; and the disposal requirements of the hazardous and solid waste.

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The work was started in February 2004 and completed in October 2004. Approximately 25,000 tons of solid waste, scrap metal, concrete rubble, tires, and creosoted timber were removed and disposed. In addition, the following hazardous wastes were removed and disposed: 40 lead acid batteries, 35 PCB-containing transformers, one ton of PCB-containing materials, 50 pounds of mercury-containing equipment, 515 compressed gas cylinders, and 80 cubic yards of friable asbestos. WBCM provided Construction Phase Services for the clean-up, including review of the Health and Safety Plan, tracking of the demolition and removal, updating quantity estimates, and review of the closure report.

The final phase of the Project consisted of the design of the site work for incorporation into the Mercedes-Benz Auto Terminal. This phase also serves as the completion of the Response Action Plan. The RAP employed the bituminous paving as the site capping, thereby preventing migration of on-site containments into the Bay from stormwater runoff and infiltration. WBCM prepared the Contract Documents for the filling, grading, paving, utilities, and storm drains. The stone base course was designed as a passive methane venting system and all utility trenches were installed with an impermeable liner encasing clean backfill. Critical Area and Stormwater Management compliance was achieved through the design of an innovative perimeter berm and sand filter trench.

The contract was awarded to P. Flanigan & Sons, Inc. The work was started in September 2005 and completed in September 2006. WBCM provided the Construction Phase Services for the contract. Completion of this phase, in conjunction with recordation of the RAP deed restrictions and posted signage, resulted in successful fulfillment of the VCP requirements and an MDE finding of no further action required.

The site is currently an active part of the Mercedes-Benz Terminal operation.