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# *C<sup>the</sup>* *Current*

River Corridor  
Closure Project

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Please submit story ideas or comments to  
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The editor reserves the right to edit any  
submitted articles for length and clarity.

## **Carol Johnson Named WCH President and Project Manager**

Carol Johnson came to Washington Closure Hanford (WCH) in November, 2010 to fill the role of Closure Director. Prior to joining WCH, she was the Infrastructure Executive Director at the URS-led Sellafield remediation project in the United Kingdom (UK) where she was responsible for critical nuclear safety related infrastructure and support services, commercial fuel transport and nuclear materials safeguards and security. She managed more than 1,900 employees and an annual budget of more than \$500 million in a highly regulated environment operated under a nuclear license and overseen by the Nuclear Installation Inspectorate.



*Carol Johnson is excited to move into her new position as President and Project Manager for Washington Closure Hanford. She is creating history as she leads the Project to closure.*

A graduate of Marshall University with a B.S. in Chemistry, Carol has over 30 years of experience in the operation of high hazard nuclear facilities, nuclear infrastructure, and environmental restoration at several U.S. Department of Energy sites and the UK. In 2003, she was a URS member of the winning proposal team, Battelle Energy Alliance, to manage the contract at the Idaho National Engineering Laboratory. She was responsible for developing long range plans for research and development facilities based on future work and managing new infrastructure capital projects.

As Neil Brosee steps into retirement, the reins are turned over to Carol, who looks forward to working with a team that is safety oriented and has a proven track-record for success. "I am inheriting a workforce that has made tremendous

strides in Hanford cleanup over the last six years," said Johnson. "The team has worked nearly 4.5 million hours without a lost work day. We're 12 percent ahead of schedule and \$240 million under budget. We're on track to meet the Department of Energy's vision for cleanup and closure of the River Corridor in 2015. This is a safe, high-performing team, one that I am proud to join."

“I am inheriting a workforce that has made tremendous strides in Hanford cleanup over the last six years.”

*Carol Johnson,  
WCH President and  
Project Manager*

## Service Awards

The following individuals reached a milestone in their careers.

### 5 Years:

Eich, Donna J.  
Frank, Michael V.  
Hoppe, Leslie M.  
Legard, Danny E.  
Repko, John F.  
Roberts, Diana L.  
Webb, Jeff S.

### 10 Years:

George, Kip A.  
Hays, Carla S.  
Kadinger, James O.  
Lee, Kirby D.  
Nix, Michael D.  
Proctor, Megan L.

### 15 Years:

Eppling, Greg L.  
Kinnunen, Eric P.  
Wheatley, Wesley J.

### 20 Years:

Kobierowski, Mitchell S.  
Webb, Michael A.

### 25 Years:

Sanders, Karl E.

### 30 Years:

Kisenwether, Thomas F.  
Reese, Dennis E.

*Carol Johnson continued*

Carol’s track record for project management and leadership experience is exactly what is needed to lead the River Corridor project on the road to closure. Having been around the Project for several months, Carol has earned the respect and confidence of the River Corridor Project workforce. The Communications team has heard many compliments and words of encouragement as she steps into this role.

It’s significant to note that Carol is making history as she accepts the title of President and Project Manager; she is the first woman to hold this position within URS and at the Hanford Site.

Congratulations to Carol – please welcome her into her new role as she leads the Project to closure.

## River Corridor Receives Recognition

Neil Brosee made the rounds during the past few weeks, to recognize the River Corridor Closure (RCC) Project employees for their great accomplishment – 4 million safe hours worked. Included in his remarks were congratulations on reaching this goal for the first time, along with pointing out significant progress made in all aspects of the work and contract. From contract awards, procurement, safe miles driven by the transportation team, tons of material retrieved and shipped; each employee should be proud of their contribution to being DOE’s largest cleanup closure project.



*Neil Brosee met with employees across the Project, congratulating each and every one for an outstanding safety record. The RCC team reached 4 million safe hours worked. Neil’s last stop was at Fermi, on his last day prior to retiring.*

“As you know, safety is of the utmost importance to me,” said Neil. “Safety is the foundation of good work; without it the work fails.” As Neil addressed the Fermi team, the last stop on his rounds, the RCC Project was nearing 4.5 million safe hours worked.

## Workforce Restructuring Plan Approved by DOE

The U.S. Department of Energy has approved the Workforce Restructuring Plan that WCH submitted to them in June. The plan gives Washington Closure approval to reduce the RCC Project workforce by up to 210 people in FY12.

## New Hires

WCH welcomes the following new employees who have joined our project:

Jacob Maxey: WCH, Project Controls Engineer – Project Integration

Rochelle MacDonald: WCH, Project Controls Engineer – Project Integration

### Workforce Restructuring continued

DOE also approved a voluntary reduction of force, or self-select, component to our plan. As a result, WCH will offer a limited self-select annually for WCH and Eberline Services Hanford Inc. staff. The self-select for FY12 will be offered in August.

It is called a “limited” self-select because only employees in specific job classifications or titles will be eligible to apply. The limitation is designed to support the retention of necessary resources to successfully complete the project safely.

Details about the self-select, including the specific classifications eligible to participate, will be provided in the next few weeks. We'll also post the information on the Workforce Transition web site, as well as in an upcoming issue of Horizons.

## Environmental Services Looks Out for the Little Ones

It's no surprise to anyone that the water levels have been high this year. For most of us it's just an amazing sight to behold – the high waters at the park or as we drive toward Seattle. But to WCH's Environmental Services group it means running to the rescue of the unsuspecting – 18 to 25 juvenile salmon that had found their way into an excavation area at 100-D.

Remediation at the 100-D-8 Burial Ground has included excavation of debris, sampling and backfill. A small portion of the scope extends to the shoreline below the ordinary high water mark (OHWM). As of mid-May, the project had not conducted any remediation scope below the OHWM. Internally developed requirements for project work above the OHWM included prevention of any materials from being released to the river (e.g., resulting from movement of equipment, or application of dust suppression water), and avoiding creation of excavated areas that could strand fish.

Although the project was originally scheduled to complete work at the 100-D-8 site prior to spring's high-flow conditions, this goal was unattainable for various reasons. Remediation was only partially complete and therefore the project was unable to backfill the excavation above the OHWM. The team at 100-D had been monitoring the rising river water levels and straw bales were strategically placed to prevent fish from entering the excavation and becoming stranded.

On May 16, it was apparent that the river elevation had exceeded the bank around the 100-D-8 excavation and washed some of the straw bales away from the shoreline. WCH verified that no fish had entered what was now a pool of water in the excavated area. Unable to place additional bales of straw around the excavation before the close of business, by the morning of May 17 the young salmon (approximately 3-4 cm long) were found stranded in the pool.



Workers at the 100-D-8 Burial Ground discovered several young salmon stranded in a pond made via excavation and high waters. The team successfully rescued them all.



Environmental Services continued

Environmental Services quickly put their heads together to come up with a plan for safe removal of the fish and by the following afternoon all notifications had been made and the plan was unanimously approved by all parties. By that afternoon, the plan was implemented to completion; the fish were successfully moved out of the pool into the river using a net with no mortality. Jill Thomson, WCH Environmental Services manager stated, "I would like to thank everyone for their efforts and excellent coordination and support throughout the process."



A closure team is finalizing plans and initiating the challenging final cleanup activities in the 300 Area by the end of the river corridor closure contract. This June photo shows tremendous change at Hanford's 300 Area along the river corridor.

## 300 Area Closure Team is Clicking

Have you seen the 300 Area lately, or should I say, what is left of the 300 Area? The D4 and Field Remediation (FR) crews are making tremendous progress at the former radiological research and fuel fabrication site where cleanup is the focus and completing closure safely is the goal.

When the RCC Contract was signed, it involved demolishing the entire 300 Area. But that changed with the decision to retain several facilities for the Pacific Northwest National Laboratory and led to the late release of several buildings scheduled for earlier demolition dates.

"Adapting to the changes and modifying a schedule so it remains safe and efficient led to the

consolidation of D4 and FR activities in the 300 Area," explained Dan Elkins, D4 300 Area Manager. "The goal is to integrate all WCH work scope to ensure we safely and compliantly complete the 300 Area cleanup, but the challenges require a cooperative and efficient process to complete closure," said Dan.

As work progressed in the 300 Area, D4 and FR found themselves working in close proximity to each other. Therefore, FR 300 Area staff aligned with D4 to support a single 300 Area Closure Team. Some of the staff from the 300 Area have been assigned to other FR sites, like 118-K-1, 618-10, 100-N. This direction lends itself to completing the tasks efficiently while maintaining safe working conditions.

Activities in the 300 Area will be coordinated by sections with centralized coordination and communications. Meanwhile, the challenges remain and progress continues along the River Corridor in the 300 Area.

"Adapting to the changes and modifying a schedule so it remains safe and efficient led to the consolidation of D4 and FR activities in the 300 Area."

*Dan Elkins,  
D4 300 Area Manager*

### FACTOID

In the 300 Area 653,305 tons of contaminated material have been moved to ERDF.

## Chris Bates – ERDF Driver Hauling in Titles

When Washington Closure Hanford’s Chris Bates is not hauling waste, he’s hauling in truck-driving titles.

Bates, a member of the ERDF Transportation team for three years, won the 4-axle division at the Washington State Truck Driving Championships on June 25 in Kent. By winning the state competition, Chris earned a berth to compete in the American Trucking Association’s National Truck Driving Championships held August 9-13 in Orlando, Florida.



Chris Bates, WCH, ERDF Transportation driver (center) wins another award in his career as a truck driver. Neil Brosee (left) and Ryan Dodd (right) congratulated Chris on qualifying to compete on a national level, August 9-13.

Chris and his fellow competitors were graded in several categories during the competition. Each competitor took a comprehensive written test, performed a truck inspection and drove an obstacle course.

“I was pretty excited to win this year,” said Chris, who has won eight state titles since he began competing at the state level in 1983. “I knew I drove well, but I didn’t think I had won. When they called my name, I was really surprised.”

Although winning is nothing new to Chris, he said winning the national title will take an extraordinary effort, along with a little luck. “It’s tough. You’ve got the best driver from each state,” said Chris, who twice has finished in the top 10. “But I’m ready to go down and give it my best shot.”

Chris began driving professionally in 1975 and has never been involved in an accident. He said driving competitions help keep him sharp on the job. “The competitions are very intense,” he said. “You’ve got to be aware of all points of your truck and all the regulations. Any time I get behind the wheel, whether it’s working or competing, I take it very seriously.”

Bruce Covert, Washington Closure’s Director of Waste Operations, praised Chris for his hard work and perfect safety record. “Chris and the entire Transportation team play significant roles in Washington Closure’s mission to safely clean up the Hanford Site,” Bruce said. “Since we assumed management of the River Corridor Closure Project, ERDF drivers have logged more than eight million miles. Most important, Chris and his colleagues have accomplished this milestone while achieving Washington Closure’s goal of “Zero” accidents.”

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**“Any time I get behind the wheel, whether it’s working or competing, I take it very seriously.”**

*Chris Bates,  
ERDF Transportation Team  
member and Washington State  
Truck Driving Champion*

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**FACTOID**

Since August 2005, the ERDF Transportation team has logged more than 8 million miles transporting waste material to the Environmental Restoration Disposal Facility.

“Depending on the time of year, the project can have more than 40 lighting plants in use.”

*Ken DeLong,  
Engineering Services*

*Chris Bates continued*

Other members of the Transportation team that have won truck driving titles include Lynn Springer and Keith Johnson. Lynn won six state championships in Oregon, two in each the 5-axle, Tanker and Flatbed classes. Keith won the 2003 national championship in the 4-axle division and was named to the American Trucking Association’s America’s Road Team, a group of professional truck drivers recognized for their dedication to delivering freight safely and on time.

**Project Light Plants Going Green**

The River Corridor Closure Project lighting plants are going green. WCH is the first contractor on site to start swapping out diesel-powered lighting plants for solar-powered ones.

“Depending on the time of year, the project can have more than 40 lighting plants in use,” said Ken DeLong, Engineering Services. “The solar-powered plants require little in the way of maintenance. They also come on and shut off automatically, reducing personnel interaction.”

The energy from sunlight is converted to electricity to charge batteries. At night, the lights are powered by the batteries, so they make as much noise as solar-powered garden lights when they are on, which is to say they make no noise at all.

Lighting plants are typically used in parking lots, at intersections, at building entrances, and for field work task lighting. The light quality and brightness is excellent for most of our applications.

A solar plant was tested earlier this spring at the intersection to N Area. “We have received terrifically positive feedback about this from the 100 Area work force,” said Engineering Services Director Mike Frank.



*Royal Shuler, stationary operating engineer at the 100-N Area Waste Pad, wipes down the collectors on the solar-powered lighting plant, which was part of a pilot-project conducted at the intersection to N Area last spring.*