

OFFICE MEMORANDUM

To: Site File #911024

Thru: Chuck Schwer *CS* Supervisor  
Site Management Section

Fr: Linda Elliott *LE* Project Manager  
Sites Management Section

Date: July 22, 1992

RE: Route 7, Milton  
Griffin's Phase II Report

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I have received Griffin's report titled "Phase II Investigation of Groundwater Contamination in Private Wells along Route 7 Milton, Vermont". The objectives of this investigation were to 1) determine whether a release occurred on B & M property, 2) determine the source of contamination impacting the Kruger/Evans and Hoose/Turner private wells, 3) to confirm that there are two separate plumes unrelated to each other, 4) and to begin the quarterly monitoring of four existing monitoring wells. Griffin performed the following work:

1. Installation of twelve soil borings/monitoring wells- MW9-MW20 and one "punch" well-PW17 (8 monitoring wells on B & M Auto, 3 in the vicinity of Hoose residence, 1 between two areas of contamination)
2. Collection of soil samples from the borings located on B & M property EPA Method 8240 analysis in addition to field screening (PID).
3. Collection of water quality samples from the monitoring wells on B & M property and from five supply wells for 624 analysis.
4. Collection of water quality samples from the four other newly installed wells, three existing punch wells, and PW-17 for EPA Method 602 analysis.
5. Collection of the first round of quarterly samples from MW1, MW3, MW5, MW6 and MW7 for EPA Method 602 analysis.

In general this report documents that petroleum contamination still exists (two separate plumes) in groundwater beneath various properties along Route 7 in Milton and concludes the following:

1. Probably short-term release of gasoline at B & M Auto near MW 16 caused groundwater contamination. MTBE was detected in two downgradient monitoring wells located on B & M property, but was not detected in wells near the upgradient boundary. MW 16 has the highest MTBE readings and is located immediately upgradient of the Kruger supply well. VOC levels in the Kruger well have decreased to below VHAL. MTBE levels could represent remnant contamination.
2. Release of MTBE-containing gasoline in the vicinity of the Hoose residence. Source is still unknown seeing as the Hoose supply wells contains high BTEX and MTBE levels while the monitoring well near Hoose supply wells contains low levels. This suggests that there may be a release immediately adjacent to the Hoose supply well.
3. The water quality sample collected from the "punch" well located near the reported leaky vehicle gas tank on Milton First Stop property detected no

VOCs suggesting it has not impacted the Hoose area.

4. The contamination near the Kruger residence and Hoose residence are unrelated.
5. Groundwater in the vicinity of the Kruger and Hoose residences is flowing north to northeast which is consistent to the October 91 readings.
6. A threat still exists for future groundwater contamination from area businesses.
7. The general appearance of the salvage yard at B & M Auto appears to have significantly improved since September 1991.

#### RECOMMENDATIONS:

In addition to the quarterly sampling of monitoring wells (MW1, MW3, MW6 and MW7) already performed under the contract, Griffin recommends further monitoring of MW9, MW10 and MW11 (well located near Hoose residence) and MW15-MW20 (wells located on B & M Auto) on a quarterly basis for 602 analysis.

I concur with Griffins recommendation that these monitoring wells should be sampled on at least a quarterly basis to monitor the VOC concentrations in these areas especially in the vicinity of the Hoose residence. We should also consider the removal of the punch wells with Griffin. If approved, Griffins contract will have to amended again for this continued monitoring. In addition, once the CWD line is connected, the Kruger and Hoose wells probably will not be needed to sampled by the T.S.S.

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