Winlock School Bus Garage

SHARP Report — Part 1 of 2

Go to site contamination history

• SHARP first SHARP	v2024.04.29	Ecology Info	
• SHARP rating	Low	ERTS	none
• SHARP date	10/23/2024	CSID	8363
• EJFlagged?	⊘ - No Override	FSID	23232326
• LD confidence level	low	VCP	none
• Cleanup milestone	site hazard assessment	UST ID	100997
• SHARPster	Patrick Trout	LUST ID	3780

This section is blank if this is the first SHARP

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	low	multiple chemical types	⊘
Groundwater	C3	high	risk to off-site people	⊘
Surface water	D4	medium	climate change impacts	✔
Sediment	D4	medium	plant/animal tissue data	⊘
Soil	C3	high		

Location and land use info

0 King Rd, Winlock, Lewis County, 98596

Primary parcel	006033000000
Land use	residential
Responsible unit	SWRO

Sources reviewed

GeoEngineers, Inc., Site Assessment, Sept-2024

Associated Enviro. Group, LLC, Groundwater Monitoring Report, Oct-1998

Agi Technologies, Groundwater Monitoring Well Sampling Results, May-1996

AGI Technologies, Groundwater Monitoring Well Installation and Sampling, Aug-1995.

Industrial Safety and Training, Inc., Site Characterization Report, May-1995

Primary census tract	Associated census tracts
53041971501	none

Local demographics comments

no comments

Source/source area description

Property used for school bus storage, fueling, and maintenance in 1995. In 1995, one of three fueling USTs located beneath bus fueling area immediately north of the maintenance garage on the Site was observed to have been leaking, via inventory assessment. At the time, the tank in question, contained unleaded gasoline.

Soil comments

MTCA Method A cleanup level exceedence for Total Petroleum Hydrocarbons in the Gasoline Range between 6 feet and 8 feet below ground surface in two localized areas on the Site. Detections but not exceedences for volatile organic compounds ethylbenzene, xylene, and MTBE.

Groundwater comments

Total Petroleum Hydrocarbons in the Gasoline Range detected, but not in exceedence of MTCA Method A cleanup levels, in one grab groundwater sample taken from a soil boring on the south section of the Site Total Petroleum Hydrocarbons in the Gasoline Range between 6 feet and 8 feet below ground surface in two localized areas on the Site. Water table has been observed at approximately 2.5 feet below ground surface in seasons of high saturation.

Surface water comments

Olequa Creek is immediately adjacent to the east of the Site.

Sediment comments

Olequa Creek is immediately adjacent to the east of the Site.

Indoor air comments

no comments

Additional factors comments

Olequa Creek is immediately adjacent to the east of the Site, creek is incised creating steep sided walls. One of these areas is the east boundary of the tax parcel affected by the Site.

Site history

Go to top

In 1995, one of three fueling USTs on the Site was observed to be leaking, via inventory assessment. At the time, the tank in question contained unleaded gasoline. Within the days that followed the discovery of the release, all three USTs had been pumped out, rinsed, and removed alonf with all associated piping and dispensers. Rinsate was stored in drums on the Site. When removed, the unleaded gasoline tank thought to be leaking was observed to be compromised by a hole in on the north end of the bottom of the tank. The other two tanks were observed to be in good uncompromised condition upon removal. Prior to the excavation of soils in an effort to protect the east adjacent Olequa Creek, a false groundwater gradient was created by digging a north-south trending trench down through the water table on the west side of the property behind the maintenance garage. Water in the trench was treated and analyzed for effectiveness of treatment before being discharged back into Olequea creek via a stormwater drainage ditch that runs east-west along the northern portion of the parcel boundary. Remedial activities of the soils on the Site included the excavation and subsequent land farming of ~2000 cubic yards of petroleum contaminated soils (PCS). An estimated 850 cubic yards of PCS was left in place due to the proximity of contamination to the foundation of the maintenance garage (underneath the north-northeast section of slab and a small amount around the SE corner of the maintenance garage).

4 groundwater monitoring wells were installed in 1995 as well. Two of which were found in 2024 (MW-1 and MW-2). Between 1995-1998 the first 4 quarters of groundwater monitoring data show decreasing concentrations of TPH-G and BTEX. Concentrations rose in MW-1 with seasonally rising water levels. Concentrations fell in MW-2 with seasonally rising water levels. The final groundwater monitoring event in 1998 bore MTCA Method A Cleanup level exceeding concentrations of B, T, X, and TPH-G at 42 ug/L (B), 5.8 ug/L (T), 16 ug/L (X), and 400 ug/L (TPH-G) in MW-2. Concentrations exceeding MTCA Method A of benzene were also found at this time in MW-1 at 1.5 ug/L. MW-3 and MW-4 were found to be below MTCA Method A cleanup levels TPH-G and BTEX. No additional soil excavation or sampling had occurred at the Site since 1998, and no additional groundwater monitoring had been performed since 1998.

Overflow - Site contamination and cleanup history

In 2024 ECY funded a limited site assessment at this Site targeting sub-slab soil samples in the north-northeast portion of the garage, and across the southern half of the site in 6 strategic locations around the estimated perimeter of excavation and contamination. This assessment also evaluated groundwater in MW-1, MW-2 and two of the soil boring locations on the south side of the Site. Groundwater in the two monitoring wells sampled and two soil boring locations samples was below MTCA Method A cleanup levels for all analytes required by Table 830-1. Soil samples in B2 (under the northern portion of the maintence garage slab) and B4 (southeast corner of the perimeter fence at the site) were both in exceedence of MTCA Method A cleanup levels for TPH-G (B2 at 1,100 mg/kg; B4 at 980 mg/kg). Ecology is currently in the process of recommending additional remedial action at the Site.

Winlock School Bus Garage

8363 Winlock School Bus Garage 20241023
First SHARP
SHARP rating — Low

SHARP Report — Part 2 of 2

Conceptual site model
10/23/2024

SHARP