



Moab Project Begins Two Train Shipments Each Weekday

With funding received through the American Recovery and Reinvestment Act (ARRA), the Moab Uranium Mill Tailings Remedial Action (UMTRA) Project committed to shipping an additional 2 million tons of mill tailings from Moab to Crescent Junction, Utah, by the end of fiscal year 2011. To meet the increased quantity to be transported, the Remedial Action Contractor (RAC) to the U.S. Department of Energy (DOE) began multiple train shipments each day, Monday through Friday, on August 17.

The Moab Project initially planned to make shipments 7 days a week with longer trains to meet the accelerated cleanup goal. However, after further evaluation and discussions with Union Pacific Railroad, DOE and the RAC decided instead to ship two trainloads per day. For each train to make one roundtrip in a 24-hour period, the time available for loading and unloading the trains was reduced. The RAC started with 15 railcars per trainload in August and will work up to 34 railcars by mid-December as additional railcars and containers become available and the crews adjust to the new schedule.

Jobs Created or Saved

The RAC and the Technical Assistance Contractor (TAC) have hired 169 new employees and saved the jobs of 37 existing workers to accomplish the accelerated schedule under ARRA. A second work shift was added to support the loading of the additional trains. These employment figures exceed the original projection of 160 jobs. "Funding from the Recovery Act has allowed us to accelerate our cleanup efforts and add new jobs, so the community is seeing two major benefits from this legislation,"

said Moab Federal Project Director Donald Metzler.

Underpass Construction

Running multiple trains per day avoids weekend mill tailings shipments, thereby preventing encounters with recreational users at railroad crossings on those days. Currently, project vehicles must cross State Road 279 (Potash Road) to reach the rail load out area. The RAC began construction in mid-September on an underpass of Potash Road for use by project vehicles to further reduce interactions with public traffic on the state highway. An underpass was chosen instead of an overpass to minimize the visual obstruction to the surrounding area and to avoid transporting the tailings above the public highway.

The underpass will be located northeast of the existing road crossing and will not require a change to the current grade of Potash Road. The haul road will be realigned to meet the underpass.

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Forms are in place to support the Potash Road underpass concrete panels.

Message From the Federal Project Director

April 20, 2009, marked a significant milestone for the Moab Project: the first trainload of uranium mill tailings was shipped from the Moab site to the Crescent Junction site for disposal. To celebrate this milestone, DOE hosted a haul start event on May 4. About 150 invited guests and employees attended the event, which was held at the rail load out area at the Moab site. Several speakers, including then Utah Governor Jon Huntsman, Jr., gave remarks, which were followed by a ribbon-cutting and a demonstration of the massive gantry crane used to load and unload containers of tailings on railcars. Guests were served yellow cake (pun intended) and punch following the ceremony. We were pleased to have so many individuals attend who played a role in getting the tailings pile moved.

Although U.S. Senators Robert Bennett and Orrin Hatch and Congressman Jim Matheson of Utah were unable to attend the haul event, I want to express my appreciation for the visits Senator Bennett and Congressman Matheson made to the project sites during the past year. I think they enjoyed their site tours to see the vast changes we've made as much as we enjoyed the opportunity to show them around.

This edition of *Tailings Times* features the significant progress we have made since April 20 and the work that ARRA funding has enabled us to accomplish. This edition also includes other positive impacts or improvements the project has made, both internally and outside our organization.

In addition to the many new employees hired under ARRA, my DOE staff has gained two new members. Art Murphy, who worked for EnergySolutions on the Moab Project and was previously a DOE employee at the Fernald, Ohio, Site returned



Donald Metzler, Federal Project Director

to federal service as the Environmental Safety and Health and Quality Assurance Manager for the Moab Project in February 2009. Bonni Wethington joined the project in June as a Program Analyst. Bonni supports the DOE Contracting Officer Representative for the RAC, Joel Berwick, and provides quality assurance support to Art. She is married to Ken Wethington, who previously joined my staff and they both transferred from the DOE Los Alamos National Laboratory in New Mexico to the Moab site.

To welcome the new employees to the project and celebrate everyone's hard work, DOE and the contractors held a picnic for all of the employees and their families at

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Tailings Times is published periodically by the U.S. Department of Energy Office of Environmental Management in Grand Junction, Colorado, to inform stakeholders of progress to date on the Moab UMTRA Project and plans for future activities.

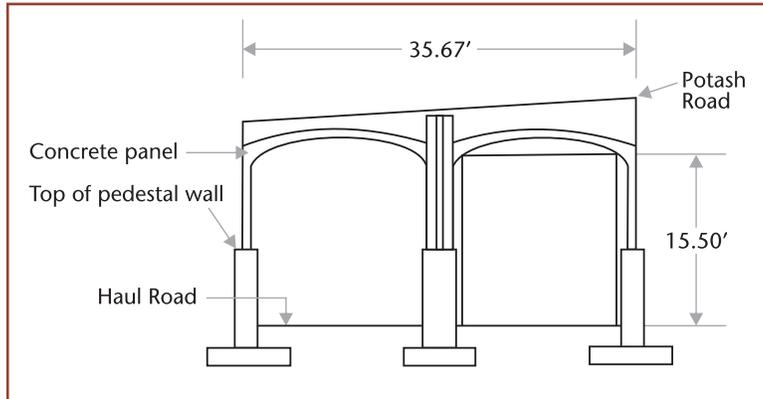
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Moab Project Begins Two Train Shipments Each Weekday (continued from page 1)



A profile of the Potash Road underpass showing the road surfaces and the foundations (pedestal walls) for the concrete panels.

A temporary detour around the construction area was built in early September to allow Potash Road to remain open.

The underpass structure is made of precast concrete panels that are assembled on-site and are less costly to install than cast-in-place designs. The arch-box shape of the underpass (see figure) not only provides structural stability, but also facilitates a quicker installation because there is less fill placement required than for an overpass. Construction is anticipated to be completed by early December. The finished underpass will accommodate two-way haul traffic with a divider to separate the lanes. In addition, the span of the underpass was designed to accommodate a planned bike path on the northwest side of Potash Road.

Following completion of the Moab site remediation, the underpass may be incorporated into the Moab Wash drainage pattern for overflow during flood events.

Lighting

Shipping two trains each day requires night operations. Temporary lighting along the haul road, at the rail load out area, and on top of the tailings pile is being used to extend operations beyond daylight hours. Each light plant has two to four lamps. To the extent possible, the project has implemented suggestions for reducing lighting impacts to the community and Arches National Park that were provided

by representatives of Grand County and Arches, while remaining compliant with Occupational Health and Safety Administration regulations for worker protection. This fall, permanent light fixtures will replace the temporary light plants, except on the tailings pile where lights will remain as mobile units to accommodate the changing location of where containers are filled with conditioned tailings. Where possible, the lights will be amber-colored, directed downward, and shielded to avoid lighting the night sky.

As with the light plants on the tailings pile, lighting in the Crescent Junction disposal cell will be mobile

units to adjust to the tailings dumping area as disposal progresses. Permanent light fixtures at Crescent Junction have been installed in the office area, along the access roads, and in the rail load out area. Again, the fixtures will always meet safety requirements and, to the extent possible, Grand County's desires.

Tons of Tailings Shipped

The project began shipping mill tailings on April 20, 2009. Starting in May, one train shipment of up to 23 railcars was made each day, Monday through Thursday. A fifth weekly shipment using ARRA funding was added on Friday starting in mid-June. A second daily train shipment began in August. The second train that runs on Monday through Thursday and both trains that run on Friday are

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Night operations in the Support Area at the Moab site.

Other Activities Funded Through Recovery Act

In addition to the commitment to ship more tailings under ARRA, the Moab Project is using some of the funds to make improvements at the Moab and Crescent Junction sites and to support additional cleanup work and disposal activities.

Site Improvements

In June and July, access and haul roads, rail load out areas, and the Moab site Support Area were paved with asphalt. Paving reduces the water needed for dust suppression and reduces the maintenance costs through the life of the project.

Also during this timeframe, erosion control matting was installed on 3 acres of Bureau of Land Management land above the railroad tracks and a portion of the hillside drainage ditches and other disturbed areas. About 23 acres of the Moab hillside below the railroad tracks was seeded and mulched as an erosion control measure.

Ground Water Remediation and Evaporation

An interim ground water remedial action system was installed in stages beginning in 2003 between the base of the tailings pile and the Colorado River to remove contaminant mass and to protect the habitat areas along the riverbank at the Moab site from exposure to ammonia. Forty extraction wells are present along the riverbank and one well is located closer to the base of the pile.



Erosion control matting (light tan patch) was placed on the hillside above the railroad tracks and the lower hillside (a portion appears as bright green) was seeded and mulched.



Paving of the haul road to the rail load out area at the Moab site.

Ground water extracted from the well field is pumped to an evaporation pond on the tailings pile. The pond supplied an extensive sprinkler system on the top and sides of the pile that enhanced evaporation of the extracted water while providing dust control. Almost all of the contaminants remained in the pond or on the pile when the water evaporated.

Tailings excavated from the pile are conditioned in preparation for shipment by being spread on the surface of the pile to air dry. To meet the ARRA commitment of shipping increased tailings quantities, the size of the conditioning area has been expanded and has necessitated the elimination of zones of the sprinkler system. To offset the reduction in water evaporation through the sprinklers, the ground water extraction system is being altered.

The existing wells along the riverbank will be augmented with seven additional wells installed closer to the contaminant source, the tailings pile. The extraction rate of the wells along the river can then be reduced to a level that remains protective of the habitat, whereas the wells near the pile will operate at a rate to more efficiently extract contaminant mass. The overall amount of ground water extracted will be reduced. Installation of the additional wells is planned for late this fall. The project is also investigating ways to maximize the remaining sprinklers as additional zones are eliminated.

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Other Activities Funded Through Recovery Act (continued from page 4)

In addition, the project has placed evaporation enhancement equipment on the pile to disperse more water from the evaporation pond. The equipment is designed for use at sites with sizeable water evaporation needs, like ours. Each unit has a large fan that creates wind speeds in excess of 100 miles per hour and adds air to the water source. An electric pump draws water from the pond and when combined with the 30 water jet nozzles, the fan produces a large spray pattern that enhances evaporation of the water. The units at the Moab site are equipped with a weather station that automatically shuts them down when the wind speed increases or changes direction, to avoid overspray. Under optimal conditions (high air temperatures/low humidity), the units evaporate about 45 gallons per minute. The spray is monitored to maximize the amount of water evaporated.

Tamarisk Removal

As have other organizations involved in the eradication of tamarisk trees along the Colorado River corridor, the Moab Project has removed tamarisk at the Moab site. Tamarisk, or saltcedar, is a hardy riparian shrubby tree that thrives along waterways in drier climates, like Moab's, and tends to dominate other native vegetation. Because of its tendency to consume large quantities of water, tamarisk is considered detrimental in the west where freshwater supplies are limited.



Evaporation enhancement equipment (center) assists in evaporating water from the pond.



The hydro axe cuts down tamarisk near the well field.

In September, more than 3.5 acres of tamarisk was removed west of the well field. The tamarisk was either mechanically cut with a hydro axe or hand cut with a chainsaw. Berms were created around the area for flood irrigation, and this plot will be revegetated this fall with willow and cottonwood trees and other native species. The tamarisk trees will be ground into woodchips to become mulch in the revegetation plot.

Cell Cover Material Preparations

The top of the contaminated materials disposed in the Crescent Junction cell will be capped with an 8- to 10-foot-thick, multi-layered cover composed of native soils and rock. The uppermost layer is 6 inches of rock that provides erosion protection. The selected material is basalt, a hard, dense, volcanic rock. This rock is being obtained from the existing quarry at Fremont Junction, Utah, and meets the U.S. Nuclear Regulatory Commission requirements for durability. Using ARRA funds, rock from the Fremont Junction site is being quarried, sized to our specifications, and stockpiled at the Crescent Junction site.

Old Atlas Building Gets New Soils Testing Laboratory

Sieves, and mallets, and ovens, oh my! What does every good quality control person need for compaction testing? Why, a soils testing laboratory, of course!

And that's exactly what the site contractors created in the only remaining millsite building at the Moab site. Two rooms in the 50-plus-year-old building were cleared; electricity, new light fixtures, and equipment were added; and repairs to the floor were made to ready it as the soils testing laboratory. "Before our soils lab was constructed, we had a makeshift one scattered in several parts of the building," said Kathy Turvy, Quality Assurance/Quality Control (QA/QC) Manager for the RAC.

The material that is being excavated from the tailings pile is conditioned to reach suitable moisture content for compaction in the disposal cell at Crescent Junction. The moisture content must be within plus or minus 3 percent of the optimum to meet the U.S. Nuclear Regulatory Commission-approved requirements for compaction in the cell.

Kathy says a nonscientific method to know if the tailings material is near the right moisture content is that it stays together or is "moldable" when you squeeze a handful of it, instead of falling apart or sticking to your hand. The QC staff conducts soil tests for the project to ensure the proper moisture content has been achieved. Kathy's staff consists of three QA/QC Representatives, Beachem Bosh, Mitch Hogan, and Reed Tsosie, and three QA/QC Technicians, Tom Nett, David Stewart, and Trent Stowe, who support the soils testing effort at both the Moab and Crescent Junction sites on both work shifts.

As we have indicated before, the tailings material transitions in consistency from dry sands to wet clayey "slimes" going from the outer edges to the middle of the pile. Each soil type behaves differently with respect to the ideal amount of moisture needed to achieve maximum density. Density is calculated as the weight of a material divided by its volume, and it refers to the degree of compaction of a material in a specified area. The higher the density, the more compacted it is.

Soil is classified by passing a sample of it through a series of sieves to screen or separate the different grain sizes. At the Moab site, the soil is passed through a $\frac{3}{4}$ -inch (in) or 0.750-in sieve, then a $\frac{3}{8}$ -in or 0.375-in sieve, then a "number 4" or 0.187-in sieve. With each pass, the remaining material in the sieve is collected in a plastic bucket. The sieve test is used to select the specific method for determining moisture content.



The soils laboratory was constructed in a room in the former Atlas building that was being used for storage.

Several test methods have been developed to determine if soil has achieved the proper compaction for the specified purpose, in this case placement in the disposal cell.

Soil density is the most common test and consists of measuring the density of soil for comparing the degree of compaction against the specifications. The Moab site uses an industry standard test method, which involves collecting a bucket-size sample of tailings material from the excavation area, and using a specialized hammer to compact the material. The material is weighed and then oven-dried for 24 hours to determine the water content.

A moisture density curve like the one shown in the figure on page 7 was developed by plotting the results of tests performed at several different moisture contents, including two results above and below the optimum moisture content. The results of conditioned material to be shipped are then verified against the curve. The curve is periodically regenerated to account for changes in the excavated material.

The Moab Project uses mechanical techniques to increase the soil density to achieve the proper compaction. This increase in density is achieved through a "sheep's foot" compactor in the disposal cell that has spiked wheels to increase the weight applied to the tailings material under the spike.

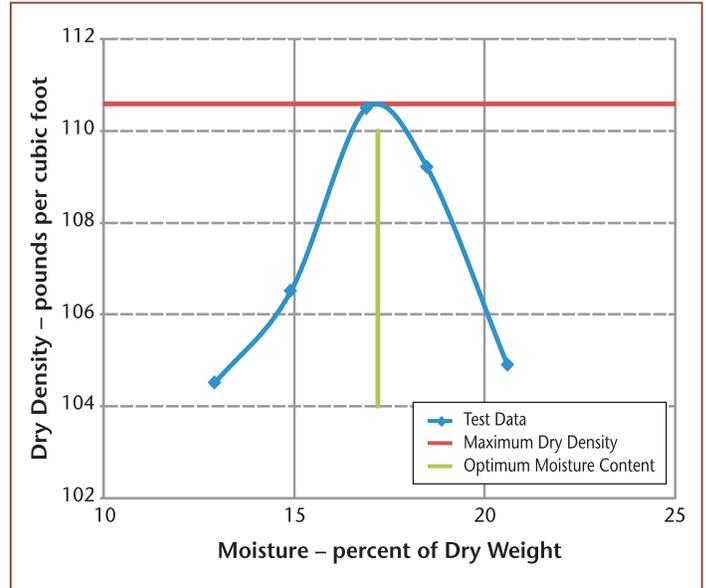
Every time you travel along a roadway or step inside a building, you are relying on geotechnical engineers and soils technicians to have verified that the maximum

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Old Atlas Building Gets New Soils Testing Laboratory (continued from page 6)

compaction was achieved to prevent that surface from settling and cracking. Likewise, proper soil compaction in the disposal cell is essential not only for durability, but also to prevent settlement that could compromise the cell cover by releasing radon gas or promoting excessive infiltration of precipitation. In addition, soil at the optimum moisture content requires less effort to achieve compaction.

The tests performed at the Moab site simulate the compaction at the Crescent Junction cell. "The closer we can get to the optimum moisture content before we ship the tailings, the less work it is for them to be compacted when they reach Crescent Junction," Kathy explains. At the Crescent Junction site, additional soil tests are performed to ensure that the placed materials met the compaction standard.



Example moisture density curve.

Message From the Federal Project Director (continued from page 2)

at the Green River State Park. The 60 families who attended enjoyed games, great barbecue, and the camaraderie of their fellow workers. I believe strongly that these types of celebrations help develop those all-important relationships outside of work that enable us to perform as a cohesive team at work.

This and previous editions of the newsletter can be found on our website at www.gjem.energy.gov/moab under the General bullet.

L to R: EnergySolutions Chairman and Chief Executive Officer Steve Creamer, then Acting Director Environmental Management Office of Small Sites Projects Mike Moore, Donald Metzler, then Utah Governor Jon Huntsman, Congresswoman Grace Napolitano of California, and S&K Aerospace Vice President of Operations Tony Amadeo participate in ribbon-cutting during the haul start event on May 4.



Applying Lean Management to the Moab Project

The Moab Project has made great strides in increasing the quantity of mill tailings shipped since the first trainload left Moab on April 20. With funding received through ARRA, the project plans to lengthen each train from 22 to 34 railcars by mid-December. For this to be possible, the various activities associated with getting each train loaded and shipped must all be working in sync.

To help us evaluate our current processes and identify possible “wait points,” we accepted the help of Union Pacific Railroad’s Continuous Improvement Team. Tom Rasmussen, Union Pacific Continuous Improvement General Director, has visited the project sites several times to watch the operations since we began running two trains a day. Union Pacific applies the principles of “Lean Management,” or simply “Lean,” which is based on Toyota Motor Corporation’s Production System, a methodology that enabled Toyota to become one of the largest and most profitable car manufacturers in the world. The basic objective of Lean is to eliminate wasted effort by optimizing the workflow. “Lean principles can be applied to almost any activity,” said Tom.

The material handling and transport operations for the Moab Project have been compared to a system of connected “loops” whose touch points, or handoffs, must be synchronized to function efficiently. At the Moab site, these loops include excavating and filling containers with conditioned tailings, conducting exterior radiological scans of the containers and releasing them for rail transport, and loading the containers onto railcars. Transporting the train from Moab to Crescent Junction and back is yet another loop. At Crescent Junction, the loop consists of unloading the containers, dumping them into the cell, and replacing the empty containers on the railcars.

Each part of the operation, or loop, is both a customer of and a supplier to other operational pieces, making the loops interdependent. The work team for each loop needs to focus its efforts on that loop. For example, the Radiological Control Team acts as a customer when it receives full containers, hopefully in a timely manner, from the Excavation Team and becomes a supplier when it ensures that the containers are efficiently scanned and released to the Transportation Team for transport to the rail load out area. This customer/supplier relationship is repeated throughout the loops.

Implementing two work shifts has highlighted the need for each team to communicate not only with its counterparts on the next shift, but also with the next shift at the other site. For example, if the Moab site day shift, which is loading the train for transport, load fewer containers than anticipated, this needs to be communicated to the Crescent Junction night shift, which will be receiving that short train, so that they can plan their activities accordingly. This cross-communication helps to ensure a “balanced system,” so that each team knows what to expect with each shipment.

Running two train shipments each weekday means that each shift has 6 hours to load the 34 railcars before it must release the train to Union Pacific for its piece of the operation, which also must be completed in 6 hours. That equates to about a 2.5-minute cycle, or the time between the arrival of each container at the gantry crane for loading on the train.

The Continuous Improvement Team tries to help employees identify and eliminate waste in their workday. “The idea is not to make the employees work any harder or faster, but to get rid of the variability and wasted time and effort, which leads to unnecessary worker stress and strain,” says Tom. For the Moab Project, this means delivering containers at the handoff points at consistent time intervals.

Tom will continue to visit the project sites periodically through the next several months to check on progress toward reaching this cycle consistency. He is working closely with Craig Niemeyer, RAC Project Coordinator, in a “train the trainer” capacity so that the process improvements will continue beyond Tom’s involvement. This knowledge transfer addresses the Lean philosophy of adding value to an organization by developing its people and partners.

Although employees have a tendency to react initially with opposition to having the Continuous Improvement Team involved, Tom assures us that the team’s role is not to tell anybody how to do his or her job. “In other organizations that have implemented Lean, they have seen how once the employees notice real improvements in their work activities and processes and a decrease in their stress level, they embrace the concepts and become champions of it,” he said. That is the ideal outcome for the Moab Project.

Grand County Receives Financial Assistance Award From DOE to Monitor Moab Project

At the August 4 Grand County Council meeting, Moab Federal Project Director Donald Metzler presented the county with an oversize check for \$110,000. The check represented a financial assistance award to the county to support its monitoring and outreach efforts associated with the Moab Project.

"The citizens and elected officials of Grand County have a vital interest in the remediation of the Moab Project site. DOE has acknowledged this interest since taking responsibility for the site in 2001 and has strived to include the community at all stages of the project's progress," expressed Donald.

"As the project moves into the operational phase of moving the tailings, the council needs to be able to assure its constituents that we continue to keep an eye on the project on their behalf," said Bob Greenberg, Grand County Council Chair and Co-Chair of the Moab Tailings Project Steering Committee. "DOE has managed the site in a safe manner that is environmentally protective thus far and we have a responsibility to our community to ensure this continues."

The county used a portion of the financial award funds to hire a staff person who will act as a liaison between the county and DOE to gather and interpret project-related technical and environmental information for the council and the public. Lee Shenton, a former research chemist, was hired on October 19 to fill that role. "I am excited to have the opportunity to serve as liaison with the Moab Project on behalf of our community," said Lee. "I look forward to being associated with this very worthwhile project and I hope to facilitate productive interactions with the project team."



Donald Metzler presents oversize check to Grand County Council.

Some of the award money will also go towards county legal services to monitor compliance with the Conditional Use Permit and other county requirements and agreements with governmental entities and the DOE contractors. Lastly, the award will be used to offset administrative costs for project-related tasks.

The financial assistance award can be renewed each year assuming the county meets the specified conditions of the award and the availability of funding.

Moab Project Begins Two Train Shipments Each Weekday (continued from page 3)

shipments funded by ARRA. The Moab Project is also supplementing the 32.5-ton-capacity containers that carry the mill tailings with 160 containers that hold 40 tons.

As of the last week of October, more than 405,000 tons of mill tailings had been shipped, of which more than a third, 140,000 tons, was shipped under ARRA. In addition,

47 truckloads (for a total of 1,034 tons) of contaminated scrap metal from the Moab site "boneyard" were hauled to Crescent Junction through ARRA funding. The project anticipates reaching 1 million tons shipped during the spring of 2010.

Moab Project Does Its Part to Be Energy Conscious



While DOE cleans up the mill tailings pile in Moab, it is also offsetting its environmental effect by buying renewable

energy through Rocky Mountain Power's voluntary Blue Sky program.

Rocky Mountain Power offers its electrical customers, like the Moab Project, an easy way to support wind-powered generation and other renewable energy facilities in the western region. The project qualifies as a champion-level participant in the Blue Sky program with the monthly purchase of 73 blocks of renewable energy, which is sold in 100 kilowatt-hour blocks. That amounts to offsetting nearly 53 tons of carbon dioxide emissions each year, the environmental equivalent to planting 4,600 trees or taking 9 cars off the road. In addition, this participation level qualifies the project as a U.S. Environmental Protection Agency Green Power Partner, for which DOE ranks third in the top ten federal government participants in this nationally recognized program.

"We want to ensure that we're doing what we can to minimize our project's impact on the environment, said Polly Robinson, TAC Property Manager. In compliance

with DOE orders and the Secretary of Energy's goals, the Moab Project strives to identify and implement energy efficiency

measures at both the Moab and Crescent Junction sites to reduce the environmental and energy influences from its activities. "We have a team that looks at ways to be more energy efficient, including recycling and using renewable energy. The team identified Blue Sky as a good way to offset our energy consumption and to help us be more sustainable," Polly added.

When a customer enrolls in Blue Sky, Rocky Mountain Power purchases Green-e Energy-certified renewable energy certificates on behalf of the consumer from wind energy facilities in the region. Blue Sky funds also help support the development of smaller projects in local communities like Moab that can include wind, solar, geothermal, low-emission biomass or other certified renewable energy sources. The Moab Project is in good company with the almost 30,900 other Rocky Mountain Power customers in Utah, Wyoming, and Idaho that currently buy Blue Sky, ranking it third in the nation in the number of customers buying renewable power.



S&K Aerospace Receives Small Business Administration Award for 2008

At the 10th Annual DOE Small Business Administration (SBA) Conference in Long Beach, California, this past August S&K Aerospace was presented with the 8(a)/ Small Disadvantaged Business Contractor of the Year Award for 2008. This prestigious honor is given annually to a small business that demonstrates excellence in socioeconomic programs or functional areas that directly contribute to core DOE mission accomplishments.

S&K Aerospace is the TAC for the Moab Project. S&K Aerospace, in partnership with S&K Technologies and Pro2Serve, operates the ground water remediation system at the Moab site, maintains site vegetation, and conducts radiological assessments of off-site properties. In addition, the TAC Team provides project integration, information technology and telecommunications, health and safety, quality assurance, property and records management,



Wendee Ryan, Tony Amadeo, and Amy Yalon (middle left to right) accept S&K's award from Brenda DeGraffenreid, Acting Director for the Office of Small and Disadvantaged Business Utilization (pictured left). Marcia Daigle from the SBA is pictured right.

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Safety Survey Solicits Employee Feedback

The Moab Project prides itself on making safety the highest priority. In addition to monthly safety meetings for all site employees, the RAC conducted a safety survey in October that was available to all RAC, TAC, and DOE staff at the Moab and Crescent Junction sites, and included staff at the Grand Junction, Colorado, office.

The 36-question written survey was designed to solicit employees' honest (and confidential) assessment of the safety culture of the project. "We wanted employees to tell us how we're really doing from a safety standpoint," said Woody Stelly, RAC Health and Safety Manager. Employees were allowed time during work to complete the survey and were encouraged to participate. "This was their opportunity to tell us what they truly think without fear of retribution," Woody added. The survey form included space to provide suggestions for improving safety or for other comments.

More than fifty percent of the employees responded to the survey. The results have been compiled and a summary will be shared with the employees in the next couple of weeks. Some of the feedback includes augmenting protective gear and equipment and



Site employees participate in monthly meetings as part of the project safety program.

enhancing the visibility of work areas. A plan for implementing the suggestions is being developed.

Through the survey and routine feedback from the employees, we continuously strive to improve the safety program for the project.

S&K Aerospace Receives Small Business Administration Award for 2008 (continued from page 10)

training, safeguards and security, public affairs, and other technical services to the project.

The award is part of DOE's Secretarial Small Business Awards Program, which recognizes small business leaders in innovation and creativity. In a letter of announcement to S&K Aerospace from the DOE Office of Economic Impact and Diversity, it stated, "This award recognizes your company's efforts and commitment in providing timely deliverables and quality services, enabling the Department to complete its important mission of safeguarding our Nation's resources."

Moab Federal Project Director Donald Metzler and the TAC Contracting Officer Representative Gail Majors nominated S&K Aerospace for this award that was given

to the company for its extraordinary customer service and significant value to the government. "This award is a nice recognition of S&K's performance on this contract, which is the company's first with DOE," said Gail.

"We would like to thank the dedicated employees of the TAC, DOE, and RAC who together act as a singularly focused team," said Tony Amadeo, S&K Aerospace Vice President of Operations.

S&K Aerospace is a certified SBA 8(a) company owned by the Confederated Salish and Kootenai Tribes and is headquartered in St. Ignatius, Montana. In addition to the Moab Project offices in Colorado and Utah, S&K has locations in Alaska, Georgia, Texas, and Washington.



How Do I Get Information About the Project?

For more information about the Moab UMTRA Project, contact
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You may also call our toll-free hotline at 1-800-637-4575 or send us an email at moabcomments@gjem.doe.gov. Moab Project documents are available on the DOE website at www.gjem.energy.gov/moab and at the following public reading room location:

Grand County Library
257 East Center Street
Moab, Utah
(435) 259-5421

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