



**Responsiveness Summary**  
Remedial Investigation and Feasibility Study Work Plan  
Airport Kwik Stop  
CSID 4203  
FSID 32584416

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Public Comment Period February 27 through March 28, 2012

Prepared by  
Washington State Department of Ecology  
Eastern Regional Office  
Toxics Cleanup Program  
Spokane, WA

April 2012

Airport Kwik Stop, Ione, WA  
Responsiveness Summary

The Washington State Department of Ecology (Ecology) held a 30-day public comment period from February 27, 2012 through March 28, 2012 for the *Work Plan Remedial Investigation (RI)/Feasibility Study (FS) for Ione Petroleum Contamination Project, Ione WA, November 22, 2011*.

The RI/FS at the Airport Kwik Stop is conducted under the authority of the Model Toxics Control Act (MTCA) Cleanup Regulations (chapter 173-340 WAC). The study will be focused in the soils and groundwater at the Airport Kwik Stop and surrounding areas affected by the plume of gasoline contaminated groundwater. The scope of the RI will help define the overall extent of the petroleum contamination. The FS will evaluate alternatives for cleanup of the petroleum contaminated soils and groundwater beneath the Airport Kwik Stop and surrounding areas affected by the soil and groundwater contamination.

Ecology would like to thank those who commented on the RI/FS work plan for the petroleum contamination at the Airport Kwik Stop. Based on the comments received, no changes will be required to the Work Plan Remedial Investigation/Feasibility Study Ione Petroleum Contamination Project dated November 22, 2011. The Work Plan is therefore final.

The Responsiveness Summary is organized as follows:

- I. Index of public comments received.
  - A. Comments received during the February 27 through March 28, 2012 comment period.
  - B. Public comments received outside of (before or after) February 27 through March 28, 2012 comment period. Note: Comments received before or after the comment period did not meet the comment period guidelines and are considered invalid.
- II. Citizens Comments
  - A. Public Comments received during the February 27 through March 28, 2012 public comment period.
  - B. Public comments received outside of (before or after) February 27 through March 28, 2012 comment period.
- III. Ecology's responses to comments received during the public comment period.

## **Index of Comments Received**

### **I.A INDEX OF COMMENTS RECEIVED DURING THE FEBRUARY 27 THROUGH MARCH 29, 2012 PUBLIC COMMENT PERIOD.**

1. E-mail from Dean Smith Washington Department of Transportation sent February 28, 2012 (page 4)
2. Letter from Jane Yurtis dated March 4, 2012 and received March 6, 2021. (page 5)
3. E-mail from Leanna Powers sent March 8, 2012 (page 6)
4. E-mail from Dustin Doyle sent March 27, 2012 (page 7)

### **Public Comments Received outside (before or After)**

### **I.B INDEX OF COMMENTS RECEIVED OUTSIDE (BEFORE OR AFTER) THE FEBRUARY 27 THROUGH MARCH 28, 2012.**

1. E-mail from Leanna Powers sent February 26, 2012 (page 9)

II.A COMMENTS RECEIVED DURING THE FEBRUARY 27TH, THROUGH MARCH 29, 2012  
COMMENT PERIOD.

*COMMENTS ARE PROVIDED EXACTLY AS SUBMITTED BY COMMENTORS.*

**Ladwig, Douglas E. (ECY)**

**From:** Smith, Dean [SmithDM@wsdot.wa.gov]

**Sent:** Tuesday, February 28, 2012 8:01 AM

**To:** Ladwig, Douglas E. (ECY)

**Cc:** Williams, Tammie

**Subject:** Comment on Airport Quick Stop Site

Dear Mr. Ladwig,

In commenting on the proposed Work Plan for the Airport Quick Stop Site near Ione (Cleanup Site ID # 4203), I would

like to point out that other than using State Route 31 as a point of reference, to identify the locations of other affected

sites, there is no mention within the plan to insure that the highway right-of-way is being included. The Washington

State Dept of Transportation (WSDOT) is responsible for the safety of the motoring public as well as the health and

safety of its workers and contractors. WSDOT right-of-way soil conditions are important. Clean soils allow for

construction or repair work, without requiring a pre-determination of potential environmental impacts.

I therefore urge the Department of Ecology to include the WSDOT right-of-way in the planning stages of this remedial

action to insure the taxpayers of the State of Washington are not burdened with additional costs for the operation of

the highway system.

**Dean Smith**

WSDOT

E WA Haz-Mat Specialist

ER Maint. Environ. Coordinator

Office 509) 324-6136

Cell 509) 999-1712

Jane Yurtis  
PO Box 553  
Ione, WA 99139  
442-3182

4 March 2012

WA Department of Ecology  
4601 N. Monroe St.  
Spokane, WA 99205

Re: Toxic Cleanup Program

Dear Department,

I am glad to learn that you are taking seriously the problem at the Airport Kwik Stop.

I thought that you might be interested in undertaking another project a few miles north of the Kwik Stop. There is a dip in the road which runs atop the steep east bank of our "Mill" pond. The name of the road is Wisconsin Av.

On the east side of Wisconsin Av., and at the bottom of the dip, B & N Sanitary Service has a yard where its garbage truck is parked at the end of each day after its normal collection. When the truck is finally filled to capacity, the load is then transported to its final dump site.

The cause of my concern abides in the fact that my property lies adjacent to said yard, and; in the past 10 years, I have had 5 dogs come in with symptoms of poisoning. Three of the five were veterinary confirmed cases of radiator fluid toxicosis. It seems likely that the other two dogs were the same.

I approached the owner of the yard about the possibility that the toxin might have come from his place. He responded that he had no control over what people put into their garbage, or; over what might leak onto the ground after a load is mashed down by the truck.

When a person thinks about it, radiator fluid (or any toxin) lying on the ground within the reach of a dog is not good for people, or the aquatic life of the Mill pond; either.

Anything you can do to improve the situation would be much appreciated by me and my dogs.

Sincerely,

  
Jane Yurtis

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**Ladwig, Douglas E. (ECY)**

**From:** Leanna Powers [i.ownautoparts@potc.net]  
**Sent:** Thursday, March 08, 2012 10:14 AM  
**To:** Ladwig, Douglas E. (ECY)  
**Subject:** Airport Dump Site!

Hi Doug, Want to know if D.O.E. will be performing a test core in the middle of the runway of the lone Airport? I am not a hydrogeologist but, water or fuel cannot run up hill. Somethings are not adding up. In my opinion, you need to take a "new" look at what you are dealing with. Have been talking to other D.O.E reps in Olympia an they agree. You need to listen to us, we have lived here along time. Thank You  
Leanna Powers

**Ladwig, Douglas E. (ECY)**

**From:** Dustin Doyle [dustin0485@gmail.com]

**Sent:** Tuesday, March 27, 2012 2:24 PM

**To:** Ladwig, Douglas E. (ECY)

**Cc:** jdesperado4@gmail.com; jdesperado@gmail.com

**Subject:** Department of Ecology Questions

**Attachments:** Department of Ecology-Questions.pdf

Department of Ecology  
Site: Ione Airport Kwik Stop  
Property of John Doyle and Jerry Knudson

March 27, 2012

To Whom It May Concern:

The following are questions I have regarding the toxic cleanup program by the Department of Ecology on the site of the *Airport Kwik Stop* in Ione.

1. It has come to our attention that the Department of Ecology had prior knowledge of contamination of this site over 12 years ago; Why has nothing been done until now?
2. Who is to be held responsible?
3. Why was nothing disclosed to the buyers that purchased land within the last 12 years?
4. Should we file a lien or take action against the owners of *Kwik Stop*?
5. What happens to our property if it is affected by contamination?
6. How can we be sure our wells are going to be safe from future contamination and immediate contamination?
7. Does this diminish the affected property's values substantially?
8. If the state had prior knowledge of the problem and did nothing should they be held legally and financially responsible?
9. If we want to develop property or use it for livestock or farm quality hay what happens next?



II.B COMMENTS RECEIVED OUTSIDE (BEFORE OR AFTER) THE FEBRUARY 27, THROUGH MARCH 29, 2012 COMMENT PERIOD.

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**Ladwig, Douglas E. (ECY)**

**From:** Leanna Powers [i.ownautoparts@potc.net]  
**Sent:** Sunday, February 26, 2012 2:45 PM  
**To:** Ladwig, Douglas E. (ECY)  
**Subject:** lone Petroleum Contamination Site

Hi Doug, My name is Leanna Powers. I have lived in lone area since 1969. As a little girl I remember going to the "DUMP" with my dad every saturday. An where was the dump you ask? If you walk about half way down the runway of the lone Airport you would be standing on top of the "old dump site" for lone an outside of lone. When I left for college in 1977 it was still the dump. People back then didn't think about what they were dumping in or on the ground they just dumped it, like alot of community's. I remember seeing 55gallon drums of something, never really asked, didn't really want to know. If you were to core in the middle of the runway you will find your source of "Contaminants". It just seems a little odd that a kwik stop could lose that much fuel an not know it! So, with that all being said, before "WE" spend a whole lot of money, let's check it all out. I know you have checked below site across the street site but let's check halfway up the runway. I know another core check can not be that expensive.If you would like to any more information call me at: 509-442-3430. Thank you Leanna Powers

III ECOLOGY'S RESPONSES TO COMMENTS RECEIVED DURING THE PUBLIC COMMENT PERIOD

Ecology received several comments from the public concerning the investigation being conducted at the Airport Kwik Stop. The comments were varied in content and in some cases, requested Ecology include surrounding areas in the investigation. Ecology responses are presented in chronological order of the comments received for the RI/FS work plan for the Airport Kwik Stop:

*"In commenting on the proposed Work Plan for the Airport Quick Stop Site near Ione (Cleanup Site ID # 4203) , I would like to point out that other than using State Route 31 as a point of reference, to identify the locations of other affected sites, there is no mention within the plan to insure that the highway right-of-way is being included. The Washington State Dept of Transportation (WSDOT) is responsible for the safety of the motoring public as well as the health and safety of its workers and contractors. WSDOT right-of-way soil conditions are important. Clean soils allow for construction or repair work, without requiring a pre-determination of potential environmental impacts.*

*I therefore urge the Department of Ecology to include the WSDOT right-of-way in the planning stages of this remedial action to insure the taxpayers of the State of Washington are not burdened with additional costs for the operation of the highway system." (Dean Smith page 4)*

**Ecology Response:** We are aware of WSDOT's right-of-way (ROW). We have applied for and received a permit to conduct exploratory borings within the ROW. At the beginning of the project we acquired a ROW map for State Route 31 and found the ROW was 60 feet on either side of the center line. Based on the map, the western edge of the ROW is located near the edge of the current pump island at the Kwik Stop. Given our current understanding of the Site, the bulk of the soil contamination identified to-date is located between the pump island and the western pavement edge of State Route 31.

The Feasibility Study alternatives will take into consideration construction limitations next to the highway to minimize disrupting traffic and access to residences and businesses.

*"I am glad to learn that you are taking seriously the problem at the Airport Kwik Stop.*

*I thought that you might be interested in undertaking another project a few miles north of the Kwik Stop. There is a dip in the road which runs atop the steep east bank of our "Mill" pond. The name of the road is Wisconsin Av.*

*On the east side of Wisconsin Av., and at the bottom of the dip, B & N Sanitary Service has a yard where its garbage truck is parked at the end of each day after its normal collection. When the truck is finally filled to capacity, the load is then transported to its final dump site.*

*The cause of my concern abides in the fact that my property lies adjacent to said yard, and; in the past 10 years, I have had 5 dogs come in with symptoms of poisoning. Three of the five were veterinary confirmed cases of radiator fluid toxicosis. It seems likely that the other two dogs were the same.*

*I approached the owner of the yard about the possibility that the toxin might have come from his place. He responded that he had no control over what people put into their garbage, or; over what might leak onto the ground after a load is mashed down by the truck.*

*When a person thinks about it, radiator fluid (or any toxin) lying on the ground within the reach of a dog is not good for people, or the aquatic life of the Mill pond; either.*

*Anything you can do to improve the situation would be much appreciated by me and my dogs." ( Jane Yutris page 5)*

**Ecology Response:** Although your comment has no bearing in the current investigation, it is a concern. Your comment will be forwarded to the Waste 2 Resources Section in Ecology's Eastern Regional Office.

*"Hi Doug, Want to know if D.O.E. will be performing a test core in the middle of the runway of the Ione Airport? I am not a hydrogeologist but, water or fuel cannot run up hill. Somethings are not adding up. In my opinion, you need to take a "new" look at what you are dealing with. Have been talking to other D.O.E reps in Olympia an they agree. You need to listen to us, we have lived here along time. Thank You Leanna Powers"* (Leanna Powers page 6)

**Ecology Response:** Earlier investigative work conducted at the Airport Kwik Stop and Ione Airport was conducted to identify the source of petroleum groundwater contamination discovered at the Cabin Grill. The only source of petroleum contamination identified in groundwater is documented beneath the Airport Kwik Stop. Groundwater flow direction beneath the Airport Kwik Stop and the Ione Airport is documented to flow in an easterly direction. Monitoring wells installed on the east side of State Route 31 document the groundwater flows in a southeasterly to easterly direction.

Monitoring wells located south of the Cabin Grill along State Route 31 confirm the easterly to southeasterly flow direction of groundwater which would preclude contamination from the airport reaching the Cabin Grill water well. The goal of the current investigation is to locate the extent of petroleum contaminated groundwater associated with the Kwik Stop release as well as identify and recommend a cleanup remedy. Therefore, Ecology has no plans to install borings south of Greenhouse Road on Airport land as part of this project.

Your comment regarding the former landfill at the airport is not related to this current investigation and will be referred to Ecology's Waste 2 Resources program.

*The following are questions I have regarding the toxic cleanup program by the Department of Ecology on the site of the Airport Kwik Stop in Ione.*

- 1. It has come to our attention that the Department of Ecology had prior knowledge of contamination of this site over 12 years ago; Why has nothing been done until now?*
- 2. Who is to be held responsible?*
- 3. Why was nothing disclosed to the buyers that purchased land within the last 12 years?*
- 4. Should we file a lien or take action against the owners of Kwik Stop?*
- 5. What happens to our property if it is affected by contamination?*
- 6. How can we be sure our wells are going to be safe from future contamination and immediate contamination?*
- 7. Does this diminish the affected property's values substantially?*
- 8. If the state had prior knowledge of the problem and did nothing should they be held legally and financially responsible?*
- 9. If we want to develop property or use it for livestock or farm quality hay what happens next?"* (Dustin Doyle and Jerry Knudson page 8)

- 1. It has come to our attention that the Department of Ecology had prior knowledge of contamination of this site over 12 years ago; Why has nothing been done until now?*

**Ecology Response:** A complaint reported to Ecology in 1993 concerned petroleum contamination in the water well of the North Pend Oreille Realty Office (the Cabin Grill is located at the site today). The initial investigation conducted in 1993 was unable to confirm a release. Ecology had no information on a confirmed release of petroleum in the domestic well at the Cabin Grill until 2008, when the current investigation began.

2. *Who is to be held responsible?*

**Ecology Response:** The owner and operator of the site were issued Early Notice Letters regarding their potential liability for the cleanup of contamination. Ecology will make the final determination of liability status for the release by issuing a “Determination of status of as a potentially liable person” as outlined in the Model Toxics Control Act WAC 173-340-500.

3. *Why was nothing disclosed to the buyers that purchased land within the last 12 years?*

**Ecology Response:** The purchaser of any property has the responsibility for determining potential risks associated with the purchase of land. The purchaser has the opportunity to hire a consultant to establish the environmental liability or risks associated with the property. In addition, the owner and their real estate agent have the responsibility to notify a potential buyer of associated risks.

4. *Should we file a lien or take action against the owners of Kwik Stop?*

**Ecology Response:** Ecology has no jurisdiction in legal matters between property owners and cannot provide legal advice.

5. *What happens to our property if it is affected by contamination?*

**Ecology Response:** The areas impacted by the contamination will be incorporated into the overall investigation. Currently Ecology is conducting an RI to determine the overall extent of the contamination associated with the release. Ecology will seek access agreements with the affected property owners for access to collect samples, install monitoring wells, and conduct quarterly groundwater monitoring. The work will continue in the same manner as currently conducted.

6. *How can we be sure our wells are going to be safe from future contamination and immediate contamination?*

**Ecology Response:** Ecology and their contractor are conducting the RI/FS to determine the most practical way to remove the source of contamination from soil and groundwater. The current monitoring well network will monitor the flow of contaminated groundwater through sampling and laboratory analyses. Based on the laboratory analytical results, Ecology will continue to inform local residents and request permission to sample domestic wells if a potential exists for additional residential wells to become contaminated.

The purpose of this project is to identify the best method to treat soil and groundwater contamination associated with the Airport Kwik Stop. The chosen remedy will ultimately reduce the impact to residential wells and improve the groundwater quality in the shallow unconfined aquifer. Ecology has not identified any contamination in the deeper aquifer beneath the site. The deeper aquifer is covered by a confining layer of clay which inhibits transmissivity of water between the two aquifers.

7. *Does this diminish the affected property's values substantially?*

**Ecology Response:** Ecology does not determine property values and we cannot provide legal advice.

8. *If the state had prior knowledge of the problem and did nothing should they be held legally and financially responsible?*

**Ecology Response:** As noted above Ecology was not aware of a source of petroleum contamination from the Airport Kwik Stop until 2008.

9. *If we want to develop property or use it for livestock or farm quality hay what happens next?*

**Ecology Response:** As noted in our response to question three, it is the seller and their real estate agent's responsibility to disclose groundwater contamination beneath the impacted properties to a prospective purchaser. If groundwater contamination is found beneath the property, the water should not be used for livestock, unless it is properly treated to remove the contamination. Contamination would also need to be removed from the water supply prior to use for crop irrigation.

Groundwater contamination is present in a portion of the shallow, unconfined aquifer. The RI is designed to identify the extent of contamination. We have not identified groundwater contamination in the deeper aquifer which could be used for domestic purposes, raising livestock and/or irrigation of crops.

