

**United States Environmental Protection Agency
Region III
POLLUTION REPORT**

Date: Friday, November 12, 2004

From: Robert Kelly

Subject: Site Investigation

2020 Daniels Road
2020 Daniels Road, Ellicott City, MD
Latitude: 39.3162669
Longitude: -76.8128004

POLREP No.:	4	Site #:	742
Reporting Period:	Nov 1, 2004 thru Nov 9, 2004	D.O. #:	
Start Date:		Response Authority:	OPA
Mob Date:		Response Type:	Emergency
Demob Date:		NPL Status:	
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:		Contract #	
RCRIS ID #:		Reimbursable Account #	
FPN#	E03319		

Site Description

The 2020 Daniels Road Site is located in Howard County, Maryland, adjacent to the Patapsco River and the B&O Railroad just down stream of Jones Falls. The goal of the project, being performed under the Oil Pollution Act, is to remediate #6 oil contamination associated with the seeps observed to emanate from the property into the Patapsco River.

The OSC issued a PRFA to the US Army Corps of Engineers (Baltimore District) to complete the following objectives.

- a. Implement immediate response measures to collect oil sheens and globules on the surface of the Patapsco River along the river bank adjacent to the Site;
- b. Conduct assessments to ensure field investigation and remediation activities do not adversely impact historical structures or endangered species, if any are present on or adjacent to the Site;
- c. Perform a field investigation to identify the source(s) of the oil sweeps and define the extent of subsurface and sediment contamination associated with the sweeps;
- d. Evaluate alternatives for remedial action and designing the selected remedy;
- e. Remove/remediate the source(s) of the oil sweeps; and
- f. Implement remedial measures designed to prevent further migration of oil into the Daniels Road property from migrating to the Patapsco River.

Current Activities

- A. Plexus personnel began preparations for completing the shoreline soil/sediment investigation. Survey control points stakes were installed at four locations along the shoreline to be used for measurements of test locations. One reference point was established as well on the upper bank in the vicinity of the office trailer. The survey points will be surveyed by an MD-licensed surveyor. Silt fence (100') was installed along the river bank to prevent additional leaves from entering the shoreline investigation area.
- b. Test pits were dug along the river shoreline. There were 22 pits completed. The pits range in depth from approximately 1 to 2 feet in depth and were advanced within two feet of the current river stage/edge and placed approximately every 5 feet along the shoreline working upgradient. In general, the soil encountered in the test pits consisted of 6-8 inches of medium to coarse-grained sand (brown to tan/olive) overlying a mixed layer consisting of 1 to 4-inch diameter quartzite rock, gravel and sand.
- c. River Test Pits (RTP) #5, #9, #11 through #17 revealed a presence of oil. The oil was present in the underlying rock/gravel layer, and oil was seen to seep into the open test pit hole once opened. For the holes where oil was not encountered, the sand layer immediately above the water level (after the water seeped into the hole) soil and groundwater samples were collected for offsite analyses. A total of 14 soil samples and 6 water samples were collected.
- d. RTP 5-A, 5B, 8A, 9A, 9B, 11A, 12A and 22A were dug and completed. These RTPs ranged in

depth from approximately 2 to 2.5 feet in depth and were advanced at locations further upbank from the RTP originally dug. The A/B series of test pits were installed upgradient of the previous RTPs to characterize the product further away from the shore.

e. The following test pits revealed a presence of oil: RTP-5A & B, RTP-9A & B, RTP-11A and RTP-12A. Test pits RTP-8A and 22A did not exhibit oil. Samples were not collected from these RTPs due to the relatively close locations to the previous RTPs. Additional sorbent boom was laid out along the shore immediately adjacent to the RTPs that exhibited free product.

f. On Nov 8, 2004, a test pit investigation began in the vicinity of the former UST excavation pit. Four test pits were advanced; identified as TP1 through TP4. The pits were advanced to approximately 18 to 20'. The subsurface in the area consist of brown fill, with some layers of former asphalt roadways, brick, rubble, and piping from the surface to depth. In several locations, a layer of gray sand and gravel was encountered at approximately 18' (TP1 and TP4). The presumed #6 oil was identified in the subsurface where the gray layer was encountered. The greatest extent of contamination was encountered in TP1 installed adjacent to (and including a portion of) the former UST pit. Product piping runs were encountered in the vicinity of the smoke stake leading from the presumed boiler room location back to the former UST pit. The piping was found to contain what appeared to be #6 oil. The piping was removed and staged on plastic sheeting.

g. On Nov. 9, 2004, five (5) tests pits were advanced; identified as TP5 thru TP9. The subsurface in the area consist of brown fill, with some layers of former asphalt roadways, brick, rubble, and piping from the surface to depth. In several locations, a layer of gray sand and gravel was encountered at approximately 18' (TP6 and TP7). The presumed #6 oil was identified in the subsurface where the gray layer was encountered. Tests pits TP5, TP8 and TP9 were advanced along the western edge of the area and can be considered to identify the edge of the plume (to 20').

h. A staging area was developed to stage impacted soil (i.e. from TP1, TP4, TP6) on poly sheeting. Roll-off containers will be mobilized at a later date to containerize material.

Planned Removal Actions

Continued test pits will be completed to identify where the plume is.

Next Steps

Contractor will continue to conduct site assessment.

Key Issues

See Site Description

response.epa.gov/2020DanielsRoad