

From: Beggs, Tauren R - DNR
To: ["David De Courcy Bower"](#)
Cc: [Marie Venne](#)
Subject: Notice to Proceed for SI Work Plan - Hamilton Industries (Former)
Date: Friday, August 18, 2017 2:45:00 PM

Hi David,

It was nice talking to you as well. That answers all my clarification questions, so with the work plan and your answers below, this email serves as my notice to proceed with the proposed plan.

Have a nice weekend,

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Tauren R. Beggs

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Tauren.Beggs@wisconsin.gov

From: David De Courcy Bower [mailto:david.decourcybower@erm.com]
Sent: Friday, August 18, 2017 2:41 PM
To: Beggs, Tauren R - DNR
Cc: Marie Venne
Subject: RE: Clarifications for SI Work Plan - Hamilton Industries (Former)

Tauren,

I was good speaking with you on the phone to discuss the questions that you had on the work plan. To clarify the approach:

For the TCE delineation the work will be performed in 2 mobilizations.

- Mobilization 1 will be installation of 12 soil borings to 30 feet bgs and then 12 groundwater vertical aquifer sampling locations.
 - During advancement of the soil borings, if PID/visual indicators of contamination are observed then a soil sample will be collected for analysis.
 - The results of the VAS will be used to determine the locations of the permanent groundwater monitoring wells.
- Mobilization 2 will be installation of 12 shallow monitoring wells
 - During advancement of the wells, if PID/visual indicators of contamination are observed then a soil sample will be collected for analysis. If NO indicator of impacts are observed, samples will be collected from approximately 3 ft and 10 ft bgs to document soil conditions above each of the wells.

For the Diesel investigation:

- A GPR/EM survey will be performed to the north of the Kahlenburg property. If evidence of a suspected UST is observed then soil borings will be adjusted to be close the UST.

- If no evidence of USTs is observed to the north, then LSB-1 and LSB-2 soil boring locations will be adjusted to be to the northeast and northwest of MW-2 in order to triangulate for the presence of LNAPL on the former Hamilton Industries Site.

Please let me know if you have any additional questions,

David

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"The Business of Sustainability"

From: Beggs, Tauren R - DNR [<mailto:Tauren.Beggs@wisconsin.gov>]
Sent: Friday, August 18, 2017 10:52 AM
To: David De Courcy Bower
Cc: Marie Venne
Subject: Clarifications for SI Work Plan - Hamilton Industries (Former)

Hi David,

I have reviewed the work plan and am looking to get some clarifications on the below questions:

- In the Soil Sampling section it says two soil samples will be collected from the unsaturated interval at each boring location and there are 12 boring locations (VAS-13 through VAS-24) referenced in the CVOC Soil Borings section. It then says up to 12 soil samples will be collected based on field screening results. So are you only collecting one soil sample at each of the twelve locations or based on field screening collecting two soil samples each only at some of the locations?
- In the CVOC Monitoring Wells section it says up to 12 shallow and three deep monitoring wells will be installed based on soil boring and VAS locations. Are you installing these based on the previous soil boring and VAS locations (VAS-1 through VAS-12) data and then figuring out where to put monitoring wells, if needed, based on what is found at the new locations VAS-13 through VAS-24 after you get the results back for those locations?
- In the CVOC Monitoring Wells section, it says soil samples will be collected from the unsaturated interval where soil samples had not been previously collected, so are these soil samples included as part of or in addition to the ones stated in the Soil Sampling section?
- For the LNAPL borings, are you thinking that the petroleum contamination may be from the former Kahlenburg property and migrating to the Hamilton Industries (former) property based on groundwater flowing to the east/northeast or do you think it may be from the Hamilton Industries (former) property and migrating to the former Kahlenburg property? The reason I ask is the LSB-2 location being northeast of MW-2 (side or downgradient of MW-2), so based on that location I'm assuming it would be the first

scenario. If LSB-2 were installed northwest of MW-2 (side or upgradient from MW-2), then I'm assuming it would be scenario two.

Please let me know when you get a chance. If you would like to discuss further, please feel free to call me.

Thanks,

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