

HAZARDOUS WASTE

(ABANDONED & UNCONTROLLED)

NAME: CITY of DAVENPORT
River Dr + Gaines St.

TOWN: DAVENPORT

FAC. #:

DATE: 1997

Con 12-15
City of Davenport
City of (River Drive
& Gaines St)

IOWA DEPARTMENT OF NATURAL RESOURCES
Solid Waste Section

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DATE: October 6, 1997
TO: Lavoy Haage; John Vedder
FROM: Alesia Whitney-Knight *AWK*
RE: Proposing No Further Action or Priority 3-4 for the City of Davenport (Ripley Street and Gaines Street & Ripley Street and River Drive) site

I would like to propose no further action for the City of Davenport site located in Davenport, Iowa. The site is actually composed of two separate sites, but the sites have been handled under one site name. One site is located within the block of Ripley Street and Gaines Street, and the other site is located within the block of the Ripley Street and River Drive. The sites are within a couple of blocks of each other. They are also in the vicinity of railroad tracks and the Mississippi River. The city of Davenport excavated the USTs from both sites under the jurisdiction of the UST Section.

River Drive and Gaines Street

This site formerly consisted of a 5,000-gallon fuel oil UST and a 15,000-gallon waste oil UST. The 15,000-gallon UST is actually a railroad car. This site is located north of the railroad tracks and the Mississippi River, south of River Drive, and east of Gaines Street.

August 1990 - A sample of the east tank contents was collected and analyzed for hydrocarbons. The GC reading showed a diesel fuel pattern. The fill pipe for the 5,000-gallon tank was inaccessible because of asphalt cover.

September 1990 - The tanks along with their piping were excavated. About 5,800 gallons of oily water and 1,000 gallons of used oil were pumped from the larger capacity tank. Approximately 5,000 gallons of what appeared to be water was pumped from the other tank.

During the excavation of the 15,000-gallon tank, stained soils were observed down to the surface of the shallow aquifer. Railroad ties were buried throughout the soil. Three small holes were found in the west tank. There were strong odors and a visible sheen in the excavation pits.

Groundwater samples were collected from a borehole downgradient of the excavations. The total petroleum hydrocarbon concentration was 53 mg/L. The excavation area was backfilled to grade with clean sand.

Investigations were conducted at the site in December 1991 and February 1992. Eight borings, borings B-1A to B-8A, were drilled at the site. Each boring was completed as a monitoring well. Soil samples were tested for total extractable hydrocarbons (TEH) and total hydrocarbons. Groundwater samples collected from the monitoring wells were tested for volatiles and semivolatile compounds. The greatest soil concentrations were detected at 4,800 ppm TEH as diesel fuel in boring B-5A, at 160 ppm TEH as waste oil in boring B-8A, and at 200 ppm TEH as gasoline in boring B-5A.

Groundwater contamination was detected in only two wells (B-6A and B-7A) which were installed on the north and south side of the railroad tracks. The sample from B-6A contained 20.9 µg/L benzene, 12.6

µg/L toluene, 307 µg/L naphthalene, 265 µg/L 2,4-dimethyl phenol, 16.4 µg/L acenaphthene, 17.9 µg/L fluorene, 43.5 µg/L phenanthrene, and 53.6 µg/L N-nitrosodiphenylamine. Benzene and naphthalene are above the IDNR action levels of 5 µg/L and 20 µg/L, respectively.

On the basis of these results and the groundwater sample location, it appears the USTs are not the source of the contamination. The source seems to be an area adjacent to the railroad tracks, but the polynuclear aromatic hydrocarbons (PAHs) detected in the groundwater may also be related to the railroad ties. The ties were encountered during the excavation of the tanks. It is believed that these railroad ties may have been coated with creosote.

River Drive and Ripley Street

This site contained a former 10,000-gallon UST that was a buried railroad car. The site is located south of the freighthouse at Ripley Street and River Drive.

August 1989 - A sample was taken from the 10,000-gallon UST. No hazardous waste was detected in the sample from the tank car. Inspection of the tank revealed a small hole, and there was stained soil that appeared to extend to the shallow aquifer. Product was observed on the surface of the groundwater.

March 1990 - The tank car and its pipes were excavated from the site. The excavation pit gave off strong odors and a sheen was present. No BTEX compounds were detected in the water sample from the pit. The area was backfilled with clean gravel and sand.

December 1991 and February 1992 - Site investigations were conducted at the site. Six soil borings (B-1B to B-6B) were drilled at the site and completed as monitoring wells. The greatest soil concentrations detected at the site were 1500 ppm TEH as diesel fuel in boring B-6B, 57 ppm TEH as waste oil in B-1B, and 170 ppm TEH as gasoline in B-6B. No contaminants were detected in groundwater above detection limits although some of the detection limits were high because of matrix interference. In other words, this sample was contaminated to the point that it required dilution. The highest detection limit was 200 µg/L. Most of the detection limits were low enough to show significant contaminant concentrations if they existed.

Both Sites

Both sites are located downstream from the municipal water intake for Davenport. I am proposing No Further Action at these sites because the contaminant concentrations at the site are likely not significant at this time. The investigation was performed 5 years ago and petroleum has a tendency to biodegrade. The IDNR will not likely have any action levels for any remaining contaminants at the site. Any contamination detected at the site located at River Drive and Gaines Street is likely related to the railroad tracks and not the USTs.

To confirm this theory, the Department would require the city of Davenport to perform additional investigations at the sites. Currently, the Department would not require an additional investigation because this is a low priority site. If rated under our current system, the priority level would be 3-4.

Do you concur with my recommendation?



TERRY E. BRANSTAD, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
LARRY J. WILSON, DIRECTOR

Con 12-15
City of Davenport,
City of (River Dr. &
Gaines St.)

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October 7, 1997

Mr. Charles Heston
Program Manager
Planning & Programming
City of Davenport
226 West Fourth Street
Davenport, Iowa 52801

Re: Assessment Plan Implementations for Leaking Underground Storage Tank (LUST) Sites
Located at Ripley Street and Gaines Street & Ripley Street and River Drive

Dear Mr. Heston:

The Iowa Department of Natural Resources (IDNR) has completed the review of the assessment plan implementation reports submitted for the LUST sites located at Ripley Street and Gaines Street, and Ripley Street and River Drive.

First, the IDNR would like to apologize for the length of time it has taken to provide you with a response.

Second, the Department has reviewed the IDNR file for this site in addition to the implementation reports. On the basis of the information in the reports and on file, the IDNR is requiring no further action at the sites.

If you have any questions, please contact me at (515)242-5084.

Sincerely,

Alesia Whitney-Knight

Alesia Whitney-Knight
Environmental Specialist
Solid Waste Section

Enclosure(s):

cc: