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**SITE ASSESSMENT FOR  
UNDERGROUND STORAGE TANK CLOSURE  
CHRYSLER CORPORATION  
KENOSHA MAIN PLANT  
KENOSHA, WISCONSIN**

PREPARED FOR:

**CHRYSLER CORPORATION  
FEATHERSTONE ROAD ENGINEERING CENTER  
2301 FEATHERSTONE ROAD  
AUBURN HILLS, MI 48326**

TRIAD ENGINEERING PROJECT NO. 11013

NOVEMBER 1993



**TRIAD ENGINEERING INCORPORATED**

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325 East Chicago Street Milwaukee, Wisconsin 53202 414-291-8840 Fax 414-291-8841

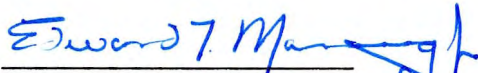
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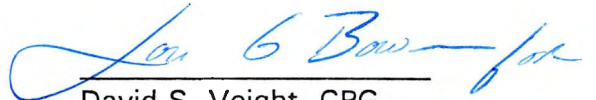
CHRYSLER CORPORATION  
FEATHERSTONE ROAD ENGINEERING CENTER  
2301 FEATHERSTONE ROAD, CIMS 429-02-04  
AUBURN HILLS, MI 48326

TRIAD ENGINEERING PROJECT NO. 11013

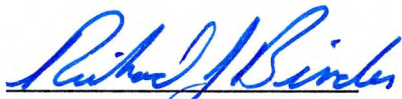
NOVEMBER 1993



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## EXECUTIVE SUMMARY

Chrysler Corporation (Chrysler) retained Triad Engineering Incorporated (Triad) to document the closure of an underground storage tank (UST) system at Chrysler's Kenosha Main Plant property. The UST system, closed as part of Powerhouse demolition activities, was comprised of three 60,000 gallon steel USTs (#11, 12, and 13) and associated abovegrade product delivery piping. The USTs were formerly used to store fuel oil. The UST system was closed by complete removal of the USTs and the associated abovegrade product delivery piping. Field observations and soil sampling were also performed to assess site conditions.

Field observations and soil sampling performed during UST closure activities indicate that a petroleum release has occurred in association with the former UST system. The magnitude and extent of release in the UST area has been documented in previous investigation reports submitted to Chrysler and the Wisconsin Department of Natural Resources (WDNR). An active groundwater recovery system installed adjacent to the former location of the UST system provides hydraulic control in the former UST vicinity. The system provides for the recovery of groundwater and free phase product. Evaluation of remedial alternatives to address impacted soils in this area is currently being conducted and initiation of soil remedial action activities are currently scheduled for 1994.

This executive summary is provided for your convenience and should be considered a part of the appended report. Interpretation of this summary should be considered incomplete without reviewing the UST closure assessment report and associated appendices.

## 1.0 INTRODUCTION

### 1.1 Purpose and Scope.

Chrysler Corporation (Chrysler) retained Triad Engineering Incorporated (Triad) to document the closure of an underground storage tank (UST) system consisting of three USTs (#11, 12, and 13) and associated abovegrade product delivery piping at the Kenosha Main Plant property located in Kenosha, Wisconsin. The USTs were closed as part of Powerhouse demolition activities.

The three USTs were each 60,000 gallons in capacity and of steel construction. Information provided by facility personnel indicates that the USTs were formerly used to store fuel oil. Approximately 150 feet of abovegrade steel product delivery piping connected the USTs to the former Powerhouse buildings. The UST system was closed by complete removal of the USTs and associated abovegrade product delivery piping. Field observations and soil sampling were also performed to assess site conditions.

UST closure and assessment services were provided to document site conditions and comply with WDNR and Wisconsin Department of Industry, Labor and Human Relations (DILHR) requirements. Technical management services provided by Triad during the UST closure included the following:

- Preparation and maintenance of project plans and project records;
- Coordination and liaison with WDNR and DILHR representatives;
- Maintenance of Triad's Quality Assurance/Quality Control programs;
- Subcontractor coordination; and
- Preparation of a UST Closure Assessment Report (this document).

### 1.2 Report Organization.

UST closure activities are documented in the following sections. The physical setting of the property is presented in Section 2.0. Background information is provided in Section 3.0. UST closure methodology and site assessment results are presented in Sections 4.0 and 5.0, respectively. Conclusions and recommendations are presented in Section 6.0. References are provided in Section 7.0. Referenced figures follow Section 7.0.

Supporting documentation is provided in the appendices. Photodocumentation is provided in Appendix A. The DILHR Checklist for UST Closure and UST Inventory forms are contained in Appendix B. A Project Information Fact Sheet is provided in Appendix C. Documentation for UST and sludge disposal and field screening results are provided in Appendices D and E, respectively.

## 2.0 PHYSICAL SETTING

### 2.1 Location.

The Chrysler Corporation Kenosha Main Plant is located in Kenosha, Wisconsin (Figure 1). The property is situated within the SE 1/4, SE 1/4 of Section 36, Township 2 North, Range 22 East (Kenosha County). Surrounding land use is industrial, commercial, and urban residential.

The Kenosha Main Plant property is generally bounded by 52nd Street (north), 60th Street (south), 30th Avenue (west), and 23rd Avenue (east). The UST system (UST #s 11, 12, and 13) was located immediately south of Building 52. Figure 2 shows the location of the site.

### 2.2 Physiography.

Topography in the site vicinity is flat lying with little relief (Figure 1). The elevation at the site vicinity is approximately 623 feet above mean sea level (MSL). Surface water in the study area drains to a storm sewer located southwest of the former UST system. The storm sewer currently drains to Chrysler's stormwater treatment facility located at 50th Street which in turn discharges to Pike Creek.

### 2.3 Geology and Hydrogeology.

Regional and site geology and hydrogeology is discussed in a previous report (refer to "Subsurface Site Environmental Assessment Report - Phase III" Hydro-Search, Inc., November 1991).

Groundwater quality has been assessed at the Chrysler site. This information has been presented in previous reports submitted to Chrysler and the WDNR. The most recent discussion of groundwater quality is presented in a report entitled "Groundwater Monitoring Report - September 1993 Quarterly Sampling, Chrysler Kenosha Main Plant, Kenosha, Wisconsin" (Triad, November 1993).

### **3.0 BACKGROUND INFORMATION**

The former UST system was installed in the 1950s. According to facility personnel, the USTs were initially used to store No. 6 fuel oil to fuel plant boilers. In the 1970s, the USTs were converted to store No. 2 fuel oil. The USTs were filled via a below grade pipeline from a remote, off-site, 750,000-gallon aboveground storage tank. Integrity testing of the below grade product delivery lines was performed by Chrysler in 1989. Results of the testing indicated that the integrity of the piping system was intact. The piping was subsequently abandoned by filling with grout.

Investigative activities performed in the area of the UST system in conjunction with Kenosha Main Plant deactivation activities during 1989 and 1990 revealed petroleum releases to soil and groundwater in the vicinity of the former UST system. The magnitude and extent of release has been documented by Triad in previous reports submitted to Chrysler and the WDNR. An active groundwater recovery system, installed adjacent to the former UST system location, provides for hydraulic control in the site vicinity. The groundwater recovery system also provides for the collection of free phase product. Evaluation of remedial alternatives for soils in this area is currently being conducted and initiation of soil remedial action activities are currently scheduled for 1994.



## 4.0 UST CLOSURE METHODOLOGY

### 4.1 General.

The UST system was closed between July 6 and July 12, 1993, by complete removal of USTS #11, 12, and 13 and associated abovegrade product delivery piping. Chrysler and Triad notified Ms. Pam Mylotta (Project Manger, WDNR) of UST system closure prior to initiation of site activities. Ms. Mylotta and Mr. Gerald Markey, Fire Inspector for the City of Kenosha (Certified DILHR Inspector, No. TI 00096) were on-site during closure activities.

Prior to initiation of field activities, Triad also prepared a site-specific Health and Safety Plan (HASP) which outlined the policies and procedures to protect Triad personnel during on-site activities. This document was made available at the property for use by Triad personnel during UST system closure and site assessment activities.

### 4.2 Field Procedures.

#### 4.2.1 General.

Triad provided documentation services during closure activities. Ms. Jeanne Ramponi, a DILHR Certified Site Assessor (Certification Number 03344), performed site assessment activities. Field activities documented by Triad included observations of the procedures used by the tank removal contractor during UST excavation, removal, and cleaning. Triad also documented the containerization of any UST sludge/washwater and inspected the associated abovegrade product delivery piping leading from the USTs to the plant boilers for indications of leakage. Finally, Triad evaluated site soil conditions within the UST excavations following removal.

Photographs taken during UST closure activities are included in Appendix A. A completed DILHR Checklist for Underground Storage Tank Closure [Form SBD-8951 (R12/91)] and UST inventory forms (Form SBD-7437) are contained in Appendix B.

The USTs were excavated and removed by ABC Services (Kenosha, Wisconsin). Aquatec Environmental, Inc. (Livonia, Michigan) cleaned the USTs and Best Construction (Detroit, Michigan) assisted in removing and dismantling the USTs. Miller Compressing Company (Milwaukee, Wisconsin) transported and disposed of the UST scrap. Transport and disposal of UST sludge and washwater was performed by Safety Kleen Corporation (East Chicago, Indiana). Information regarding the contractors addresses, telephone numbers, and certification numbers are presented on the Project Information Fact Sheet in Appendix C.

#### 4.2.2 Site Preparation.

Prior to field activities, underground utilities were located by Diggers Hotline and Chrysler personnel familiar with buried utility locations. The contents of each UST was removed to within inches of the bottom of the USTs by Chrysler prior to removal. Triad and ABC Services personnel completed required state and local permits for UST closure, which were filed with the appropriate agencies.

#### 4.2.3 Handling and Disposal.

##### 4.2.3.1 Underground Storage Tank

The USTs and piping were dismantled and transported off site to Miller Compressing Company (Milwaukee, Wisconsin) and recycled as scrap metal. A copy of the disposal manifest is included in Appendix D.

##### 4.2.3.2 Sludge.

Sludge and washwater removed from the USTs were stored in a temporary holding tank on-site. The sludge and wastewater were properly manifested and transported to Safety Kleen (East Chicago, Indiana) for disposal. Documentation for sludge and washwater disposal is included in Appendix D.

#### 4.2.4 Soil Sampling and Screening.

The WDNR did not require confirmatory analytical sampling as soil and groundwater quality at this location has been assessed during earlier site investigation activities. However, field screening was conducted on the backfill material to further evaluate site conditions. Field screening was performed with an organic vapor analyzer (OVA) (Thermal Environmental Instruments Model 580B with a 10.6 eV probe) to assess the potential for volatile organic compounds (VOCs) to occur in soil samples collected from select locations within the UST excavation. Due to the relatively low volatility of No. 2 and No. 6 fuel oil, the soil samples were also evaluated for indications of obvious impact (petroleum odors and/or staining).

## 5.0 UST REMOVAL EVALUATION AND RESULTS

Closure of the three 60,000-gallon fuel oil USTs was performed on July 6-12, 1993. Weather conditions during UST closure were sunny and windy with high temperatures ranging from 68°F to 80°F. No precipitation was recorded in the area during UST closure activities.

### 5.1 UST Removal Activities

The USTs were located within a former concrete containment structure formerly used as a coal bin. The structure had a concrete base (approximately 3 feet below grade) and retaining walls to approximately 3 to 10 feet above grade (Figure 3). The structure encompasses an area of approximately 85 feet by 60 feet. Asphalt and concrete pavement surround the containment structure. Prior to UST removal, a portion of a retaining wall was removed to allow access to the USTs.

Excavation activities were performed utilizing a tractor-mounted backhoe. Approximately two inches of asphalt were removed from above the USTs. Plastic sheeting was placed on a concrete surface at a location approximately 100 feet from the UST excavation. Excavation activities were limited to removal of only the backfill material within the retaining walls (pea gravel). The excavated backfill was placed on and covered with plastic sheeting.

The piping and USTs were exposed after removal of the asphalt and backfill material (pea gravel). Once exposed, the piping was disconnected from each UST and all residual product drained. Approximately 4 gallons of product was drained from the piping and collected in a drum.

Prior to cleaning, the USTs were monitored for the percent lower explosive limit (LEL) combustibles and oxygen by Best Construction. Monitoring was performed at the top, middle, and bottom of each UST. When the LEL reading was below 10 percent throughout the USTs, the USTs were sheared by Safety Kleen for cleaning.

UST sludge was collected and the interior of each UST cleaned with a high pressure water blaster. The sludge and washwater mixture (a total of approximately 2,800 gallons) was pumped into a temporary holding tank on-site. The product recovered from the piping and washwater from work activities associated with the deactivation of the Chrysler Powerhouse were pumped into the holding tank. The contents of the holding tank were properly manifested and transported to Safety Kleen for disposal. Documentation for sludge and washwater disposal is presented in Appendix D.

The USTs were removed from the excavation utilizing two cranes. Upon removal, the USTs were transported to an adjacent concrete lot and blocked to prevent rolling. Inspection revealed that the USTs were in good condition with no visible holes. The original UST coating remained intact. The USTs were each measured at 70 feet in length and 12 feet in diameter. The piping consisted of coated and wrapped steel and was also in good condition (see photodocumentation Appendix A).

After removal, the USTs were dismantled by Best Construction and transported by Miller Compressing Company to their Milwaukee facility as scrap metal. Copies of the UST disposal manifests are contained in Appendix D.

Water was encountered at the base of the UST excavation under each UST. The water appeared to be perched water which had collected in the permeable backfill material within the former containment structure area. The water exhibited a petroleum "sheen".

## 5.2 Field Screening Results and Observations.

Ten soil samples were collected from the stockpiled backfill material from above and the sides of the USTs (samples 1 through 10) and field screened. The OVA readings ranged from 0.3-1 instrument units (i.u.). The backfill material did not exhibit staining or odors. This backfill material was returned to the excavation after removal of the USTs.

Four samples were collected from below UST #11 after removal (Samples 11 through 14). Field screening results for soil samples beneath UST #11 ranged from 0.2-18 i.u. All of the samples collected beneath UST #11 exhibited staining. However, only the samples with OVA readings of 18 i.u. exhibited petroleum odors.

Three samples were collected from beneath UST #12 (Samples 15, 16, and 17), which each had an OVA reading of 0.2 i.u. Five samples were collected from beneath UST #13 (Samples 18 through 22), which had OVM readings ranging from 0.1 - 3.0 i.u. The samples collected from beneath USTs #12 and #13 exhibited staining but no petroleum odors. Complete field screening results are contained in Appendix E.

The visibly stained backfill material extended to a depth approximately 2.5 feet beneath the base of the USTs. The soils were not removed at the time of UST closure. However, the concrete retaining walls were removed to grade and nonimpacted backfill excavated from the top and sides of the USTs was placed in the excavation and graded.

Evaluation of remedial alternatives for soils in this area is currently being conducted. Soil remedial action activities are currently scheduled for Spring of 1994.

## **6.0 SUMMARY AND CONCLUSIONS**

Visual observations recorded during removal of the three USTs (#11, 12, and 13) at the property and field screening results suggest that petroleum release has occurred within the former UST excavation. The magnitude and extent of release in the former UST area has been documented in previous reports submitted to Chrysler and the WDNR. An active groundwater recovery system provides hydraulic control in the former site vicinity. The system provides for the recovery of groundwater and free phase product.

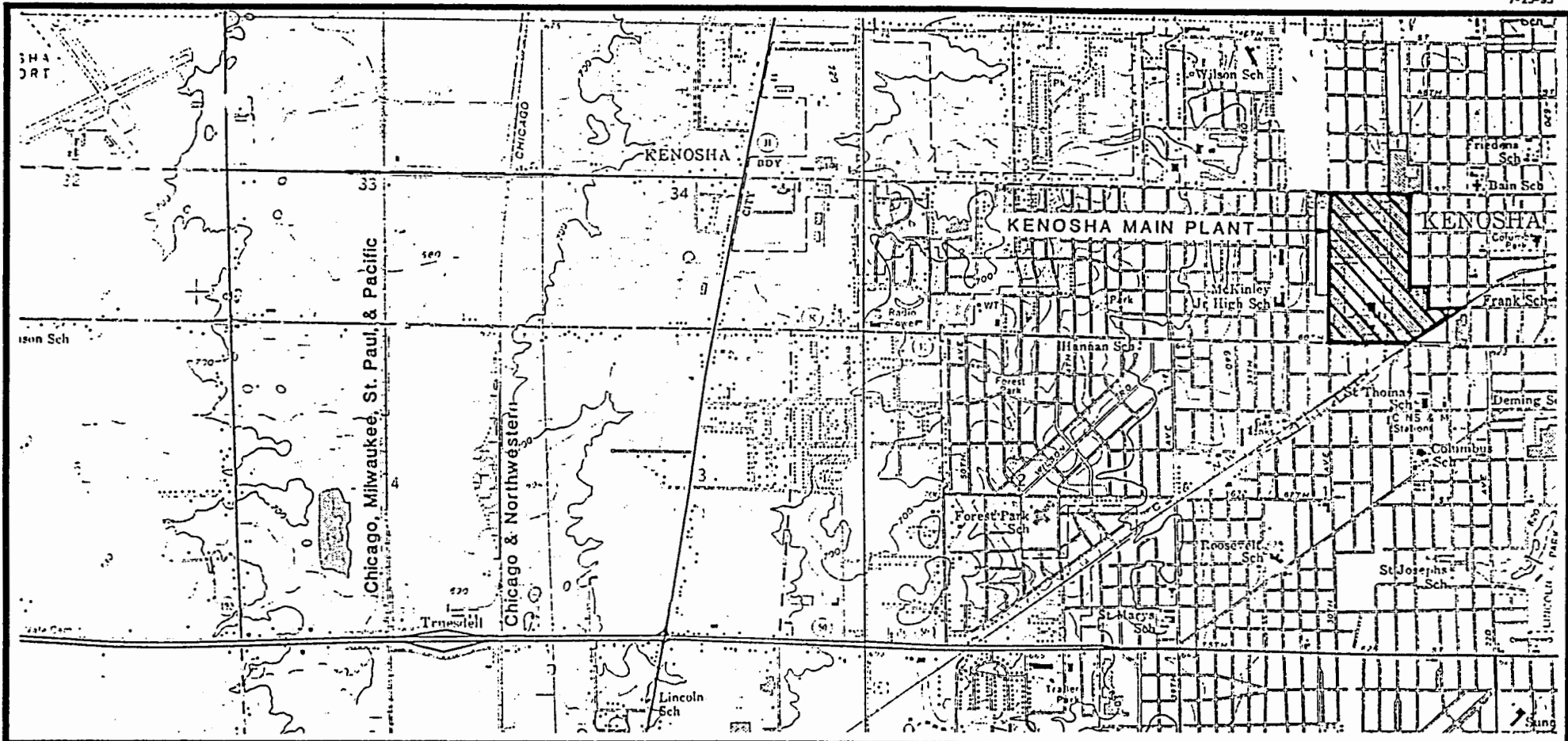
Evaluation of remedial alternatives for soils in this area is currently being conducted. Soil remedial action activities are currently scheduled for Spring of 1994.

## **7.0 REFERENCES**

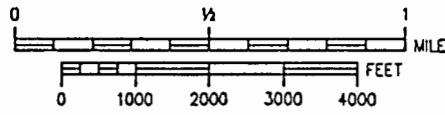
Hydro-Search Inc., November 1991, Subsurface Environmental Site Assessment Report--Phase III, Chrysler Corporation Main Plant, Kenosha, Wisconsin, Volumes I and II.

Triad Engineering Incorporated, November 1993, Groundwater Monitoring Report - September 1993 Quarterly Sampling, Chrysler Kenosha Main Plant, Kenosha, Wisconsin

Triad Engineering Incorporated, July 1993, UST Closure Work Plan, Chrysler Kenosha Main Plant, Kenosha, Wisconsin.



SCALE



CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL



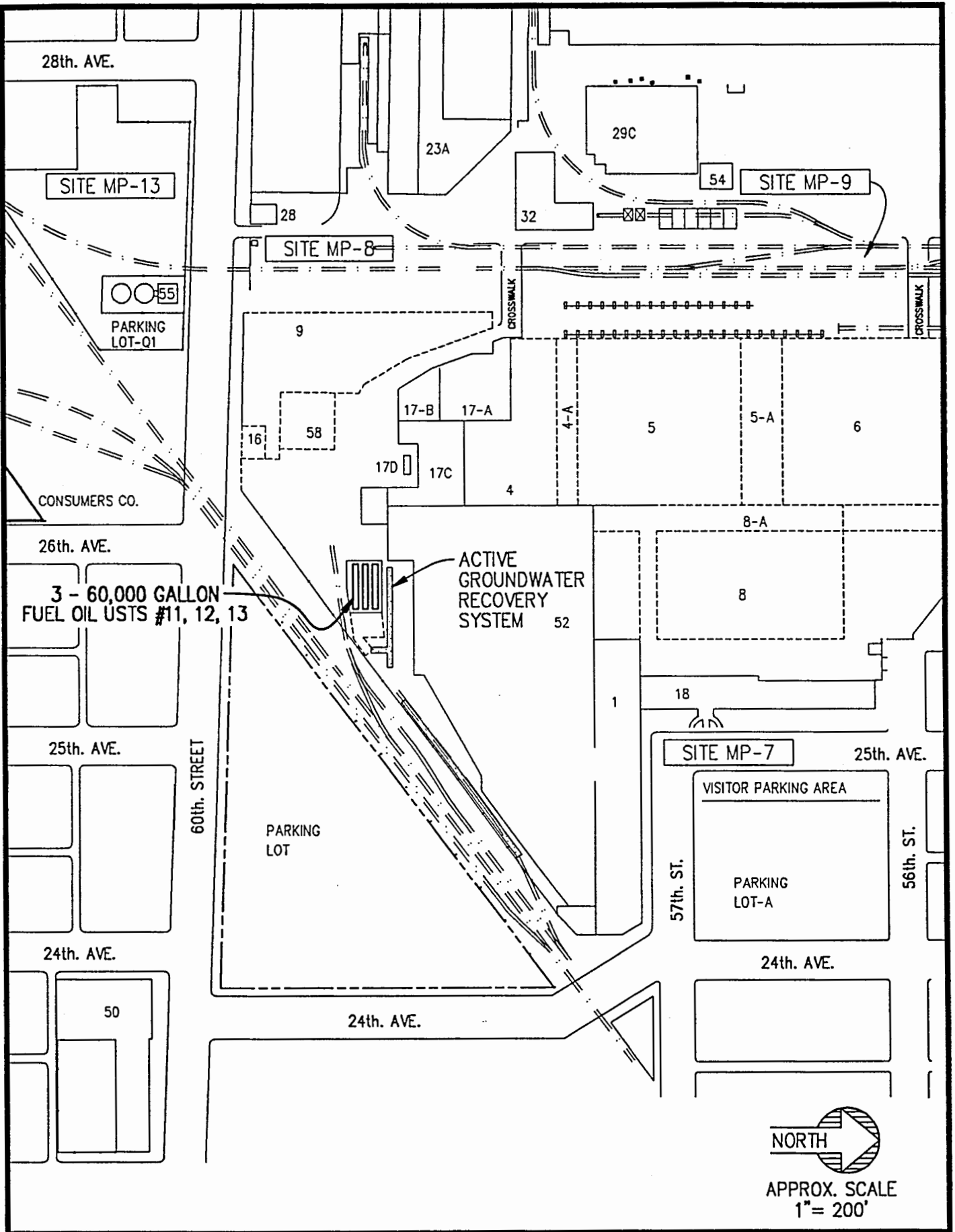
STUDY AREA



QUADRANGLE LOCATION

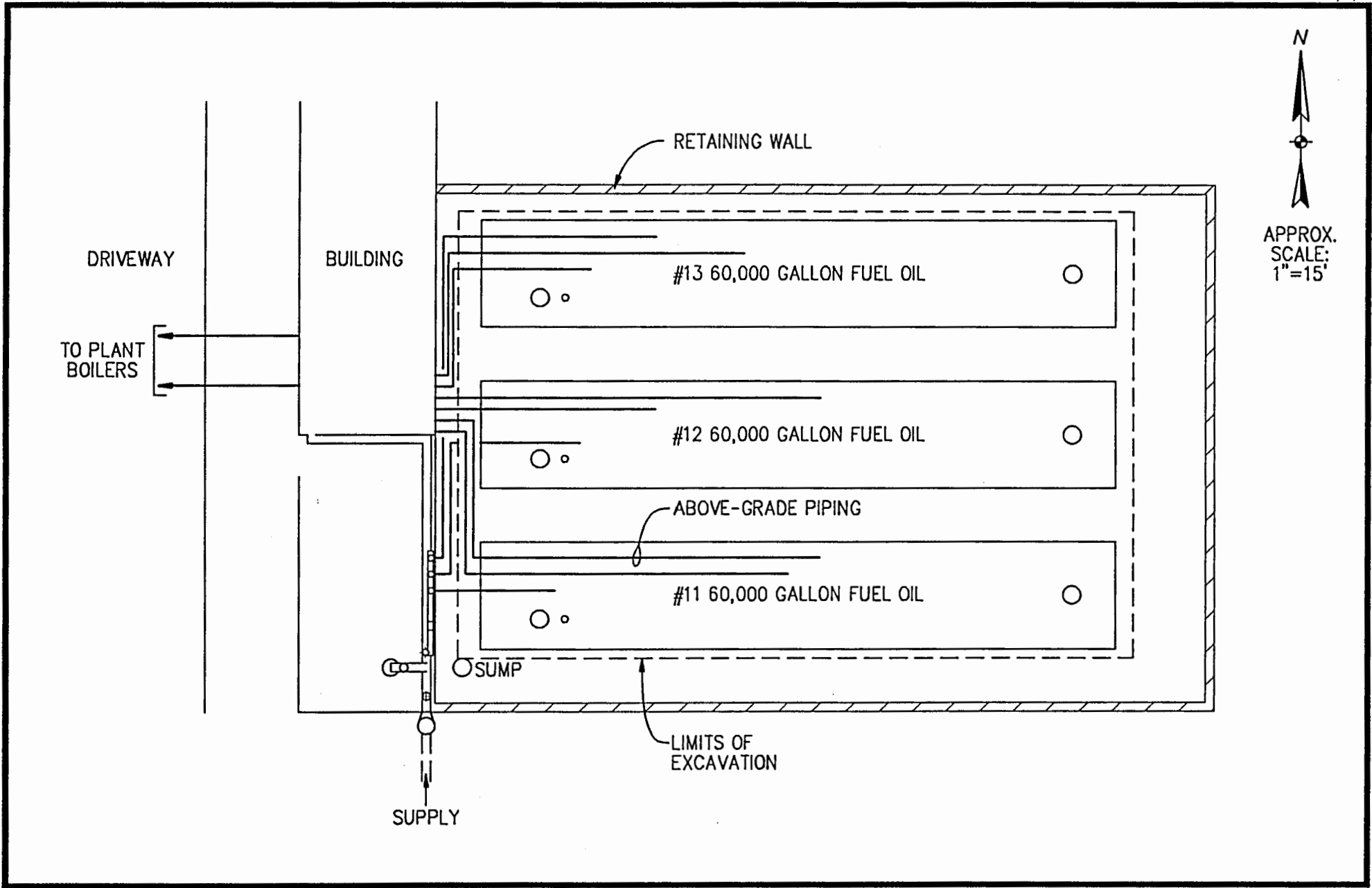
MODIFIED FROM U.S.G.S. 15'  
KENOSHA AND  
PLEASANT PRAIRIE, WI  
QUADRANGLE MAP  
PHOTOREVISED 1971

**FIGURE 1**  
**CHRYSLER MOTORS CORP.**  
**KENOSHA MAIN PLANT**  
**SITE LOCATION AND LOCAL TOPOGRAPHY**



**FIGURE 2**  
**CHRYSLER CORPORATION**  
**KENOSHA, WISCONSIN**  
**UNDERGROUND TANK LOCATION**





**FIGURE 3**  
**CHRYSLER CORPORATION**  
**KENOSHA, WISCONSIN**  
**UST EXCAVATION**

**APPENDIX A**  
**PHOTODOCUMENTATION**

FIELD PHOTOGRAPHY LOG SHEET

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TIME: 8:40 A.M.

PHOTO DIRECTION

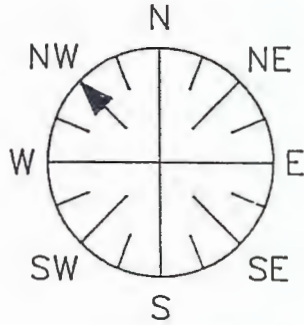


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11

DATE: 7/6/93

TIME: 9:10 A.M.

PHOTO DIRECTION

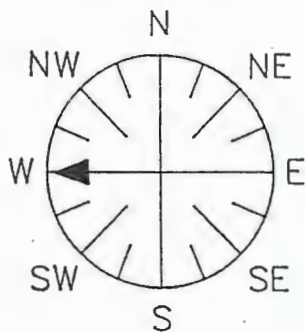


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: REMOVING BACKFILL AROUND UST #11

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/6/93

TIME: 9:40 A.M.

PHOTO DIRECTION

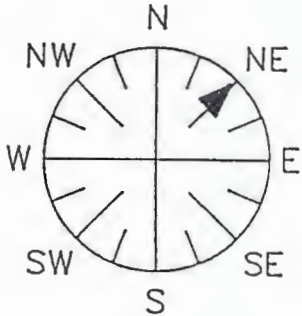


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION:

DATE: 7/6/93

TIME: 10:20 A.M.

PHOTO DIRECTION

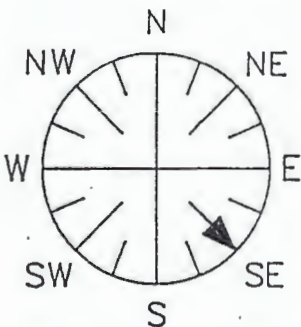


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11, AND UST #12 (FOREGROUND)

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/6/93

TIME: 11:00 A.M.

PHOTO DIRECTION

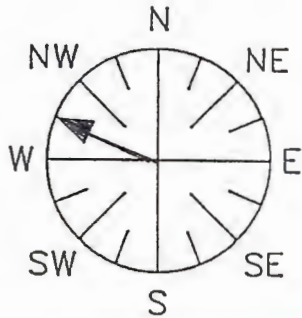


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION:

DATE: 7/6/93

TIME: 12:00 P.M.

PHOTO DIRECTION

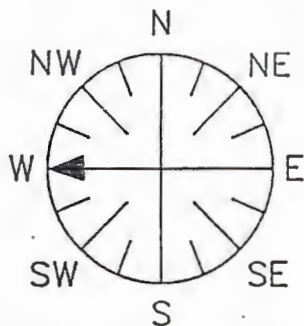


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: REMOVING BACKFILL FROM UST #11

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 8:30 A.M.

PHOTO DIRECTION

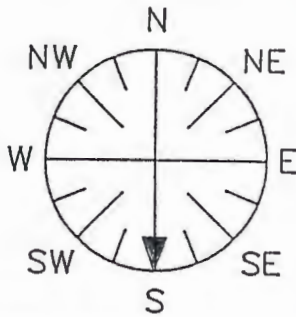


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: STAINED BACKFILL AT THE BASE OF UST #11

DATE: 7/7/93

TIME: 9:00 A.M.

PHOTO DIRECTION

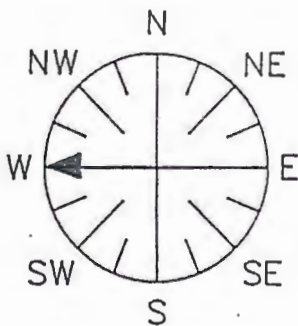


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION:

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 9:30 A.M.

PHOTO DIRECTION

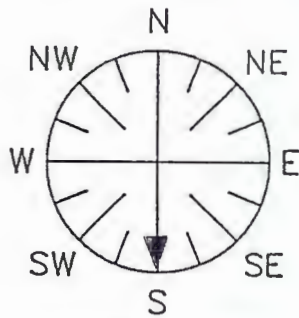


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11 BEING REMOVED

DATE: 7/7/93

TIME: 9:30 A.M.

PHOTO DIRECTION

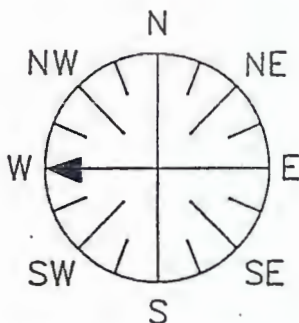


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11 BEING REMOVED, STAINED BACKFILL AND WATER AT BASE.

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 10:10 A.M.

PHOTO DIRECTION

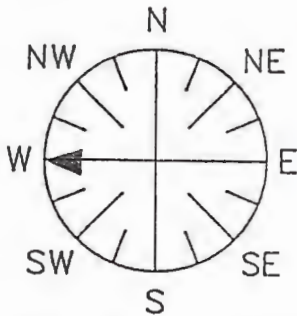


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11, EAST END ON THE GROUND

DATE: 7/7/93

TIME: 11:00 A.M.

PHOTO DIRECTION

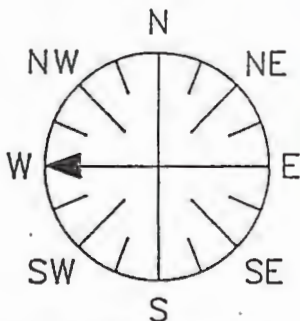


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11 RESTING ON SOUTH RETAINING WALL



FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 12:20 P.M.

PHOTO DIRECTION

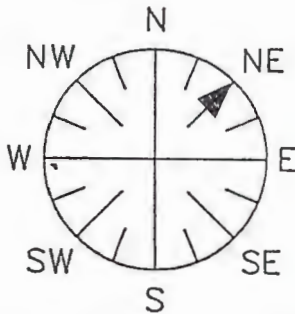


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11 BEING REMOVED

DATE: 7/7/93

TIME: 1:00 P.M.

PHOTO DIRECTION

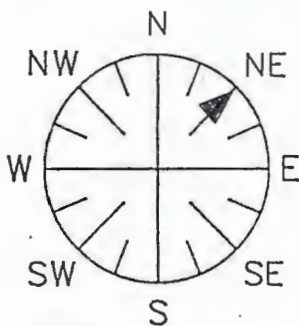


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: UST #11 BEING REMOVED

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 1:40 A.M.

PHOTO DIRECTION

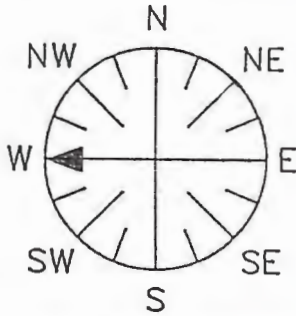


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION:

DATE: 7/7/93

TIME: 2:00 P.M.

PHOTO DIRECTION

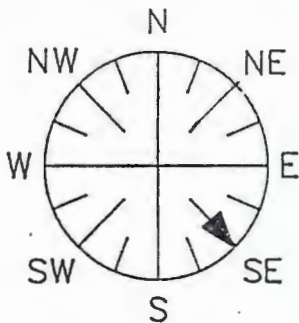


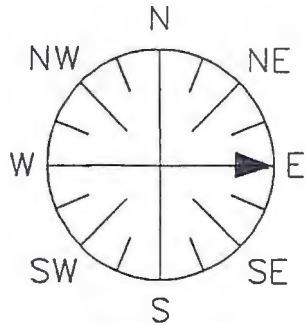
PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: NORTH SIDE OF UST #11

# FIELD PHOTOGRAPHY LOG SHEET

PHOTO DIRECTION



DATE:

7/7/93

TIME:

2:00 P.M.

PHOTO BY:

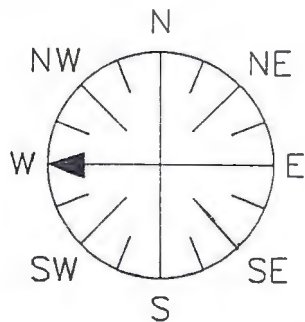
JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: WEST END OF UST #11



PHOTO DIRECTION



DATE: 7/7/93

TIME:

2:10 P.M.

PHOTO BY:

JMR

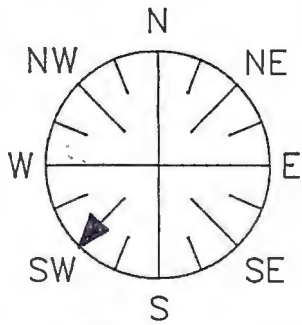
PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: SOUTH SIDE OF UST #11



# FIELD PHOTOGRAPHY LOG SHEET

PHOTO DIRECTION



DATE:

7/7/93

TIME:

2:10 P.M.

PHOTO BY:

JMR



PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: EAST END OF UST #11

DATE: 7/7/93

TIME: 2:10 P.M.

PHOTO DIRECTION

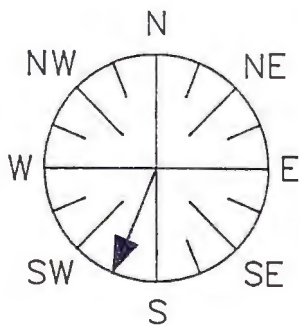


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION:

# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93  
 TIME: 2:10 p.m.

PHOTO DIRECTION

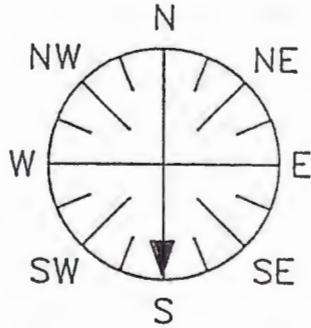


PHOTO BY: JMR

PHOTO LOCATION: TANK #11

PHOTO DESCRIPTION: NORTH SIDE OF UST #11

DATE: 7/7/93  
 TIME: 2:20 P.M.

PHOTO DIRECTION

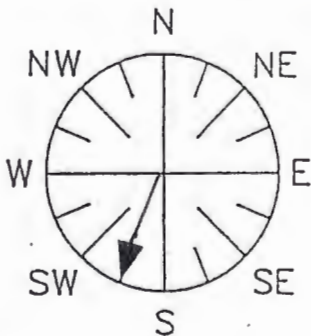


PHOTO BY: JMR

PHOTO LOCATION: TANK # 12

PHOTO DESCRIPTION: BACKFILL AROUND UST #12 BEING REMOVED

# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 2:40 P.M.

PHOTO DIRECTION

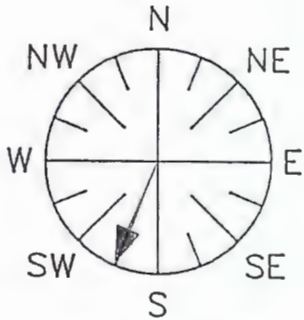


PHOTO BY: JMR

PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION: UST #12 BEING REMOVED, UST #13 IN PLACE

DATE: 7/7/93

TIME: 2:40 P.M.

PHOTO DIRECTION

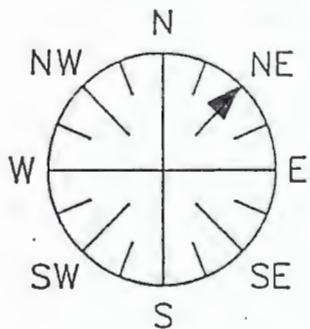
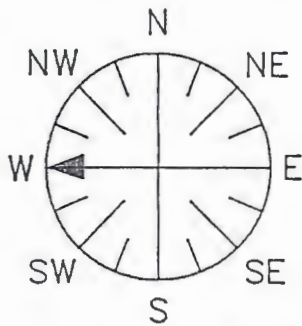


PHOTO BY: JMR

PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION: UST #12 BEING REMOVED

PHOTO DIRECTION



DATE:

7/7/93

TIME:

3:00 P.M.

PHOTO BY:

JMR



PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION: BACKFILL WITH TAR-LIKE STAINING AT THE BASE OF UST #12.

DATE: 7/7/93

TIME: 3:30 P.M.

PHOTO DIRECTION

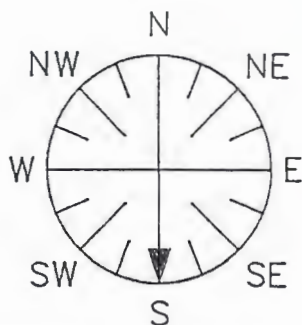


PHOTO BY: JMR

PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION: BACKFILL WITH TAR-LIKE STAINING, BENEATH UST #12; UST #12 BEING REMOVED.

# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93

TIME: 4:00 P.M.

PHOTO DIRECTION

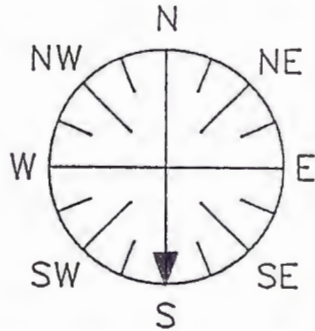


PHOTO BY: JMR

PHOTO LOCATION: TANK #11 AND 12

PHOTO DESCRIPTION: UST #12 BEING ANCHORED. UST #11 IN BACKGROUND.

DATE: 7/7/93

TIME: 4:00 P.M.

PHOTO DIRECTION

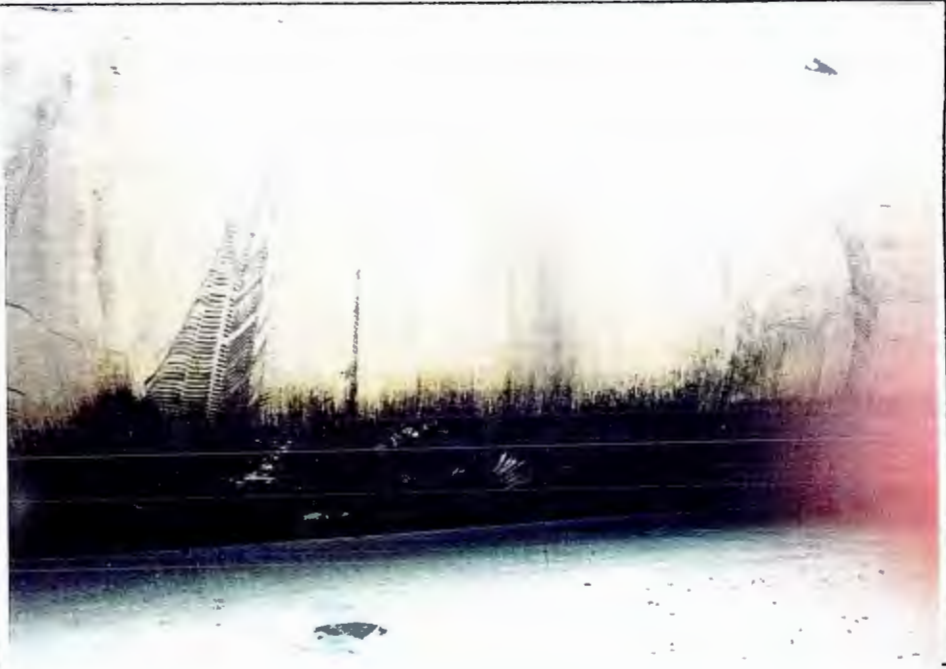
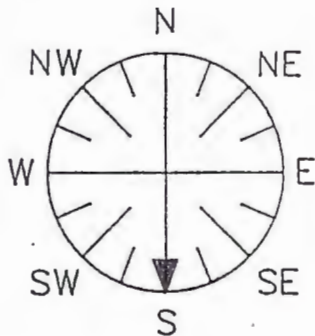


PHOTO BY: JMR

PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION: NORTH SIDE OF UST #12



# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/7/93  
 TIME: 4:00 P.M.

PHOTO DIRECTION

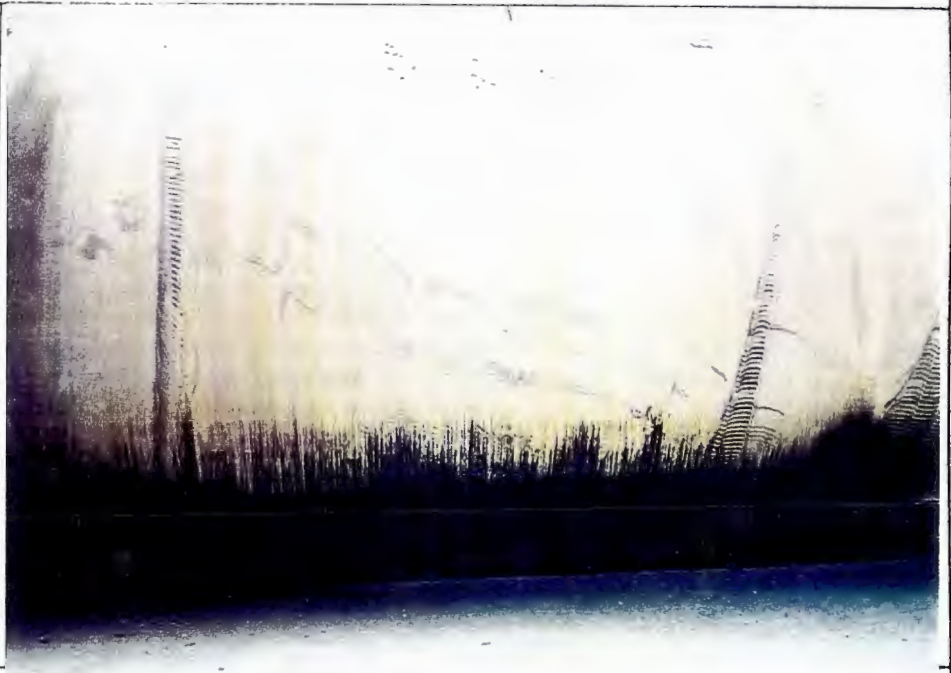
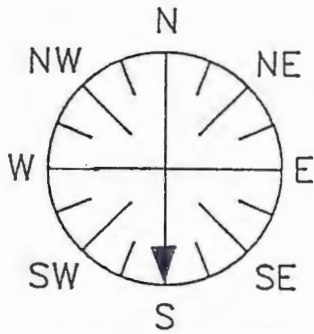


PHOTO BY: JMR

PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION:

DATE: 7/7/93  
 TIME: 4:00 P.M.

PHOTO DIRECTION

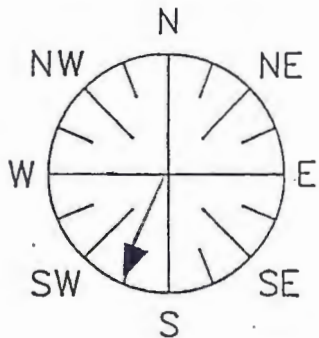


PHOTO BY: JMR

PHOTO LOCATION: TANK #12

PHOTO DESCRIPTION: SOUTH SIDE OF UST #12.

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 8:00 A.M.

PHOTO DIRECTION

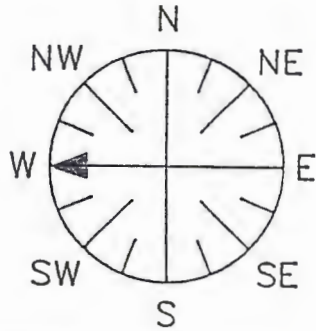


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION: UST #13 BEING REMOVED, AND NORTH RETAINING WALL

DATE: 7/12/93

TIME: 8:30 A.M.

PHOTO DIRECTION

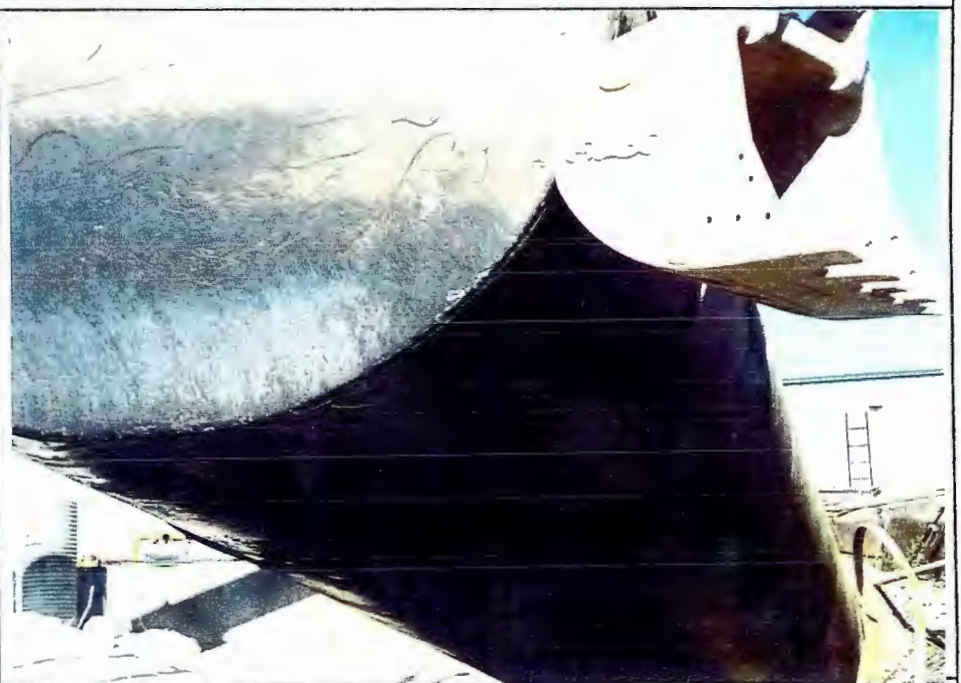
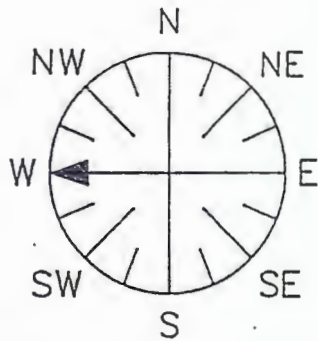


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION: BASE OF UST #13

# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 9:30 A.M.

PHOTO DIRECTION

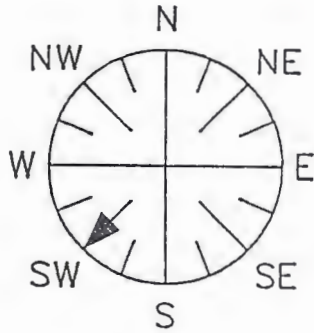


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION: UST #13 BEING REMOVED FROM EXCAVATION

DATE: 7/12/93

TIME: 9:30 A.M.

PHOTO DIRECTION

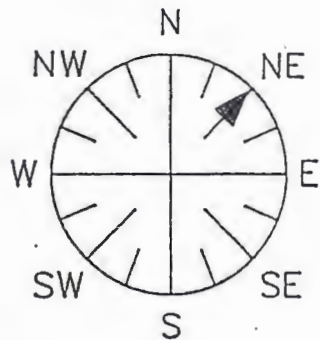
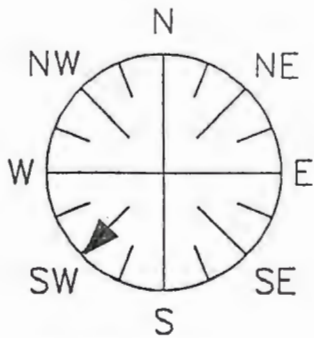


PHOTO BY: JMR

PHOTO LOCATION: BASE OF UST #13

PHOTO DESCRIPTION: BACKFILL AND WATER AT THE BASE OF UST #13

PHOTO DIRECTION



DATE:

7/12/93

TIME:

10:30 A.M.

PHOTO BY:

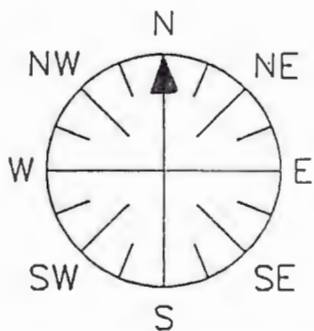
JMR



PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:

PHOTO DIRECTION



DATE:

7/12/93

TIME:

10:30 A.M.

PHOTO BY:

JMR



PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION: WEST END OF TANK #13

FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 10:40 A.M.

PHOTO DIRECTION

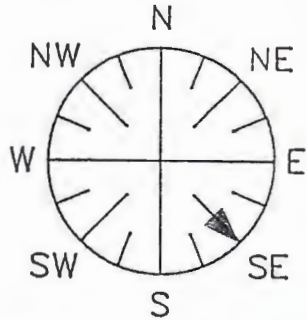


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:

DATE: 7/12/93

TIME: 10:40 A.M.

PHOTO DIRECTION

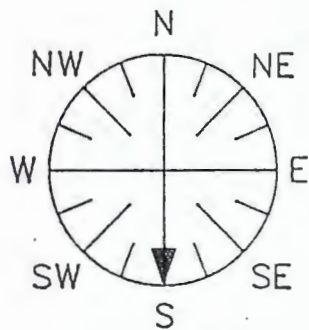


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:

# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 10:40 A.M.

PHOTO DIRECTION

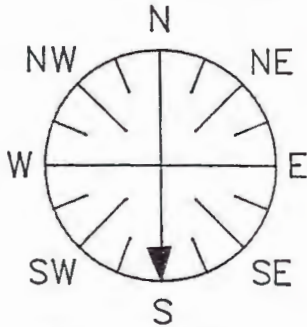
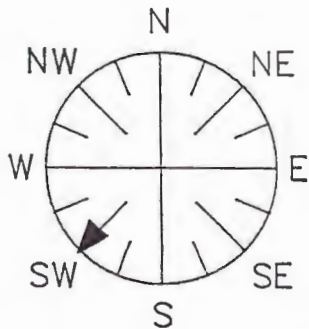


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:

PHOTO DIRECTION



DATE:

7/12/93

TIME:

10:40 A.M.

PHOTO BY:

JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:



# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 10:50 A.M.

PHOTO DIRECTION

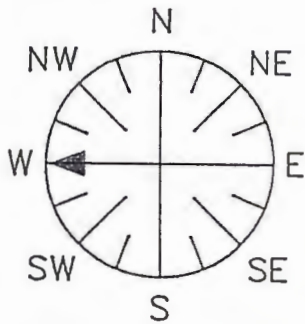


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:

DATE: 7/12/93

TIME: 10:50 A.M.

PHOTO DIRECTION

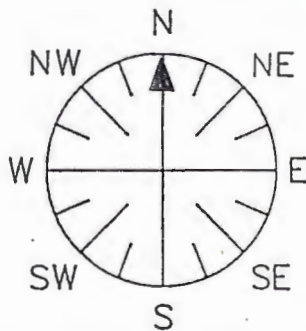


PHOTO BY: JMR

PHOTO LOCATION: TANK #13

PHOTO DESCRIPTION:

# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 11:00 A.M.

PHOTO DIRECTION

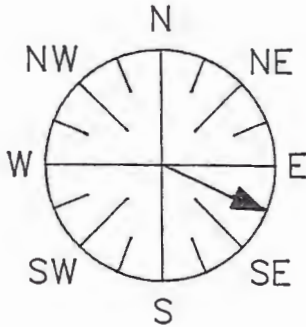
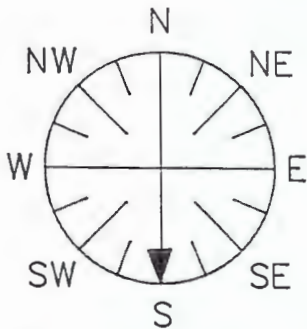


PHOTO BY: JMR

PHOTO LOCATION: TANK PIPING

PHOTO DESCRIPTION: COATED AND WRAPPED STEEL PIPING

PHOTO DIRECTION



DATE:

7/12/93

TIME:

11:00 A.M.

PHOTO BY:

JMR



PHOTO LOCATION: TANK PIPING

PHOTO DESCRIPTION: TANK PIPING VIEWING

SOUTH, AND SUMP.



# FIELD PHOTOGRAPHY LOG SHEET

DATE: 7/12/93

TIME: 11:30 A.M.

PHOTO DIRECTION

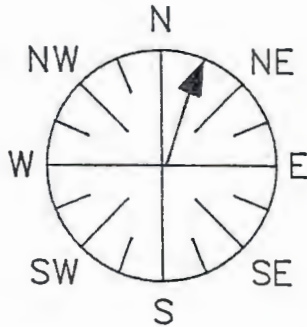


PHOTO BY: JMR

PHOTO LOCATION: TANK PIPING, VIEWING NORTHEAST

PHOTO DESCRIPTION: PIPING, UST #12, AND UST #13 VENT

PHOTO DIRECTION

DATE:

7/12/93

TIME:

11:30 A.M.

PHOTO BY:

JMR

PHOTO LOCATION: TANK PIPING

PHOTO DESCRIPTION: PIPING FROM MAIN

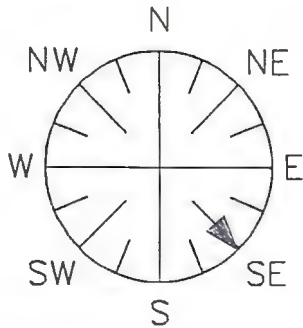
SUPPLY, OUTLETS FOR USTs, AND STAINING ON

CONTAINMENT WALLS.



# FIELD PHOTOGRAPHY LOG SHEET

PHOTO DIRECTION



DATE:

7/12/93

TIME:

11:30 A.M.

PHOTO BY:

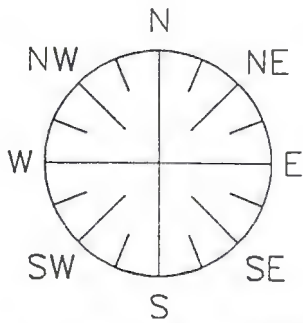
JMR



PHOTO LOCATION: **TANK PIPING**

PHOTO DESCRIPTION: **PIPING FROM MAIN  
SUPPLY, VALVE AND BARREL TO COLLECT PRODUCT.**

PHOTO DIRECTION



DATE:

TIME:

PHOTO BY:

PHOTO LOCATION:

PHOTO DESCRIPTION:

BLANK

**APPENDIX B**

**TANK INVENTORY FORMS (SBD #7437)  
CLOSURE ASSESSMENT CHECKLIST (SBD #8951)**

**UNDERGROUND  
PETROLEUM PRODUCT  
TANK INVENTORY**

Send Completed Form To:  
Safety & Buildings Division  
P.O. Box 7969  
Madison, WI 53707  
Telephone (608) 267-5280

**For Office Use Only:**  
Tank ID #

Information Required By Sec. 101.142, Wis. Stats.

Underground tanks in Wisconsin that have stored or currently store petroleum or regulated substances must be registered. Please see the reverse side for additional information on this program. An underground storage tank is defined as any tank with at least 10 percent of its total volume (included piping) located below ground level. A separate form is needed for each tank. Send each completed form to the agency designated in the top right corner. Have you previously registered this tank by submitting a form?  YES  NO If yes, are you correcting/updating information only?  Yes  No

This registration applies to a tank that is (check one):

1A. <input type="checkbox"/> In Use or 1B. <input type="checkbox"/> Newly Installed	4. <input checked="" type="checkbox"/> Closed - Tank Removed	8. <input type="checkbox"/> Changed Ownership
2. <input type="checkbox"/> Abandoned With Product	6. <input type="checkbox"/> Closed - Filled With Inert Material	(Indicate new owner below)
3. <input type="checkbox"/> Abandoned No Product (empty) or With Water	7. <input type="checkbox"/> Out of Service - Provide Date: _____	

Fire Department Providing Fire Coverage Where Tank Located:  
*Kenosha Fire Department*

**A. IDENTIFICATION: (Please Print)**

1. Tank Site Name *Chrysler Corporation* Site Address *Powerhouse (60th Street)* Site Telephone No. *(414) 658-6000*

City  Village  Town of: *Kenosha* State *WI* Zip Code *53144* County *Kenosha*

2. Owner Name (mail sent here unless indicated otherwise in #3 below) *Chrysler Corporation* Owner Mailing Address (mail sent here unless indicated otherwise in #3) *5555 30th Avenue*

City  Village  Town of: *Kenosha* State *WI* Zip Code *53144* County *Kenosha*

3. Alternate Mailing Name If Different Than #2 \_\_\_\_\_ Alternate Mailing Street Address If Different From #2 \_\_\_\_\_

City  Village  Town of: \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ County \_\_\_\_\_

4. Tank Age (date installed, if known: or years old) *1950's installed* 5. Tank Capacity (gallons) *60,000* 6. Tank Manufacturer's Name (if known) *UNKNOWN*

**B. TYPE OF USER (check one):**

1. <input type="checkbox"/> Gas Station	2. <input type="checkbox"/> Bulk Storage	3. <input type="checkbox"/> Utility	4. <input type="checkbox"/> Mercantile
5. <input checked="" type="checkbox"/> Industrial	6. <input type="checkbox"/> Government	7. <input type="checkbox"/> School	8. <input type="checkbox"/> Residential
9. <input type="checkbox"/> Agricultural	10. <input type="checkbox"/> Other (specify): _____		

**C. TANK CONSTRUCTION:**

1. <input type="checkbox"/> Bare Steel	2. <input type="checkbox"/> Cathodically Protected and Coated Steel (A. <input type="checkbox"/> Sacrificial Anodes or B. <input type="checkbox"/> Impressed Current)
3. <input checked="" type="checkbox"/> Coated Steel	4. <input type="checkbox"/> Fiberglass
6. <input type="checkbox"/> Relined - Date _____	7. <input type="checkbox"/> Steel - Fiberglass Reinforced Plastic Composite
	9. <input type="checkbox"/> Unknown

Approval: 1.  Nat'l Std. 2.  UL 3.  Other: *unknown* Is Tank Double Walled?  Yes  No

Overfill Protection Provided?  Yes  No If yes, identify type: \_\_\_\_\_ Spill Containment?  Yes  No

Tank leak detection method: 1.  Automatic tank gauging 2.  Vapor monitoring 3.  Groundwater monitoring 4.  Inventory control and tightness testing 5.  Interstitial monitoring 6.  Not required at present 7.  Manual Tank Gauging (only for tanks of 1,000 gallons or less)

**D. PIPING CONSTRUCTION**

1. <input type="checkbox"/> Bare Steel	2. <input type="checkbox"/> Cathodically Protected and Coated or Wrapped Steel (A. <input type="checkbox"/> Sacrificial Anodes or B. <input type="checkbox"/> Impressed Current)	3. <input checked="" type="checkbox"/> Coated Steel
4. <input type="checkbox"/> Fiberglass	5. <input type="checkbox"/> Other (specify): _____	9. <input type="checkbox"/> Unknown

Piping System Type: 1.  Pressurized piping with: A.  auto shutoff; B.  alarm; or C.  flow restrictor 2.  Suction piping with check valve at tank 3.  Suction piping with check valve at pump and inspectable *MANUAL w/ 24 HOURS GUARD WATCH*

Piping leak detection method: used if pressurized or check valve at tank: 1.  Vapor monitoring 2.  Interstitial monitoring 3.  Groundwater monitoring 4.  Tightness testing 5.  Line Leak Detector 6.  Not Required

Approval: 1.  Nat'l Std. 2.  UL 3.  Other: *unknown* Double Walled:  Yes  No

**E. TANK CONTENTS**

1. <input type="checkbox"/> Diesel	2. <input type="checkbox"/> Leaded	3. <input type="checkbox"/> Unleaded	4. <input checked="" type="checkbox"/> Fuel Oil
5. <input type="checkbox"/> Gasohol	6. <input type="checkbox"/> Other	7. <input type="checkbox"/> Empty	8. <input type="checkbox"/> Sand/Gravel/Slurry
9. <input type="checkbox"/> Unknown	10. <input type="checkbox"/> Premix	11. <input type="checkbox"/> Waste Oil	12. <input type="checkbox"/> Propane
13. <input type="checkbox"/> Chemical *		14. <input type="checkbox"/> Kerosene	15. <input type="checkbox"/> Aviation

\* If # 13 is checked, indicate the chemical name(s) or number(s) of the chemical or waste.

If Tank Closed, Give Date (mo/day/yr): *7-12-93* Has a site assessment been completed? (see reverse side for details)  Yes  No

If installation of a new tank is being reported, indicate who performed the installation inspection:

1. <input type="checkbox"/> Fire Department	2. <input type="checkbox"/> DILHR	3. <input type="checkbox"/> Other (identify) _____
---	-----------------------------------	--

Name of Owner or Operator (please print): *JOHN P-BUGNO* Indicate Whether:  Owner or  Operator

Signature of Owner or Operator: *John P Bugno* Date Signed: *7/12/93*

**UNDERGROUND  
PETROLEUM PRODUCT  
TANK INVENTORY**

Send Completed Form To:  
Safety & Buildings Division  
P.O. Box 7969  
Madison, WI 53707  
Telephone (608) 267-5280

**For Office Use Only:**

Tank ID #

Information Required By Sec. 101.142, Wis. Stats.

Underground tanks in Wisconsin that have stored or currently store petroleum or regulated substances must be registered. Please see the reverse side for additional information on this program. An underground storage tank is defined as any tank with at least 10 percent of its total volume (included piping) located below ground level. A separate form is needed for each tank. Send each completed form to the agency designated in the top right corner. Have you previously registered this tank by submitting a form?  YES  NO If yes, are you correcting/updating information only?  Yes  No

This registration applies to a tank that is (check one):

- 1A.  In Use or 1B.  Newly Installed    4.  Closed - Tank Removed    8.  Changed Ownership  
2.  Abandoned With Product    6.  Closed - Filled With (Indicate new owner below)  
3.  Abandoned No Product (empty) or With Water    Inert Material    7.  Out of Service - Provide Date: \_\_\_\_\_

Fire Department Providing Fire Coverage  
Where Tank Located:

*Kenosha Fire  
Department*

**A. IDENTIFICATION: (Please Print)**

1. Tank Site Name *Chrysler Corporation* Site Address *(Power house) 60th Street* Site Telephone No. *(414) 658-6000*

City  Village  Town of: *Kenosha* State *WI.* Zip Code *53144* County *Kenosha*

2. Owner Name (mail sent here unless indicated otherwise in #3 below) *Chrysler Corporation* Owner Mailing Address (mail sent here unless indicated otherwise in #3) *5555 30th Ave*

City  Village  Town of: *Kenosha* State *WI* Zip Code *53144* County *Kenosha*

3. Alternate Mailing Name If Different Than #2 \_\_\_\_\_ Alternate Mailing Street Address If Different From #2 \_\_\_\_\_

City  Village  Town of: \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ County \_\_\_\_\_

4. Tank Age (date installed, if known: or years old) *1950's installed* 5. Tank Capacity (gallons) *60,000* 6. Tank Manufacturer's Name (if known) *UNKNOWN*

**B. TYPE OF USER (check one):**

1.  Gas Station    2.  Bulk Storage    3.  Utility    4.  Mercantile  
5.  Industrial    6.  Government    7.  School    8.  Residential  
9.  Agricultural    10.  Other (specify): \_\_\_\_\_

**C. TANK CONSTRUCTION:**

1.  Bare Steel    2.  Cathodically Protected and Coated Steel (A.  Sacrificial Anodes or B.  Impressed Current)  
3.  Coated Steel    4.  Fiberglass    5.  Other (specify): \_\_\_\_\_  
6.  Relined - Date \_\_\_\_\_    7.  Steel - Fiberglass Reinforced Plastic Composite    9.  Unknown

Approval: 1.  Nat'l Std.    2.  UL    3.  Other: *unknown*    Is Tank Double Walled?  Yes  No

Overfill Protection Provided?  Yes  No If yes, identify type: \_\_\_\_\_    Spill Containment?  Yes  No

Tank leak detection method: 1.  Automatic tank gauging    2.  Vapor monitoring    3.  Groundwater monitoring    4.  Inventory control and tightness testing  
5.  Interstitial monitoring    6.  Not required at present    7.  Manual Tank Gauging (only for tanks of 1,000 gallons or less)

**D. PIPING CONSTRUCTION**

1.  Bare Steel    2.  Cathodically Protected and Coated or Wrapped Steel (A.  Sacrificial Anodes or B.  Impressed Current)    3.  Coated Steel  
4.  Fiberglass    5.  Other (specify): \_\_\_\_\_    9.  Unknown

Piping System Type: 1.  Pressurized piping with: A.  auto shutoff; B.  alarm; or C.  flow restrictor    2.  Suction piping with check valve at tank  
3.  Suction piping with check valve at pump and inspectable *MANUAL w/24hr/DAY GUARDWATCH*

Piping leak detection method: used if pressurized or check valve at tank: 1.  Vapor monitoring    2.  Interstitial monitoring  
3.  Groundwater monitoring    4.  Tightness testing    5.  Line Leak Detector    6.  Not Required

Approval: 1.  Nat'l Std    2.  UL    3.  Other: *unknown*    Double Walled:  Yes  No

**E. TANK CONTENTS**

1.  Diesel    2.  Leaded    3.  Unleaded    4.  Fuel Oil  
5.  Gasohol    6.  Other    7.  Empty    8.  Sand/Gravel/Slurry  
9.  Unknown    10.  Premix    11.  Waste Oil    12.  Propane  
13.  Chemical \*    14.  Kerosene    15.  Aviation

\* If # 13 is checked, indicate the chemical name(s) or number(s) of the chemical or waste.

If Tank Closed, Give Date (mo/day/yr): *7-12-93*    Has a site assessment been completed? (see reverse side for details)  
 Yes  No

If installation of a new tank is being reported, indicate who performed the installation inspection:  
1.  Fire Department    2.  DILHR    3.  Other (identify) \_\_\_\_\_

Name of Owner or Operator (please print): *JOHN P. BUENO*    Indicate Whether:  Owner or  Operator

Signature of Owner or Operator: *John P. Bueno*    Date Signed: *7/12/93*

**UNDERGROUND  
PETROLEUM PRODUCT  
TANK INVENTORY**

Send Completed Form To:  
Safety & Buildings Division  
P.O. Box 7969  
Madison, WI 53707  
Telephone (608) 267-5280

**For Office Use Only:**

Tank ID #

Information Required By Sec. 101.142, Wis. Stats.

Underground tanks in Wisconsin that have stored or currently store petroleum or regulated substances must be registered. Please see the reverse side for additional information on this program. An underground storage tank is defined as any tank with at least 10 percent of its total volume (included piping) located below ground level. A separate form is needed for each tank. Send each completed form to the agency designated in the top right corner. Have you previously registered this tank by submitting a form?  YES  NO If yes, are you correcting/updating information only?  Yes  No

This registration applies to a tank that is (check one):			Fire Department Providing Fire Coverage Where Tank Located:	
1A. <input type="checkbox"/> In Use or 1B. <input type="checkbox"/> Newly Installed	4. <input checked="" type="checkbox"/> Closed - Tank Removed	8. <input type="checkbox"/> Changed Ownership	Kenosha Fire Department	
2. <input type="checkbox"/> Abandoned With Product	6. <input type="checkbox"/> Closed - Filled With Inert Material	(Indicate new owner below)		
3. <input type="checkbox"/> Abandoned No Product (empty) or With Water	7. <input type="checkbox"/> Out of Service - Provide Date: _____			

**A. IDENTIFICATION: (Please Print)**

1. Tank Site Name <i>Chrysler Corporation</i>		Site Address <i>60th Street</i>		Site Telephone No. <i>(414) 658-6000</i>	
<input checked="" type="checkbox"/> City	<input type="checkbox"/> Village	<input type="checkbox"/> Town of: <i>Kenosha</i>	State <i>WI</i>	Zip Code <i>53144</i>	County <i>Kenosha</i>
2. Owner Name (mail sent here unless indicated otherwise in #3 below) <i>Chrysler Corporation</i>			Owner Mailing Address (mail sent here unless indicated otherwise in #3) <i>5555 30th Ave</i>		
<input checked="" type="checkbox"/> City	<input type="checkbox"/> Village	<input type="checkbox"/> Town of: <i>Kenosha</i>	State <i>WI</i>	Zip Code <i>53144</i>	County <i>Kenosha</i>
3. Alternate Mailing Name If Different Than #2			Alternate Mailing Street Address If Different From #2 <i>to</i>		
<input type="checkbox"/> City	<input type="checkbox"/> Village	<input type="checkbox"/> Town of:	State	Zip Code	County
4. Tank Age (date installed, if known: or years old) <i>1950's installed</i>		5. Tank Capacity (gallons) <i>60,000</i>		6. Tank Manufacturer's Name (if known) <i>unknown</i>	

**B. TYPE OF USER (check one):**

1. <input type="checkbox"/> Gas Station	2. <input type="checkbox"/> Bulk Storage	3. <input type="checkbox"/> Utility	4. <input type="checkbox"/> Mercantile
5. <input checked="" type="checkbox"/> Industrial	6. <input type="checkbox"/> Government	7. <input type="checkbox"/> School	8. <input type="checkbox"/> Residential
9. <input type="checkbox"/> Agricultural	10. <input type="checkbox"/> Other (specify): _____		

**C. TANK CONSTRUCTION:**

1. <input type="checkbox"/> Bare Steel	2. <input type="checkbox"/> Cathodically Protected and Coated Steel (A. <input type="checkbox"/> Sacrificial Anodes or B. <input type="checkbox"/> Impressed Current)	3. <input checked="" type="checkbox"/> Coated Steel	4. <input type="checkbox"/> Fiberglass	5. <input type="checkbox"/> Other (specify): _____
6. <input type="checkbox"/> Relined - Date _____	7. <input type="checkbox"/> Steel - Fiberglass Reinforced Plastic Composite	8. <input type="checkbox"/> Unknown		
Approval: 1. <input type="checkbox"/> Nat'l Std. 2. <input type="checkbox"/> UL 3. <input checked="" type="checkbox"/> Other: <i>unknown</i>			Is Tank Double Walled? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Overfill Protection Provided? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, identify type: _____			Spill Containment? <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Tank leak detection method: 1. <input type="checkbox"/> Automatic tank gauging 2. <input type="checkbox"/> Vapor monitoring 3. <input type="checkbox"/> Groundwater monitoring 4. <input type="checkbox"/> Inventory control and tightness testing 5. <input type="checkbox"/> Interstitial monitoring 6. <input checked="" type="checkbox"/> Not required at present 7. <input type="checkbox"/> Manual Tank Gauging (only for tanks of 1,000 gallons or less)				

**D. PIPING CONSTRUCTION**

1. <input type="checkbox"/> Bare Steel	2. <input type="checkbox"/> Cathodically Protected and Coated or Wrapped Steel (A. <input type="checkbox"/> Sacrificial Anodes or B. <input type="checkbox"/> Impressed Current)	3. <input checked="" type="checkbox"/> Coated Steel	4. <input type="checkbox"/> Fiberglass	5. <input type="checkbox"/> Other (specify): _____	9. <input type="checkbox"/> Unknown
Piping System Type: 1. <input type="checkbox"/> Pressurized piping with: A. <input type="checkbox"/> auto shutoff; B. <input type="checkbox"/> alarm; or C. <input type="checkbox"/> flow restrictor 2. <input type="checkbox"/> Suction piping with check valve at tank 3. <input type="checkbox"/> Suction piping with check valve at pump and inspectable <i>MANUAL w/24hr/Day GUARD WATCH</i>					
Piping leak detection method: used if pressurized or check valve at tank: 1. <input type="checkbox"/> Vapor monitoring 2. <input type="checkbox"/> Interstitial monitoring 3. <input type="checkbox"/> Groundwater monitoring 4. <input type="checkbox"/> Tightness testing 5. <input type="checkbox"/> Line Leak Detector 6. <input checked="" type="checkbox"/> Not Required					
Approval: 1. <input type="checkbox"/> Nat'l Std. 2. <input type="checkbox"/> UL 3. <input checked="" type="checkbox"/> Other: <i>unknown</i>			Double Walled: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

**E. TANK CONTENTS**

1. <input type="checkbox"/> Diesel	2. <input type="checkbox"/> Leaded	3. <input type="checkbox"/> Unleaded	4. <input checked="" type="checkbox"/> Fuel Oil
5. <input type="checkbox"/> Gasohol	6. <input type="checkbox"/> Other	7. <input type="checkbox"/> Empty	8. <input type="checkbox"/> Sand/Gravel/Slurry
9. <input type="checkbox"/> Unknown	10. <input type="checkbox"/> Premix	11. <input type="checkbox"/> Waste Oil	12. <input type="checkbox"/> Propane
13. <input type="checkbox"/> Chemical * _____	14. <input type="checkbox"/> Kerosene	15. <input type="checkbox"/> Aviation	

\* If # 13 is checked, indicate the chemical name(s) or number(s) of the chemical or waste.

If Tank Closed, Give Date (mo/day/yr): <i>7-12-93</i>	Has a site assessment been completed? (see reverse side for details) <input type="checkbox"/> Yes <input type="checkbox"/> No
--	--

If installation of a new tank is being reported, indicate who performed the installation inspection:		
1. <input type="checkbox"/> Fire Department	2. <input type="checkbox"/> DILHR	3. <input type="checkbox"/> Other (identify) _____

Name of Owner or Operator (please print): <i>JOHN P BUGNO</i>	Indicate Whether: <input type="checkbox"/> Owner or <input checked="" type="checkbox"/> Operator
Signature of Owner or Operator: <i>John P Bugno</i>	Date Signed: <i>7/12/93</i>

## BACKGROUND FOR TANK INVENTORY

On May 4, 1984, legislation commonly known as the Ground Water Protection Act was signed into law. This legislation required the creation of an inventory of underground petroleum product storage tanks. A record of this information was necessitated by numerous reported incidents of ground water contamination by petroleum products. Many tanks have been installed, used and forgotten. These installations can threaten the ground water.

This underground tank inventory is being established to help identify the need for future actions required to clear up potential problems before they occur. Your help in identifying abandoned, "in use" and "new use" tank locations will greatly assist this effort to protect Wisconsin's ground water.

### SITE ASSESSMENT INFORMATION

Requirements for a site assessment at the closure or change in service for a federally regulated underground storage tank were outlined in federal rules published in the September 23, 1988 Federal Register, 40 CFR 280 and 281.

The requirements in § 280.72 state:

(a) Before permanent closure or a change-in-service is completed, owners and operators must measure for the presence of a release where contamination is most likely to be present at the UST site. In selecting sample types, sample locations, and measurement methods, owners and operators must consider the method of closure, the nature of the stored substance, the type of backfill, the depth to ground water, and other factors appropriate for identifying the presence of a release. The requirements of this section are satisfied if one of the external release detection methods allowed in § 280.43 (e) and (f) is operating in accordance with the requirements in § 280.43 at the time of closure, and indicates no release has occurred.

The external release detection methods in § 280.43 (e) and (f) are summarized below:

*"(e) Vapor monitoring."* This sub section refers to the testing or monitoring for vapors within the soil gas of the tank's excavation zone. It further requires seven (7) conditions to be met to qualify the testing program as a valid vapor monitoring system.

*"(f) Ground-water monitoring."* This sub section refers to the testing or monitoring for liquids on the ground water below the tank. It establishes the requirements for an acceptable system that effectively monitors the ground water for the presence of regulated substances and insures the integrity of the monitoring wells so the wells themselves do not become conduits for ground water contamination.

Complete written guidelines on the conduct of a site assessment can be obtained from the DILHR Bureau of Petroleum Inspection & Fire Protection at the following address:

Bureau of Petroleum Inspection and Fire Protection  
P.O. Box 7969  
Madison, WI 53707

Site assessments are to be submitted to both the DILHR office and to the DNR at the following addresses:

Bureau of Petroleum Inspection & Fire Protection  
P.O. Box 7969  
Madison, WI 53707

Bureau of Solid and Hazardous Waste Management  
P.O. Box 7921  
Madison, WI 53707

# CHECKLIST FOR UNDERGROUND TANK CLOSURE

RETURN COMPLETED CHECKLIST TO:  
Safety & Buildings Division  
Fire Prevention & Underground  
Storage Tank Section  
P. O. Box 7969, Madison, WI 53707

**Complete one form for  
each site closure.**

**A. IDENTIFICATION: (Please Print)** Indicate whether closure is for:  Tank System  Tank Only  Piping Only

1. Site Name <i>Chrysler Corporation</i>		2. Owner Name <i>Chrysler Corporation</i>	
Site Street Address (Not P.O. Box) <i>(powerhouse) 60th Street</i>		Owner Street Address <i>5555 30th Avenue</i>	
<input checked="" type="checkbox"/> City	<input type="checkbox"/> Village	<input type="checkbox"/> Town of:	State
<i>Kenosha</i>		<i>Kenosha</i>	<i>WI</i>
State <i>Wisconsin</i>	Zip Code <i>53144</i>	County <i>Kenosha</i>	Telephone No. (include area code) <i>(414) 658-6000</i>

3. Closure Company Name (Print) <i>Best Group</i>	Closure Company Street Address, <i>601 Beaufait Ave</i>
Closure Company Telephone No. (include area code) <i>(313) 259-4400-3900</i>	Closure Company City, State, Zip Code <i>Detroit, Michigan 48207</i>

4. Name of Company Performing Closure Assessment <i>Triad Engineering Incorporated</i>	Assessment Company Street Address, City, State, Zip Code <i>325 East Chicago St; Milwaukee, WI 53202</i>
Telephone # (include area code) <i>(414) 291 8840</i>	Certified Assessor Name (Print) <i>Jeanne M. Ramponi</i>
Assessor Signature <i>Jean M Ramponi</i>	Assessor Certification No. <i>03344</i>

Tank ID #	Closure	Temp. Closure	Closure In Place	Tank Capacity	Contents *	Closure Assessment
1. # 11 (S)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	60,000 gal	04	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
2. # 12 (C)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	60,000 gal	04	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
3. # 13 (N)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	60,000 gal	04	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N
4.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N
5.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N
6.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/> Y <input type="checkbox"/> N

\* Indicate which product by numeric code: 01-Diesel; 02-Leaded; 03-Unleaded; 04-Fuel Oil; 05-Gasohol; 06-Other; 09-Unknown; 10-Premix; 11-Waste oil; 13-Chemical (indicate the chemical name(s) or numbers(s)); 14-Kerosene; 15-Aviation.

Written notification was provided to the local agent 15 days in advance of closure date.  Y  N  NA  
All local permits were obtained before beginning closure.  Y  N  NA

**Check applicable box at right in response to all statements in Sections B - E.**

**B. TEMPORARILY OUT OF SERVICE**

	Remover Verified	Inspector Verified	NA
Written inspector approval of temporary closure obtained, which is effective until (provide date) _____	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
1. Product Removed			
a. Product lines drained into tank (or other container) and resulting liquid removed, AND	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
b. All product removed to bottom of suction line, OR	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
c. All product removed to within 1" of bottom.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
2. Fill pipe, gauge pipe, tank truck vapor recovery fittings, and vapor return lines capped.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
3. All product lines at the islands or pumps located elsewhere are removed and capped, OR	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
4. Dispensers/pumps left in place but locked and power disconnected.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
5. Vent lines left open.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
6. Inventory form filed indicating temporary closure.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>

**C. CLOSURE BY REMOVAL** *some spillage-contained w/ "oil dry" for later pickup ~ 3 6 ALLONS*

1. Product from piping drained into tank (or other container).	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
2. Piping disconnected from tank and removed.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. All liquid and residue removed from tank using explosion proof pumps or hand pumps.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. All pump motors and suction hoses bonded to tank or otherwise grounded.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Fill pipes, gauge pipes, vapor recovery connections, submersible pumps and other fixtures removed.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>NOTE: DROP TUBE SHOULD NOT BE REMOVED IF THE TANK IS TO BE PURGED THROUGH THE USE OF AN EDUCTOR.</b>			
6. Vent lines left connected until tanks purged.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Tank openings temporarily plugged so vapors exit through vent.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Tank atmosphere reduced to 10% of the lower flammable range (LEL) - see Section F.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Tank removed from excavation after PURGING/INERTING; placed on level ground and blocked to prevent movement.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Tank cleaned before being removed being removed from site.	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**C. CLOSURE BY REMOVAL (continued)**

	Remover Verified	Inspector Verified	NA
11. Tank labeled in 2" high letters after removal but before being moved from site. ....	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>NOTE: COMPLETE TANK LABELING SHOULD INCLUDE WARNING AGAINST REUSE; FORMER CONTENTS; VAPOR STATE; VAPOR FREEING TREATMENT; DATE.</b>			
12. Tank vent hole (1/8 th " in uppermost part of tank) installed prior to moving the tank from site. ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Inventory form filed by owner with Safety and Buildings Division indicating closure by removal. ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14. Site security is provided while the excavation is open. ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**D. CLOSURE IN PLACE**

**NOTE: CLOSURES IN PLACE ARE ONLY ALLOWED WITH THE PRIOR WRITTEN APPROVAL OF THE DEPARTMENT OF INDUSTRY, LABOR AND HUMAN RELATIONS OR LOCAL AGENT.**

1. Product from piping drained into tank (or other container).	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
2. Piping disconnected from tank and removed. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
3. All liquid and residue removed from tank using explosion proof pumps or hand pumps. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
4. All pump motors and suction hoses bonded to tank or otherwise grounded. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
5. Fill pipes, gauge pipes, vapor recovery connections, submersible pumps and other fixtures removed.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
<b>NOTE: DROP TUBE SHOULD NOT BE REMOVED IF THE TANK IS TO BE PURGED THROUGH THE USE OF AN EDUCTOR - EDUCTOR OUTPUT 12 FT ABOVE GRADE.</b>			
6. Vent lines left connected until tanks purged. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
7. Tank openings temporarily plugged so vapors exit through vent. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
8. Tank atmosphere reduced to 10% of the lower flammable range (LEL) - see Section F. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
9. Tank properly cleaned to remove all sludge and residue. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
10. Solid inert material (sand, cyclone boiler slag, pea gravel recommended) introduced and tank filled.	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
11. Vent line disconnected or removed. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
12. Inventory form filed by owner with Safety and Buildings Division indicating closure in place. ....	<input type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>

**E. CLOSURE ASSESSMENTS**

**NOTE: DETERMINE IF A CLOSURE ASSESSMENT IS REQUIRED BY REFERRING TO ILHR 10.**

1. Individual conducting the assessment has a closure assessment plan (written) which is used as the basis for their work on the site. ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
2. Do points of obvious contamination exist? ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
3. Are there strong odors in the soils? ....	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
4. Was a field screening instrument used to pre-screen soil sample locations? ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
5. Was a closure assessment omitted because of obvious contamination? ....	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
6. Was the DNR notified of suspected or obvious contamination? ....	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<input type="checkbox"/>	<input type="checkbox"/>
Agency, office and person contacted: _____			
7. Contamination suspected because of: <input type="checkbox"/> Odor <input checked="" type="checkbox"/> Soil Staining <input checked="" type="checkbox"/> Free Product <input checked="" type="checkbox"/> Sheen On Groundwater <input checked="" type="checkbox"/> Field Instrument Test			

**F. METHOD OF ACHIEVING 10% LEVEL DESCRIPTION**

- Educator Or Diffused Air Blower  
Eductor driven by compressed air, bonded and drop tube left in place; vapors discharged minimum of 12 feet above ground.  
Diffused air blower bonded and drop tube removed. Air pressure not exceeding 5 psig.
- Dry Ice  
Dry ice introduced at 1.5 pounds per 100 gallons of tank capacity. Dry ice crushed and distributed over the greatest possible tank area. Dry ice evaporated before proceeding.
- Inert Gas (CO/2 or N/2) **NOTE: INERT GASSES PRODUCE AN OXYGEN DEFICIENT ATMOSPHERE. THE TANK MAY NOT BE ENTERED IN THIS STATE WITHOUT SPECIAL EQUIPMENT**  
Gas introduced through a single opening at a point near the bottom of the tank at the end of the tank opposite the vent.  
Gas introduced under low pressure not to exceed 5 psig to reduce static electricity. Gas introducing device grounded.
- Tank atmosphere monitored for flammable or combustible vapor levels.  
Calibrate combustible gas indicator. Drop tube removed prior to checking atmosphere. Tank space monitored at bottom, middle and upper portion of tank. Readings of 10% or less of the lower flammable range (LEL) obtained before removing tank from ground.

**G. NOTE SPECIFIC PROBLEMS OR NONCOMPLIANCE ISSUES BELOW**

*Merlin L. Nelson Merlin L. Nelson*

**H. REMOVER/CLEANER INFORMATION**

*Cory Polaski*      *C. Polaski*      *03368*      *7/12/93*  
Remover Name (print)      Remover Signature      Remover Certification No.      Date Signed

**I. INSPECTOR INFORMATION**

*GERALD MARKEY*      *Gerald Markey*      *TI 00096*  
Inspector Name (print)      Inspector Signature      Inspector Certification No.  
*30021*      *414-656-8088*      *7/12/93*  
FDID # For Location Where Inspection Performed      Inspector Telephone Number      Date Signed

**APPENDIX C**  
**PROJECT INFORMATION FACT SHEET**

**PROJECT INFORMATION FACT SHEET**

**FACILITY (Name)**                                   **CHRYSLER CORPORATION**  
5555 30th Avenue, Kenosha, Wisconsin 53144  
SE 1/4, SE 1/4, Section 36, T2N, R22E  
Contact: Jack Bugno  
414/658-6000

**CONSULTANT (Name)**                               **Triad Engineering Incorporated**  
325 East Chicago Street;  
Milwaukee, WI 53202  
Contact:       Richard Binder,  
                  (Cert. Number 00299)  
                  Jeanne Ramponi,  
                  (Cert. Number 03344)  
(414/291-8840)

**CONTRACTORS (Names)**                           **Excavator: ABC Services**  
5910 49th Street, Kenosha, Wisconsin, 53144  
414/657-6222  
Certification Number: 03368  
414/671-5980

**Tank Hauler: Miller Compressing Company**  
1640 West Bruce Street, Milwaukee, Wisconsin,  
53204  
414/671-5980

**Tank Cleaner: Aquatec Environmental, Inc.**  
38281 Schoolkraft, Suite D, Livonia, Michigan,  
48510  
313/953-6755

**Sludge Removal: Safety Kleen**  
601 Riley Road, East Chicago, Indiana, 46312  
219/397-1131

**Tank Remover: Best Group**  
601 Beufact  
Detroit, Michigan 48207  
313/259-3900

**FIRE INSPECTOR**                                   Gerald Markey, #TI, 00096, City of Kenosha

**DNR CONTACT**                                    Pam Mylotta, 414/961-2726

**UST INFORMATION**                                Three 60,000-gallon  
Contents: Fuel Oil  
Date Installed: Approximately 1950s  
Material: Coated Steel  
Piping: Approximately 150 feet

---

**APPENDIX D**

**DOCUMENTATION FOR TANK AND SLUDGE DISPOSAL**

NOV-12-93 FRI 15:15

BEST GROUP, INC.

FAX NO. 13132599069

P. 05



TICKET NUMBER

225-17.1

GROSS  
 TARE 37000  
 NET 27120

BEST WRECKING 00444800  
 3800 N. RICHARDS STREET  
 MILWAUKEE WI

DRIVER ON OFF 0

TRUCK NO 9829

WEIGHER *Sgt*

CONTAINER NO 4157

MATERIAL	TARE WT. (LB.)	NET WT. (LB.)
	37000	
0012 UNPRE 00033700		27120

EAST SCALE

02255001

P.O. Box 369

Milwaukee, Wisconsin 53201

Telephone (414) 671-5980

FAX: FERROUS (414) 671-2916

NON FERROUS (414) 671-7191



TICKET NUMBER \_\_\_\_\_

GROSS  
 TARE  
 NET

1303 S. WISCONSIN STREET  
 MILWAUKEE, WI 53201

DATE: NOV 12 1993

ORDER NO 9904

WEIGHT \_\_\_\_\_

CONTAINER NO 4133

MATERIAL	TARE WT. (LB.)	NET WT. (LB.)
3303.3700	15040	17130

NOV-12-93 FRI 15:17

BEST GROUP, INC.

FAX NO. 13132599069

P.09



# TICKET NUMBER

2285000

GROSS	54240	16:57
TARE	<del>50480</del> 36260	07:28
NET	<del>4000</del> 27980	

MILLER COMPRESSING COMPANY 999996

*Best*

DRIVER ON 0 OFF 1

TRUCK NO 9904

WEIGHER *Sat*

CONTAINER NO 4144

## MATERIAL

TARE WT. (LB.)

*Unp. Structural*

50180

EAST SCALE



**Compressing Company**

**TICKET NUMBER**

220112

GROSS	49500	08:39	8/14/73
TARE	36540	08:50	
NET	12960		

BEST WRECKING 00444800  
3890 N. RICHARDS STREET  
MILWAUKEE WI

DRIVER ON 1 OFF 0

TRUCK NO 9846

WEIGHER \_\_\_\_\_

CONTAINER NO 4044

<b>MATERIAL</b>	<b>TARE WT. (LB.)</b>	<b>NET WT. (LB.)</b>
-----------------	---------------------------	--------------------------

36540

0042 UNPRE

00353700

12960

GREENWOOD

02260004

P.O. Box 369 Milwaukee, Wisconsin 53201 Telephone (414) 671-5980  
FAX: FERROUS (414) 671-2916 NON FERROUS (414) 671-7191



NOV-12-93 FRI 15:14

BEST GROUP, INC.

FAX NO. 13132599069

P. 03



TICKET NUMBER

2255013

GROSS	22550	15135	5717.97
TARE	36650	5000	
NET	25500		

MILLER COMPRESSING COMPANY 999995

*Best Brecking # 4448*

DRIVER ON 1 OFF 0

TRUCK NO 9829

WEIGHER *bx*

CONTAINER NO 4127

MATERIAL	TARE WT. (LB.)	NET WT. (LB.)
----------	-------------------	------------------

36650

*# 1 Shearing = 13580*  
*# 2 Shearing = 10,000* 25580

*Dirt/Stones = 2000*

EAST SCALE

P.O. Box 369

Milwaukee, Wisconsin 53201

Telephone (414) 671-5980

FAX: FERROUS (414) 671-2916

NON FERROUS (414) 671-7191



TICKET NUMBER 12515

GROSS	58320	12:44	5/13/93
TARE	36820	13:12	
NET	21500		

BEST WRECKING 00444800  
3590 N. RICHARDS STREET  
MILWAUKEE WI

DRIVER ON 1 OFF 0

TRUCK NO 9629

WEIGHER St

CONTAINER NO 4127

MATERIAL	TARE WT. (LB.)	NET WT. (LB.)
	36820	
0042 UNPRE 00353700		21500

EAST SCALE

02255002

P.O. Box 369 Milwaukee, Wisconsin 53201 Telephone (414) 671-5980  
 FAX: FERROUS (414) 671-2916 NON FERROUS (414) 671-7191

# TICKET NUMBER

GROSS 510.00 4:54 - 7/12/13  
TARE 10.00 10:13  
NET 500.00 4:20

BEST WEIGHING  
3800 N. RICHARDS STREET  
MILWAUKEE WI

DRIVER ON 1 OFF 0

TRUCK NO 9846

WEIGHER *dat*

CONTAINER NO 4127

MATERIAL	TARE WT. (LB.)	NET WT. (LB.)
----------	-------------------	------------------

0061 STRUC	36960	14120
00033700		

FAST SCALE

322-5002

P.O. Box 369 Milwaukee, Wisconsin 53201 Telephone (414) 671-5980  
FAX: FERROUS (414) 671-2916 NON FERROUS (414) 671-7191



TICKET NUMBER

129540

GROSS 7.20 8,170  
TARE -- 11 11:34  
NET

MILLER COMPRESSING COMPANY 99998

DRIVER ON 1 OFF 0

TRUCK NO 9904

WEIGHER A. M. (Larkin)

CONTAINER NO 4157

MATERIAL	TARE WT. (LB.)	NET WT. (LB.)
700 DIRT Best	44820	
3000 sheet Group		26800
H <sub>2</sub> Shearing		

EAST SCALE

P.O. Box 369 Milwaukee, Wisconsin 53201 Telephone (414) 671-5980  
FAX: FERROUS (414) 671-2916 NON FERROUS (414) 671-7191

B 89645

GENERATOR

BILL TO

MANIFEST NUMBER \_\_\_\_\_

PO# 9311-023-Sub 9311  
 CUSTOMER NUMBER  
 Chrysler Motors Corp  
 NAME  
 Kenosha Engine Plant  
 ADDRESS  
 Kenosha, WI  
 CITY/STATE ZIP

CUSTOMER NUMBER  
 NAME  
 ADDRESS  
 CITY/STATE ZIP

SERVICE DATE	SALESMAN'S NO.	CUSTOMER P.O. NUMBER	SALES TAX EXEMPTION NO.	NEXT SERVICE
8/31/93	0767	9311-023		

SERVICE SECTION								
SERVICE NUMBER	DESCRIPTION	GROSS QUANTITY	NET QUANTITY	UNIT OF MEASURE	PRICE	SERVICE CHARGE	TAX	LINE TOTAL
040	USED OIL PICK UP							
050	OILY WATER DISPOSAL		4500	lb				
060	INTERCEPTOR SERVICE							
10050	DEMURRAGE							
10051	PUMPING TIME							
10052	MILEAGE							
10053								
10054								

**PAYMENT RECEIVED SECTION**

CASH  CHECK NUMBER \_\_\_\_\_ TOTAL RECEIVED \_\_\_\_\_

APPLY TO TODAY'S SERVICE AMOUNT \$ \_\_\_\_\_

APPLY TO PREVIOUS BALANCE: INV # \_\_\_\_\_ AMOUNT \$ \_\_\_\_\_

**PAYMENT MADE SECTION**

PAYMENT METHOD:  CASH  CHECK

PAYMENT AMOUNT \_\_\_\_\_

RECEIVED BY \_\_\_\_\_

TOTAL \_\_\_\_\_

CHARGE MY ACCOUNT FOR THIS TRANSACTION UNLESS OTHERWISE INDICATED IN THE PAYMENT RECEIVED SECTION.

INVOCES REFLECTING CHARGES TO CUSTOMER ARE SUBJECT TO AN INTEREST RATE OF THE LESSEE OF 1 1/2% PER MONTH (18% PER ANNUM) OR THE MAXIMUM RATE ALLOWED BY LAW ON ANY INVOICES THAT ARE NOT PAID WITHIN 30 DAYS. IN THE EVENT OF DEFAULT, SAFETY-KLEEN SHALL BE ENTITLED TO RECOVER COSTS OF COLLECTION, INCLUDING REASONABLE ATTORNEY'S FEES.

GENERATOR WARRANTS AND REPRESENTS THAT THE MATERIALS PROVIDED SAFETY-KLEEN CORP. HEREUNDER HAVE NOT BEEN MIXED, COMBINED, OR OTHERWISE BLENDED IN ANY QUANTITY WITH MATERIALS CONTAINING POLYCHLORINATED BIPHENYLS (PCB) OR ANY OTHER MATERIAL DEFINED AS A HAZARDOUS WASTE UNDER APPLICABLE LAWS, INCLUDING BUT NOT LIMITED TO 40 CFR PART 261. GENERATOR AGREES TO INDEMNIFY AND HOLD SAFETY-KLEEN CORP. HARMLESS FOR ANY DAMAGES, COSTS, ATTORNEY'S FEES, ETC. ARISING OUT OF OR IN ANY WAY RELATED TO A BREACH OF THE ABOVE WARRANTY BY THE GENERATOR.

I certify that my hazardous waste streams total less than 220 pounds (100kg) for this calendar month and that I am not required to obtain an EPA identification number.

X *Cary Polaski*  
 GENERATOR / CUSTOMER SIGNATURE

MANIFEST NUMBER

CUSTOMER GENERATOR

PG# 9311-023 Job# 9311  
 CUSTOMER NUMBER  
 NAME Chrysler Motors  
 ADDRESS Kenosha Engine Plant  
 CITY/STATE Kenosha Wisconsin ZIP

BILL TO

CUSTOMER NUMBER  
 NAME SAME  
 ADDRESS  
 CITY/STATE ZIP

SERVICE DATE	SALESMAN'S NO.	CUSTOMER P.O. NUMBER	SALES TAX EXEMPTION NO.	NEXT SERVICE
8-31-93		9311-023		

**SERVICE SECTION**

SERVICE NUMBER	DESCRIPTION	GROSS QUANTITY	NET QUANTITY	UNIT OF MEASURE	PRICE	SERVICE CHARGE	TAX	LINE TOTAL
040	USED OIL PICK UP							
050	OILY WATER DISPOSAL	2530						
060	INTERCEPTOR SERVICE							
10050	DEMURRAGE							
10051	PUMPING TIME							
10052	MILEAGE							
10053								
10054				JLX NL				
	SK-380							
	SKT-438							

**PAYMENT RECEIVED SECTION**

CASH  CHECK NUMBER TOTAL RECEIVED

APPLY TO TODAY'S SERVICE APPLY TO PREVIOUS BALANCE:

AMOUNT \$ INV # AMOUNT \$

**PAYMENT MADE SECTION**

PAYMENT METHOD PAYMENT AMOUNT

CASH  CHECK

RECEIVED BY

I certify that my hazardous waste streams total less than 220 pounds (100kg) for this calendar month and that I am not required to obtain an EPA identification number.

TOTAL

CHARGE MY ACCOUNT FOR THIS TRANSACTION UNLESS OTHERWISE INDICATED IN THE PAYMENT RECEIVED SECTION.

INVOICES REFLECTING CHARGES TO CUSTOMER ARE SUBJECT TO AN INTEREST RATE OF THE LESSER OF \$ 1 1/4% PER MONTH (15% PER ANNUM) OR THE MAXIMUM RATE ALLOWED BY LAW ON ANY INVOICES THAT ARE NOT PAID WITHIN 30 DAYS. IN THE EVENT OF DEFAULT, SAFETY-KLEEN SHALL BE ENTITLED TO RECOVER COSTS OF COLLECTION, INCLUDING REASONABLE ATTORNEY'S FEES.

GENERATOR WARRANTS AND REPRESENTS THAT THE MATERIALS PROVIDED SAFETY-KLEEN CORP. HEREUNDER HAVE NOT BEEN MIXED, COMBINED, OR OTHERWISE BLENDED IN ANY QUANTITY WITH MATERIALS CONTAINING POLYCHLORINATED BIPHENYLS (PCB) OR ANY OTHER MATERIAL DEFINED AS A HAZARDOUS WASTE UNDER APPLICABLE LAWS, INCLUDING BUT NOT LIMITED TO 40 CFR PART 261. GENERATOR AGREES TO INDEMNIFY AND HOLD SAFETY-KLEEN CORP. HARMLESS FOR ANY DAMAGES, COSTS, ATTORNEY'S FEES, ETC. ARISING OUT OF OR IN ANY WAY RELATED TO A BREACH OF THE ABOVE WARRANTY BY THE GENERATOR.

X C. Palaski  
 GENERATOR / CUSTOMER SIGNATURE

**APPENDIX E**  
**FIELD SCREENING RESULTS**

# HNU PI-101 INSTRUMENT SET-UP AND FIELD RECORD

Operator: J. Ramponi  
 Date: 7/6/93  
 Site: Chrysler Corp.  
 Weather: Sunny 68 Degrees F

Media Sampled (Soil, Groundwater, Waste {type}) Soil

Instrument No.: OVM/Data Logger  
Model 580B

Probe Identification: 10.2  
 Calibration Gas: Isobutylene  
 Gas Type: Isobutylene  
 Batch #: \_\_\_\_\_  
 Bottle I.D.: 250 ppm

Battery: O.K.  
 Zero: O.K.  
 Calibration: 247  
 Span Setting: 0

Sample #	Location	Depth* (ft)	Time Sampled	Time Analyzed	Background Response	Peak Response	Comments
1	Removed Backfill	0-6'	1015	1015	0.1	.4	No staining or odor
2	Removed Backfill	0-6'	1017	1017	0.1	.4	No staining or odor
3	Removed Backfill	0-6'	1019	1019	0.1	1.0	No staining or odor
4	Removed Backfill	0-6'	1021	1021	0.1	.4	No staining or odor
5	Removed Backfill	0-6'	1023	1023	0.1	.4	No staining or odor
6	Removed Backfill	0-6'	1025	1025	0.1	1.0	No staining or odor
7	Removed Backfill	0-6'	1027	1027	0.1	.4	No staining or odor
8	Removed Backfill	0-6'	1028	1028	0.1	.4	No staining or odor
9	Removed Backfill	0-6'	1030	1030	0.1	1.0	No staining or odor
10	Removed Backfill	0-6'	1032	1032	0.1	1.0	No staining or odor

\*Measured from top to UST



**HNU PI-101 INSTRUMENT SET-UP AND FIELD RECORD**

Operator: J. Ramponi  
 Date: 7/7/93  
 Site: Chrysler Corp.  
 Weather: Sunny 80 Degrees F

Media Sampled (Soil, Groundwater, Waste {type}) Soil

Instrument No.: OVM/Data Logger  
Model 580B

Probe Identification: 10.2

Calibration Gas: Isobutylene  
 Gas Type Isobutylene  
 Batch # \_\_\_\_\_  
 Bottle I.D. 250 ppm

Battery: O.K.  
 Zero: O.K.  
 Calibration: 227  
 Span Setting: 0.2

Sample #	Location	Depth* (ft)	Time Sampled	Time Analyzed	Background Response	Peak Response	Comments
11	West Base UST #11	13'	1110	1110	0.2	0.2	Backfill, stained, no odor
12	Center Base UST #11	13'	1112	1112	0.2	0.2	Backfill, stained, no odor
13	East Base UST #11	13'	1116	1116	0.2	18	Backfill, stained, fuel odor
14	East Base UST #11	13'	1118	1118	0.2	18	Backfill, stained, fuel odor
15	West Base UST #12	13'	1130	1130	0.2	0.2	Backfill, stained, no odor
16	Center Base UST #12	13'	1132	1132	0.2	0.2	Backfill, stained, no odor
17	East Base UST #12	13'	1134	1134	0.2	0.2	Backfill, stained, no odor

\*Measured from top to UST

