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July 12, 1993

Paul B. Turner
Washington Department of Ecology
N. 4601 Monroe St., Suite 202
Spokane, WA 99205-1295

Subject: Site Characterization Report, Chevron Bulk Plant, Newport, WA
GSA Correspondence No. 612629.69

Dear Mr. Turner:

Grant, Schreiber and Associates, (GSA), together with our parent firm James L. Grant and Associates, Inc. (JLGA) is please to present the Initial Site Characterization Report for the Chevron Bulk Plant in Newport Washington. In addition, please find included in this cover letter the following update describing the most recent sampling and excavation work at the site. This material is being provided to you in response to your letter of July 2, 1992 to Mr. Bob Muzzy.

PROJECT UPDATE:

GSA provided Muzzy Oil guidance in removing suspected diesel contaminated soil from the area in September and October of 1992. Soil was excavated in the area adjacent to the former UST location and further to the west. Soil was removed and placed on 30-mil plastic for aeration. Depth of soil placed in the landfarm was less than three feet. The excavation was approximately 20 feet in depth and encompassed the former UST site and entrance area to the facility. Samples were collected from the center portion of the excavation and near the pump island. The pump island sample was non-detectable for Total Petroleum Hydrocarbons-Diesel(TPH-D) and the sample taken near the center of the excavation revealed 560 ppm TPH-D. Mr. Muzzy decided to continue to excavate in hope of removing all diesel contaminated soil having diesel levels above 200 ppm TPH-D. Further excavation was limited to the reach of the track excavator. A final sample was taken at the bottom of the excavation on the pump island side, where a small pocket of suspected diesel contamination was encountered. Lab analysis indicated TPH-D levels of 2300 ppm. Further excavation of suspected diesel contaminated material was beyond the limit of the equipment present and could not be continued without endangering the existing structures.

The soils encountered during excavation work were frequently characterized as very sandy, with gravel and silty-clay lenses. The silty-clay lenses typically retarded the downward movement, resulting in perched lenses of diesel. These lenses were discontinuous and although relatively impermeable, still allowed migration of diesel. Depth to groundwater is thought to be in excess of 100 feet.

Very truly yours,

Grant, Schreiber & Associates

John J. Karpenko
Staff Engineer

James S. DeSmet, P.E., P.G.
Senior Engineer and Geologist

encl.