

**From:** Ken Shimko <kshimko.meridianenv@gmail.com>  
**Sent:** Friday, July 10, 2020 1:46 PM  
**To:** Stoltz, Carrie R - DNR  
**Subject:** RE: Dougs Tire update re: paving and wells

Just a quick note to clarify that EX-10 is not connected to or part of the SVE system. It was installed in the remedial excavation to pump with a vac truck. However pumping proved ineffective.

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**From:** Stoltz, Carrie R - DNR <Carrie.Stoltz@wisconsin.gov>  
**Sent:** Friday, July 10, 2020 1:30 PM  
**To:** Ken Shimko <kshimko.meridianenv@gmail.com>  
**Subject:** RE: Dougs Tire update re: paving and wells

Thanks Ken for the update. I am ok with the abandonment of EX-4 and EX-10, and I spoke with John Sager about this. I want to remind you that no decision has been made about the SVE system operation. If the Closure Committee determines the system should continue running, you may need to replace these (2) wells. If you have any questions, let me know. Thanks and have a good wkend! Carrie

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Carrie Stoltz  
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**From:** Ken Shimko <[kshimko.meridianenv@gmail.com](mailto:kshimko.meridianenv@gmail.com)>  
**Sent:** Friday, July 10, 2020 10:07 AM  
**To:** Stoltz, Carrie R - DNR <[Carrie.Stoltz@wisconsin.gov](mailto:Carrie.Stoltz@wisconsin.gov)>  
**Subject:** Dougs Tire update re: paving and wells

Carrie.

This note follows our phone call this morning.

See attached pictures of EX-4 for reference.

As you know, Dougs Tire is getting re-paved. We prepared a Cap Maintenance Plan and will rely on this re-paving as a remedial cap for the diesel LNAPL area.

This involves removing the existing pavement. After this was completed, the contractor (Monarch Paving) determined there is too much clay content in the underlying soil. Therefore, they excavated (yesterday) additional soil (down to 30 inches in northern portion of lot....I didn't stay to see how much they excavated elsewhere).

I have been staying in contact with Monarch and due to this additional excavation, I traveled to the site yesterday to see what impact this had on the existing wells.

EX-4 manway had to be removed/replaced. However, when I went to cut down the PVC riser, I discovered it was broken about 3 feet down (see pictures). This extraction well was installed in the alleyway and endured heavy traffic and frost-heaving (see pictures). I suspect it has been broken for awhile because it kept coming up on us. Due to its location in the City's alley, we abandoned this extraction well to allow the alley to be excavated and repaved.

I am worried about EX-10. It is located in the center of the entrance ramp to the entire lot and sees a lot of traffic. I worry it will be a problem down the road. It is probably best to abandon it and if more work is needed in the future, a new well can be installed there. We are saving the nearby MW-4 which will provide all of the information needed from that area.

Will keep you posted.

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