

# Hazardous Substances/Underground Storage Tanks Impact Evaluation

## 1. Results Of Initial Project Review

A Phase I environmental assessment was conducted at the 12 project interchanges. No investigations were conducted at the STH 165 interchange because no action is proposed there. The site assessments were performed in accordance with the Phase I-Reconnaissance and Records Search & Report, Procedure 21-35-5 of WisDOT's Facilities Development Manual. A site history evaluation and regulatory search were performed by reviewing databases of the U.S. EPA, the State of Wisconsin, and various local governmental sources. The field reconnaissance included a windshield survey of parcels within the interchanges, interviews with property owners, and site inspections when permitted by property owners.

The windshield survey within the interchange areas, which was conducted with WisDOT staff, identified 73 parcels that may contain hazardous materials. Upon further investigation, it was determined that Phase I interviews and site visits would be required at 49 parcels. The results of the Phase I investigation are documented in the *Phase I Hazardous Materials and Contaminated Site Assessment Report*, CH2M HILL, January 1996. The Phase I report recommended Phase II investigations be conducted at eight parcels.

## 2. Types Of Suspected Contamination

Most sites that were investigated during the Phase I activities and recommended for Phase II investigations are "petroleum sites" involving potential or confirmed leaks from underground storage tanks. Two sites involved fills of undetermined nature. Several petroleum sites were in the process of cleaning up during the Phase I investigation. These sites were not recommended for additional Phase II activities. WisDOT would monitor the progress of the site cleanups to determine whether additional activities are needed during the project design phase.

## 3. Additional Investigations

Although eight sites were recommended for Phase II investigations, only one Phase II investigation (southwest quadrant of 7 Mile Road interchange) is being conducted as part of this study. The Phase II investigation is being conducted at a 7 Mile Road property because the relocated frontage road appears to be located over a former landfill. Because little is known about the landfill contents and cleanup costs are unknown, the project team decided to conduct the Phase II investigation as part of this study. The results of the Phase II investigation, which will be documented in a Phase II report, will determine whether the relocated frontage in the southwest quadrant will have to be realigned to avoid the landfill.

The project team decided to postpone activities on the remaining recommended Phase II sites for the following reasons:

- All recommended Phase II properties (with the exception of the 7 Mile Road property) were "petroleum sites." They are not expected to be technically difficult cleanup projects, and costs for cleanup are not expected to be high.

- No firm construction date has been established for any interchange improvements. Proceeding with Phase II activities now has financial ramifications for affected property owners (responsible parties) that the project team deemed unnecessary at the present time.
- Given that no firm construction date has been established for the interchange improvements, it is possible that state regulations and WisDOT policies concerning hazardous material cleanups could change by the time the improvements are scheduled for design or construction. The team felt it could be to WisDOT's advantage to postpone Phase II activities to determine how potential changes in hazardous material regulations affect WisDOT's approach to site investigations and cleanup.

#### **4. Proposed Course Of Action To Avoid Hazardous Substances Contamination**

During the alternatives development and refinement phases, efforts were made to avoid service stations, industrial properties, and other sites that might contain hazardous materials. After completing the Phase I investigation, the project team met to determine whether potential Phase II sites could be avoided by changing the recommended alternative's alignment. Three potential Phase II sites were avoided by shifting the recommended alternative's alignment. The results of the Phase II investigation at the 7 Mile Road interchange will also be used to determine whether it is necessary to realign the recommended alternative in the southwest quadrant. Additional efforts to avoid potential hazardous materials sites would be taken during the project's design phase.