

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

**Date:** Friday, October 24, 2008  
**From:** Stavros Emmanouil/Craig Thomas

<b>To:</b> Craig Thomas, USEPA/ERB/RS III	Stavros Emmanouil, U.S. EPA/ERB/RS III
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**Subject:** INITIATION OF ACTION  
St. Francis Auto Wreckers  
4043 South Pennsylvania Avenue, St. Francis, WI  
Latitude: 45.9714000  
Longitude: -87.8800000

<b>POLREP No.:</b> 1	<b>Site #:</b> B5LD
<b>Reporting Period:</b> 10/20/2008 - 10/24/2008	<b>D.O. #:</b>
<b>Start Date:</b> 10/20/2008	<b>Response Authority:</b> CERCLA
<b>Mob Date:</b> 10/20/2008	<b>Response Type:</b> Time-Critical
<b>Demob Date:</b>	<b>NPL Status:</b> Non NPL
<b>Completion Date:</b>	<b>Incident Category:</b> Removal Action
<b>CERCLIS ID #:</b> WID988639068	<b>Contract #</b>
<b>RCRIS ID #:</b>	

**Site Description**

The St. Francis Autowreckers Site is an active auto salvage yard located in a populated, mixed residential and commercial area within the city of St. Francis, Wisconsin. The Site is located at 4043 South Pennsylvania Avenue and covers approximately 115,000 square feet. A trench/drainage area runs east to west directly north of the St. Francis Auto Wrecker's office.

Auto salvage and recycling operations were conducted at the site for the past 40 years. The operations were primarily confined to the southern half of the site area. Previous records and inspections indicate that the northern portion of the site was once a portion of a landfill for the Town of Lake, Wisconsin, and was purchased by the site owner to expand his business. The area of concern is approximately 230 feet by 200 feet on the northern portion of the property.

Based on previous sampling by the Wisconsin Department of Natural Resources (WDNR) and the Wisconsin Department of Transportation (WDOT), elevated levels of PCBs, volatile organic compounds and evidence of buried drums were detected. In October 2007, at the request of the WDNR, U.S. EPA performed a site assessment.

Sampling activities were conducted in the previous WDNR test pit areas consisting of two samples, SS-1 and SS-2. A third sample, SS-3 was collected from the drainage/trench area that runs in an east to west direction, north of the St. Francis Auto Wreckers main building.

Sample results showed lead, chromium and PCB contamination above RCRA limits in SS-1 (refer to Site Assessment Report prepared by STN Environmental, dated June 5, 2008). Trace levels of PCB's (>1 mg/kg) were found in SS-2 and SS-3. Historical WDNR and WDOT sample results show the presence of TCE above RCRA limits within the areas of the test pits, along with TCLP VOC flashpoint results of <140°, showing that some soil may be considered ignitable. Based on these a results, an action memo to conduct a time-critical removal action was approved.

**Current Activities**

- Mobilized personnel & equipment
- Began excavating area of concern;  
based on field screening excavated

approximately 300 yards of potentially PCB-contaminated soil and approximately 95 yards of non-PCB-contaminated soil.

- Stockpiled soil from excavation
- Segregated drums and containers; approximately 55 drums have been removed to date
- Submitted two soil samples from two soil stockpiles
- Began setting up soil disposal

**Planned Removal Actions**

- Remove Drums & Containers
- Sample Drums & Containers
- Sample soil stockpiles & generate waste profiles
- Perform Hazard Categorization
- Overpack/Repack Drums & Containers
- Excavate/Treat Impacted Soils, as necessary
- Transport/Dispose Drums & Impacted Soils
- Backfill & Grade Excavated Areas
- Restore Site, as necessary

**Next Steps**

Evaluate the use of an on-site lab or a local lab with rapid turn-around time.

Continue conducting planned removal actions.

**Key Issues**

None

**Estimated Costs \***

	Budgeted	Total To Date	Remaining	% Remaining
<b>Extramural Costs</b>				
<b>Intramural Costs</b>				
<b>Total Site Costs</b>	\$0.00	\$0.00	\$0.00	0.00%

\* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.