UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION II
JACOB K. JAVITS FEDERAL BUILDING
NEW YORK, NEW YORK 10278

MAY 07 1992

Mr. Gerald J. Rider, Jr., P.E., Chief
Operations & Maintenance Section
New York State Department of
Environmental Conservation
50 Wolf Road
Albany, NY 12233-7010

Dear Mr. Rider:

Enclosed, please find a copy of a draft Preliminary Findings Report and a draft Closeout Report for the BEC Trucking site. As you know, we are moving forward to delete this site from the Superfund National Priorities List.

It would be appreciated if you could send us New York State's comments on the above-referenced documents within fifteen working days of the above date. Upon receipt of a letter of concurrence with the subject documents, we will prepare a draft Notice of Intent to Delete the site, which we will send to you for your review.

Should you have any questions regarding these documents, please contact Arnold Bernas of my staff at (212) 264-7612.

Sincerely yours,

Joel Singerman, Chief
Western New York Superfund Section I

Enclosures

cc: C. Carlson, NYSDOH (w/enclosures)
J. Colquhoun, NYSDEC (w/enclosures)
T. Snozzo, NYSDEC (w/enclosures)
A. Fossa, NYSDEC (w/enclosures)

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SUPERFUND SITE CLOSEOUT REPORT
BINGHAMTON EQUIPMENT COMPANY
(BEC) TRUCKING SITE
BROOME COUNTY, NEW YORK

I. SUMMARY OF SITE CONDITIONS

SITE BACKGROUND

The BEC Trucking site is an open lot of approximately 3.5 acres located in the Town of Vestal, Broome County, New York. The site can be located on the western border of the United States Geological Survey (UGGS) Binghamton West, New York 7.5 minute topographic quadrangle map. The area surrounding the site is primarily industrial and commercials. The site is bordered by: Stewart Road to the south, other properties (open lots) owned by Lou Korchak to the east and north and a marsh or wetlands to the west. A petroleum tank farm and distribution terminal (Kay Terminals) is located near the eastern border of the site. Stewart's Trailer Park is situated approximately 400 feet from the western border of the site.

Prior to the mid 1960's, the BEC Trucking site was an unimproved marshland property owned by the Stewart family. The property was sold to Haial Trucking (which later became BEC Trucking) in the mid 1960's. Upon purchase of the property, Haial Trucking proceeded to fill the marsh land with coal ash or similar material. Approximately 10 feet of this material was dumped across portions of the site to bring the pre-existing grade up to a level above the marsh. This was then covered with natural imported silt, sand and gravel fill material. A one acre marshland area remains unfilled on the western and northwestern edge of the property and a surface drainage ditch traverses the eastern and northern perimeter of the site.

Haial Trucking used the approximately 3.5 acre site for storing trucks and tankers. BEC Trucking, successor the Haial Trucking, was involved in truck body fabrication and maintenance of large trucks. A property located immediately south of Stewart Road, toward Vestal Parkway, is the site of two industrial buildings which also housed BEC Trucking operations. According to the NYSDEC, BEC Trucking had several municipal contracts for maintenance work with local cities and towns. Quantities of waste hydraulic oil and waste motor oil were reportedly generated as a result of this operation. BEC Trucking also painted the truck bodies they fabricated and paint thinner was used in this process. According to a former supplier (per NYSDEC report), approximately one drum of enamel reducer per month was sold to the BEC Trucking firm. BEC Trucking routinely stored their drums containing waste engine oil, cutting oil and other liquid waste materials on the site. On September 1, 1981, Bankruptcy Court took possession of the BEC Trucking property. Concern for contamination at the BEC Trucking property began in May 1982. The Town of Vestal found evidence of possible on-site illegal dumping of miscellaneous debris and the improper storage of approximately 50 drums containing what appeared to be petroleum and chemical products. This discovery led to a NYSDEC

inspection of the site. In June 1982, the Vestal Code Enforcement Office receive an anonymous phone call from a person claiming to be a former employee of BEC Trucking. This person alleged that BEC Trucking disposed of liquid waste in the marsh area and that cleaning effluent from the steam cleaning of chemical tankers, to be worked on by BEC Trucking, was commonly discharged to the groundwater surface at the site.

The site was purchased by COGS, Inc. in February 1983, following a foreclosure auction on the property. A portion of the property was transferred to Downside Risk, Inc. in April 1983, and a small parcel of the property was purchased from COGS in July 1986 by James Walsh, but has subsequently been transferred back to Downside Risk, Inc.

REMEDIAL INVESTIGATION RESULTS

The remedial investigation and feasibility study was conducted at the site by U.S. EPA REM III personnel during the summer and fall of 1988. The field investigation consisted of geophysical surveying, soil gas surveying, excavating test pits, surface water/sediment sampling, surface and subsurface soil sampling, monitoring well installation and groundwater sampling. As part of the RI, an assessment was made of the potential impacts of contaminants at the site on human health.

The primary chemicals of concern of the BEC Trucking site are PAH's, alkylbenzenes and lead. Exposure pathways considered in the risk assessment were direct contact of surface soils and sediments by children and adults that may access the site and marsh; inhalation of exposures to the same population; and air exposure to nearby residents. Additionally, workers coming into the site were evaluated for direct contact of surface soils and inhalation of on-site contaminants due to erosion or volatilization. Groundwater used by nearby and on-site residents was also evaluated as well as further industrial development in future use scenarios.

The results of the baseline risk assessment for the BEC Trucking site indicate that the site generally presents minimal risks to public health or the environment. The primary chemicals detected on-site (alkylbenzenes, lead and PAHs) are not presenting a significant risk to human health. The chemicals which contribute the greatest risk to human health do so only in a future use scenario which includes groundwater consumption. Although groundwater consumption was included in future use risk calculations, any such use is considered unlikely due to the following reasons:

- The site is currently industrial.
- Although the installation of new groundwater wells is not prohibited, it is expected that new residents will be connected to the Town of Vestal municipal water system due to its availability.
- The groundwater beneath the site discharges into the marsh.
- Future potable water wells would likely utilize the uncontaminated bedrock aquifer.

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Furthermore, these chemicals are the result of a regional background situation (arsenic) and an off-site source (benzene), and are not the result of site specific activities. The results of the RI identified no data gaps regarding the BEC Trucking site.

RECORD OF DECISION FINDINGS

Based upon the results of the Remedial Investigation/Feasibility Study, the USEPA in consultation with the State of New York determined that the BEC Trucking site does not pose a significant threat to human health and the environment. As a result, the USEPA selected the "No Further Action" alterative as the selected remedy for the site. This alternative includes performing no further remedial action at the site to remove, remediate or contain any contaminated soils.

As part of the "No Further Action" remedial alternative, it was specified in the Record of Decision (ROD) signed September 28, 1989 that a monitoring plan be implemented. The monitoring plan program, implemented to verify that the remedy continues to be protective of human health and the environment was designed to include the following:

- Monitor surface water, groundwater and sediment sampling stations along the western and northern margins of the BEC Trucking site.
- Assess any future impacts on the quality of the adjacent marsh or wetlands.

COMMUNITY RELATIONS ACTIVITIES PERFORMED

There has been limited community interest shown with respect to activities at the site. Prior to undertaking field investigation activities, EPA met with some of the local community groups and Town of Vestal officials to provide a preliminary overview of the Superfund activity. The RI and FS reports were reposited in the Vestal Town Hall and the Vestal Public Library. The Administrative Record for the site was located in the Vestal public Library.

A public notes, published on July 27, 1989 in two local papers, announced the availability of the Proposed Plan. A public meeting was held on August 8, 1989 at the Vestal Town Hall. Here EPA presented the results of the RI/FS and the preferred remedial alternative for the site as identified in the Proposed Plan. Approximately 15 persons attended the public meeting. All comments received during the public comment period were addressed in the Responsiveness Summary.

II. DEMONSTRATION OF QA/QC FROM CLEANUP ACTIVITIES

A site specific sampling/quality assurance project plan for RI and RA sampling and analysis activities were prepared, submitted to EPA and approved by Region II Environmental Services Division, Monitoring Management Branch. RI and RA sample collection and analytical procedures were conducted in compliance with this plan.

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The QA/QC program utilized throughout the remedial action was sufficiently rigorous and was adequately complied with to enable the determination by EPA that all analytical results reported are accurate to the degree needed to assure satisfactory execution of the remedial action consistent with the ROD.

III. MONITORING RESULTS

The monitoring program was designed to verify that the "No Further Action" alterative continues to be protective of human health and the environment, particularly with respect to the potential exposure pathways to the adjacent wetlands. The monitoring program includes surface water, groundwater and sediment sampling stations along the western and northern margins of the site and at various locations in the adjacent wetlands.

Two sampling rounds were conducted at the BEC Trucking site. Groundwater, surface water and sediment samples were collected from the site and from locations in the adjacent wetlands. One round of samples were collected on 1-2 May 1991 during the traditional "wet season" and a second round collected on 20-21 August 1991 during the low flow period (dry season). Sample collection points were identical for both events.

Sample locations were selected in order to determine if any migration of contaminants in either surface water or groundwater was occurring as a result of the BEC Trucking site. The primary contaminants of concern based upon the RI results include arsenic, lead, volatile organic chemicals and carcinogenic polycyclic aromatic hydrocarbons.

Analytical results from both sampling rounds showed the contaminant concentrations to be below the site action levels. Based upon these results coupled with the results of the RI/FS, it was determined that significant contaminant migration was not occurring from the BEC Trucking site.

IV. SUMMARY OF OPERATION AND MAINTENANCE

EPA has determined that, consistent with the remedy selected in the Record of Decision, any operation and maintenance activities should not be handled under the superfund program. Site O&M activities to be performed include erosion control, routine mowing and maintenance of the perimeter fence. The property owner shall be responsible for such activities.

V. SUMMARY OF FIVE YEAR REVIEW STATUS

Pursuant to the ROD for the BEC Trucking site, a monitoring plan was developed as a means of ensuring that the selected alternative remains protective of public health and the environment, key provisions of the monitoring plan are as follows:

- Monitor groundwater for volatile organic compounds, semi-volatile organic

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compounds and total and dissolved metals.

- Monitor surface water and sediments for semi-volatile organic compounds and total and dissolved metals.

In order to comply with recommendations received from the State of New York and the requirements of 40 CFR 264, all sample locations are required to be sampled one year and five years following the ROD date. Following each sampling event, the long term monitoring plan shall be re-evaluated by U.S. EPA personnel in order to determine future sampling intervals.

To determine whether the selected remedy is protective of human health and the environment, general action level guidance was provided. This action level guidance is based on three criteria: 1. risk based on concentrations obtained from the RI risk assessment; 2. ambient water quality criteria; 3. a significant increase (500%) in site-related contaminants. Additionally, requirements for conducting a baseline environmental assessment in accordance with U.S. EPA Guidance Documents was provided in the monitoring plan. A baseline environmental assessment was performed following both 1991 sampling events and subsequent environmental assessments will be performed following any future sampling events.

VI. PROTECTIVENESS

This declaration of "No Further Action" constitutes the final action at the site under Federal and State Superfund Programs. This "No Further Action" decision is based upon the results of the Remedial Investigation/Feasibility Study conducted at the site which determined that the BEC Trucking site does not pose a significant threat to human health and the environment and is not a source of significant concentrations of any hazardous substances. The monitoring program conducted during the Spring and Fall of 1991 verified that the selected remedy remains of protective of human health and the environment.

Although there is no significant contamination due to the release of hazardous substances which are attributable to the BEC Trucking site, EPA will continue conducting monitoring activities in order to ensure that the site is not adversely impacting the groundwater or adjacent marsh.

RARITAN PLAZA #1
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12 March 1992

Mr. Arnold Bernas, P.E.
Work Assignment Manager
U.S. Environmental Protection Agency
26 Federal Plaza, Room 2930
New York, New York 10278

Ms. Jill Hacker, P.E.
Project Officer
U.S. Environmental Protection Agency
26 Federal Plaza, Room 737
New York, New York 10278

EPA Contract No.: 68-W9-0022
Document Control No.: 4200-08-ABSH
Subject: BEC TRUCKING
PRELIMINARY FINDINGS REPORT

Dear Mr. Bernas and Ms. Hacker:

Roy F. Weston, Inc. (WESTON) is pleased to submit this Preliminary Findings Report for the Wet Season (May 1991) and Dry Season (August 1991) sampling activities conducted at the BEC Trucking site, Vestal, Broome County, New York, under Work Assignment No. 008-2RZ9. This work assignment was issued to initiate a monitoring program associated with the "No Further Action" alternative selected in the 29 September 1989 Record of Decision (ROD). The conclusions described herein are based on review of unvalidated data received through the CLP program following analyses. These results are not anticipated to change appreciability following the validation process currently in progress.

If you should have any questions, please do not hesitate to contact me.

Very truly yours,

ROY F. WESTON, INC.

A. Thomas Mignone, Jr.
Site Manager

cc: PMO Document Control

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BACKGROUND

The Binghamtom Equipment Company (BEC) site is a flat lying, open lot of approximately 3.5 acres located in the Town of Vestal, Broome County, New York. The area surrounding the site is primarily commercial/industrial. The site is bordered by Stewart Road to the south, properties owned by Lou Korchak to the east and north, including Kay Terminals, a petroleum tank farm distribution terminal located on the eastern border of the site and the Steward Trailer Park to the west, which includes a wetlands or marsh area directly adjacent to the site.

Prior to the mid-1960s, the BEC Trucking site was an unimproved marshland. The original owner, Haial Trucking, later to become BEC Trucking, filled in some of the marshlands with various fill materials, including fly ash from a local power company. This material was dumped across the site to bring the pre-existing grade up to a level above the marsh; the thickness of the fill ranges from 5 to 10 feet. Natural imported silt, sand and gravel fill materials were used as soil cover across the site and are currently exposed at the surface. Data from the visual inspection of the soil borings and test pits indicate the thickness of the surface soil cover ranges from 1.5 to 2.3 feet.

Haial Trucking used the property for storing trucks and tankers. BEC Trucking, Haial's successor, operated a combination truck body fabrication and truck maintenance facility. Quantities of waste hydraulic oil and waste motor oil were reportedly generated during this operation. Paint thinners and enamel reducers were also used during the operation. Drums containing waste engine oil, cutting oil and other liquid waste products were routinely stored in the drum storage area on the western side of the site.

In 1982, the town of Vestal notified the New York State Department of Environmental Conservation (NYSDEC) that drums were being stored at the site. In May 1982, NYSDEC performed a site inspection which revealed approximately fifty 55-gallon drums in the drum storage area. Approximately twenty drums contained various liquid-type waste materials, including waste engine or cutting oils, enamel reducers, paint thinners and waste solvents; the remainder were empty.

In January 1983, a composite sample was obtained from eight of the existing drums. The analysis of the waste oil sample revealed a total organic halides (TOX) concentration of 1.4 parts per million (ppm). An Extraction Procedure (EP) toxicity analysis indicated concentrations of lead (44.6 ppm) and cadmium (1.14 ppm). There was no soil, surface water, groundwater or sediment sampling performed at the site during the course of this preliminary investigation.

The site was included on the National Priorities List (NPL) in June 1986 with a Hazard Ranking System (HRS) score of 37.52, which was primarily based on two assumption: 1) the

potential for exposure to lead in groundwater and 2) that such an exposure pathway could develop.

In 1983, COGS, Inc. purchased the BEC Trucking property and a portion of the property was transferred to Downside Risk, Inc. In 1986, John E. Walsh, the current site owner, purchased all outstanding stock of COGS, Inc. and Downside Risk, Inc.

In August 1983, COGS, Inc. contracted with an NYSDEC-approved waste oil hauler to perform a removal of fifty surface drums. Some stained soil around the drums was excavated and contained in drums on-site. This activity represented a removal action that was performed at the site.

In September 1987, a notice letter was sent to John E. Walsh, president of COGS, Inc. and Downside Risk, Inc., notifying him of the remedial investigation/feasibility study (RI/FS) process and offering him the opportunity to conduct the RI/FS. In March 1988, John E. Walsh notified EPA that he declined the offer to conduct the RI/FS.

Later in 1988, EPA conducted an RI, which included extensive sampling of groundwater, surface water, sediments, and surface and subsurface soils.

The site is currently used for open storage of assorted construction materials, including fencing, and for sawmilling operations by the present owner.

Based on the results of the risk assessment and the remedial action objectives analysis, the only area of concern is the area of CaPAH contaminated soil. This result was based on one soils sample which exceeded the risk-based cleanup level, corresponding to a lifetime cancer risk level of 10^{-6}.

Based upon the findings and analysis of the RI/FS, EPA, in consultation with the State, determined that the BEC Trucking site does not pose a significant threat to public health and the environment. In the ROD, EPA selected the "No Further Action" Alternative for the site. No Further Action involves performing no further remedial action at the site to remove, remediate or contain any contaminated soils. The ROD also required development of a monitoring program.

The monitoring program was designed to verify that the remedy continues to be protective of human health and the environment, particularly with respect to the potential exposure pathways to the adjacent wetlands. The monitoring program includes surface water, groundwater, and sediment sampling stations along the western and northern margins of the BEC site and at various locations in the adjacent wetlands. An additional task conducted as part of this assignment was the regrading of MW-1 located on the property owner's driveway, to below grade level and the installation of a manhole cover over it.

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ANALYTICAL RESULTS

The samples were collected in their entirety during two separate sampling events. The first was on 1-2 May 1991, during the seasonably high runoff period between 15 April and 15 May. The second round of samples were collected on 20-21 August 1991 during the traditional low flow period between 15 August and 15 September.

WESTON collected surface water/sediment sample pairs from monitoring points SW-01/SD-01, SW-05A/SD-05A, SW-07/SD-07 and at SW-08/SD-08. Additionally, WESTON collected groundwater samples from monitor wells MW-1, MW-2A and MW-5. The sampling points are shown in Figure 1.

Sample locations were selected in order to determine if any migration of contaminants (primarily arsenic, lead, volatile organic compounds [VOCs] and carcinogenic polycyclic aromatic hydrocarbons [CaPAHs]) in either surface water or groundwater is occurring as a result of the BEC Trucking site. These were identified during the remedial investigation as the only site specific contaminants of concern. Other contaminants detected in the immediate vicinity of the BEC site are attributable to off-site releases. These include benzene, toluene and xylene detected in surface water and sediments.

Analytical results from samples obtained during the wet season sampling event (May 1991) did not show any contaminant levels at or above the action levels established for this site. These results and the corresponding action levels are presented in Table 1.

A second sampling event was undertaken on 20-21 August 1991 during the traditional low flow period (dry season). Samples were collected from the identical locations as during the 1-2 May 1991 field event. The results from this second round of sampling did not show any contaminant levels at or above the site specific action levels. The analytical data is shown in Table 2.

SUMMARY

Two sampling rounds were conducted at the BEC Trucking site in order to verify that the selected alternative remains protective of human health environment. Groundwater, surface water and sediment sample were collected from the site and at locations in the adjacent wetlands. One round of samples was collected on 1-2 May 1991 during the traditional "wet season" and a second round collected on 20-21 August 1991 during the low flow period (dry season). Sample collection points were identical for both events.

TABLE 1

BEC TRUCKING ANALYTICAL RESULT SUMMARY

Contaminant	Media	MW-01	MW-2A	MW-04	SW-01	SW-05A	SW-07	SW-08	SD-01	SD-05A	SD-07	SD-08	TB(ug/L)	FB(ug/L)	Action Level
Lead (total)	Groundwater	5.5 J	8.4 J	2.4 J										U	335 ug/L
Arsenic (total)	Groundwater	U	60	U										U	66 ug/L
Benzene	Groundwater	5 J	2 J	5 J									5 J	5 J	15 ug/L
Xylene	Groundwater	5 J	5 J	5 J									5 J	5 J	3,650 ug/L
Carcinogenic PAH's	Groundwater	U	U	U										U	10 ug/L
Lead (total)	Surface water				2.3 B	3.2	U	2.10 B						U	1,420 ug/L
Arsenic (total)	Surface water				1.8 B	U	5.4 B	U						U	48 ug/L
Zinc	Surface water				23.00 J	104 J	23.9 J	55.90 J						11.90 J	4540 ug/L
Lead	Sediment								27.2 J	103 J	90 J	12.6 J		U	4,960 mg/kg
Arsenic	Sediment								3.4 J	11.2 J	49.2 J	10.9		U	221 mg/kg
Zinc	Sediment								127 J	447 J	333 J	719 J		16.7 J	4,425 mg/kg
Carcinogenic PAH's	Sediment								U	4,250 J	6,510 J	4,400 J		70U	131,500 ug/kg

J = estimated value
U = not detected
ND = not detected
FB = field blank
TB = trip blank
Note: CLP Routine Analytical Services Case #16322

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TABLE 2

BEC TRUCKING ANALYTICAL RESULT SUMMARY

Contaminant	Media	MW-01	MW-2A	MW-04	SW-01	SW-05A	SW-07	SW-08	SD-01	SD-05A	SD-07	SD-08	TB(ug/L)	FB(ug/L)	Action Level
Lead (total)	Groundwater	5 8	19	2 4										1.8	335 ug/L
Arsenic (total)	Groundwater	3 8	75	3.1										U	66 ug/L
Benzene	Groundwater	10U	10U	10U									10U	10U	15 ug/L
Xylene	Groundwater	10U	10U	10U									10U	10U	3,650 ug/L
Carcinogenic PAH's	Groundwater	U	U	U										70U	10 ug/L
Lead (total)	Surface water				U	U	21.2	U						U	1,420 ug/L
Arsenic (total)	Surface water				U	2.1	19.5	U						U	48 ug/L
Zinc	Surface water				47.2	35.9	111	15.7						U	4540 ug/L
Lead	Sediment								29.5	101	58.3	10		U	4,960 mg/kg
Arsenic	Sediment								5.1	10.2	48.8	1.9		U	221 mg/kg
Zinc	Sediment								92.5	134	156	153		13.5	4,425 mg/kg
Carcinogenic PAH's	Sediment								13,580J	4,080J	8,400U	11,220J		70U	131,500 ug/kg

U = not detected
FB = field blank
TB = trip blank
Note: CLP Routine Analytical Services Case #17002

Analytical results showed the primary contaminants identified during the RI to be at concentrations below the site action levels. Based upon these results, it does not appear that contaminant migration is occurring as a result of the BEC Trucking site.

Following completion of sampling activities, a subcontractor, solicited via open competitive bid, was mobilized to the site to perform regrading of MW-1, as well as repair of the locking mechanism on MW-5. Both tasks were completed on 22 October 1991.

Photographs of these activities are presented in Appendix A.

APPENDIX A

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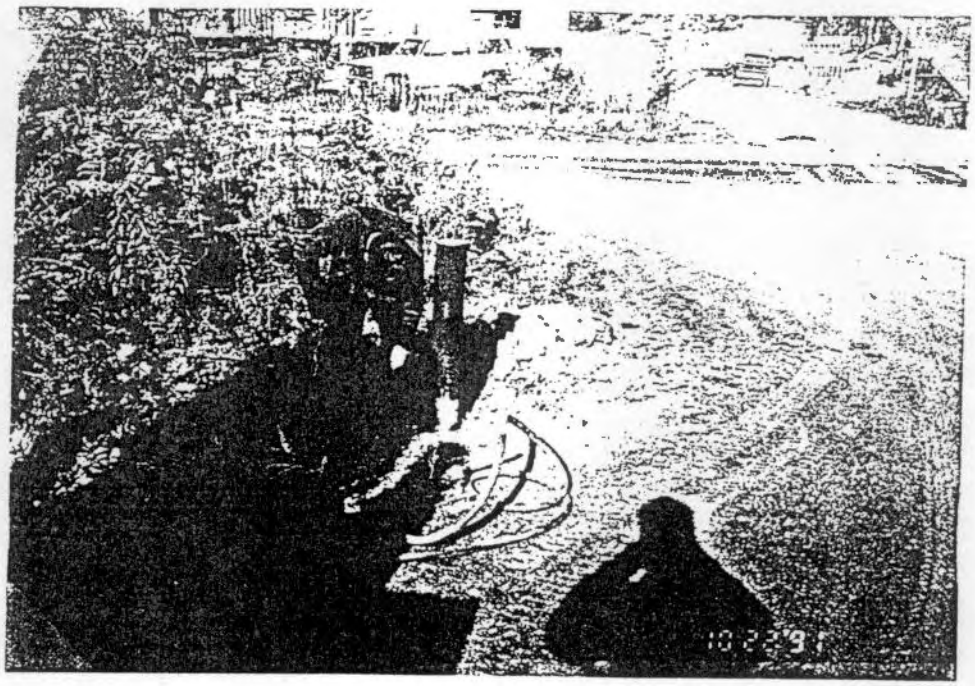
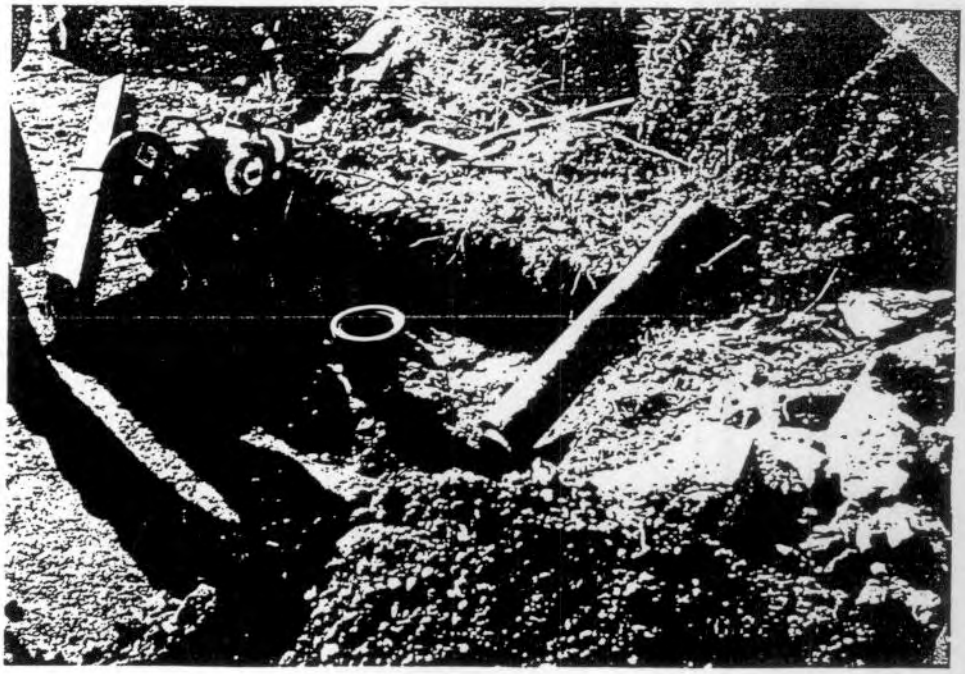


View showing MW-1 riser. Entrance to BEC Trucking site is visable in the upper right of the photograph.



MW-1 cut down to grade prior to new apron and manhole cover installation.

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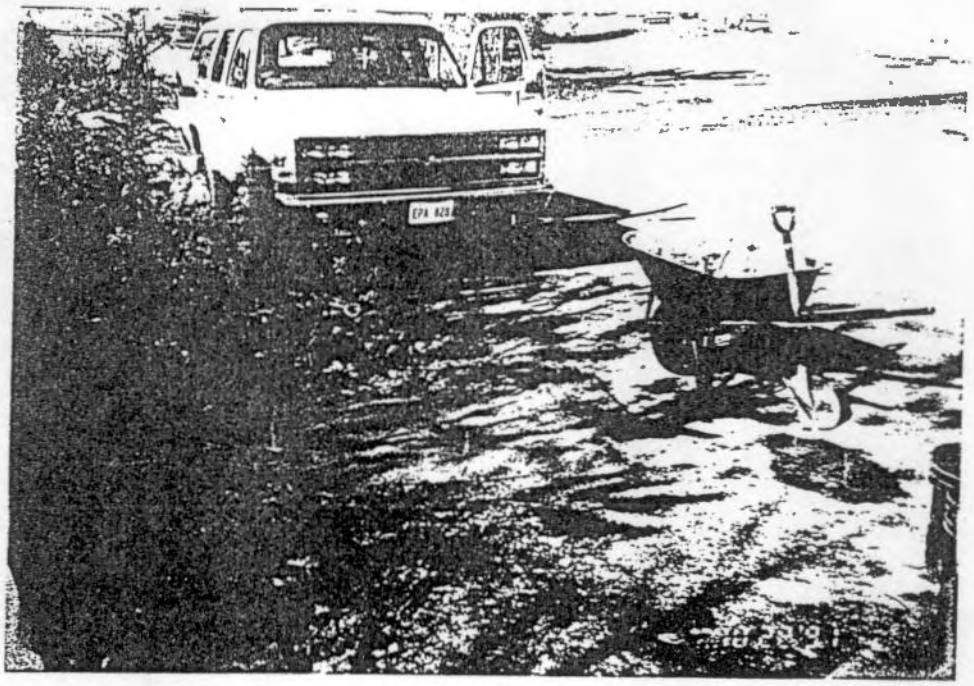
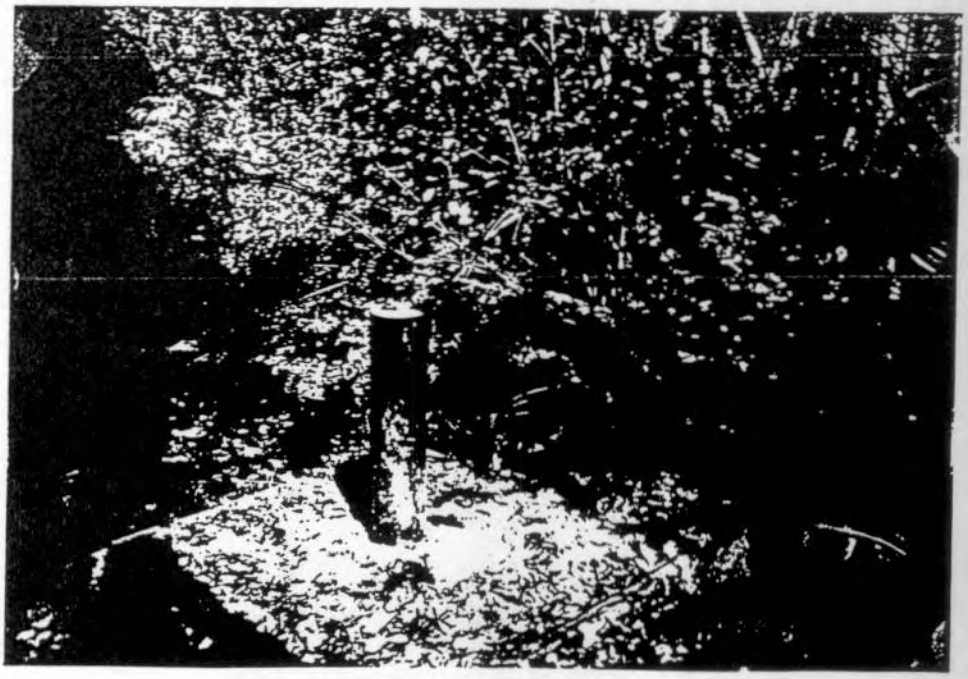
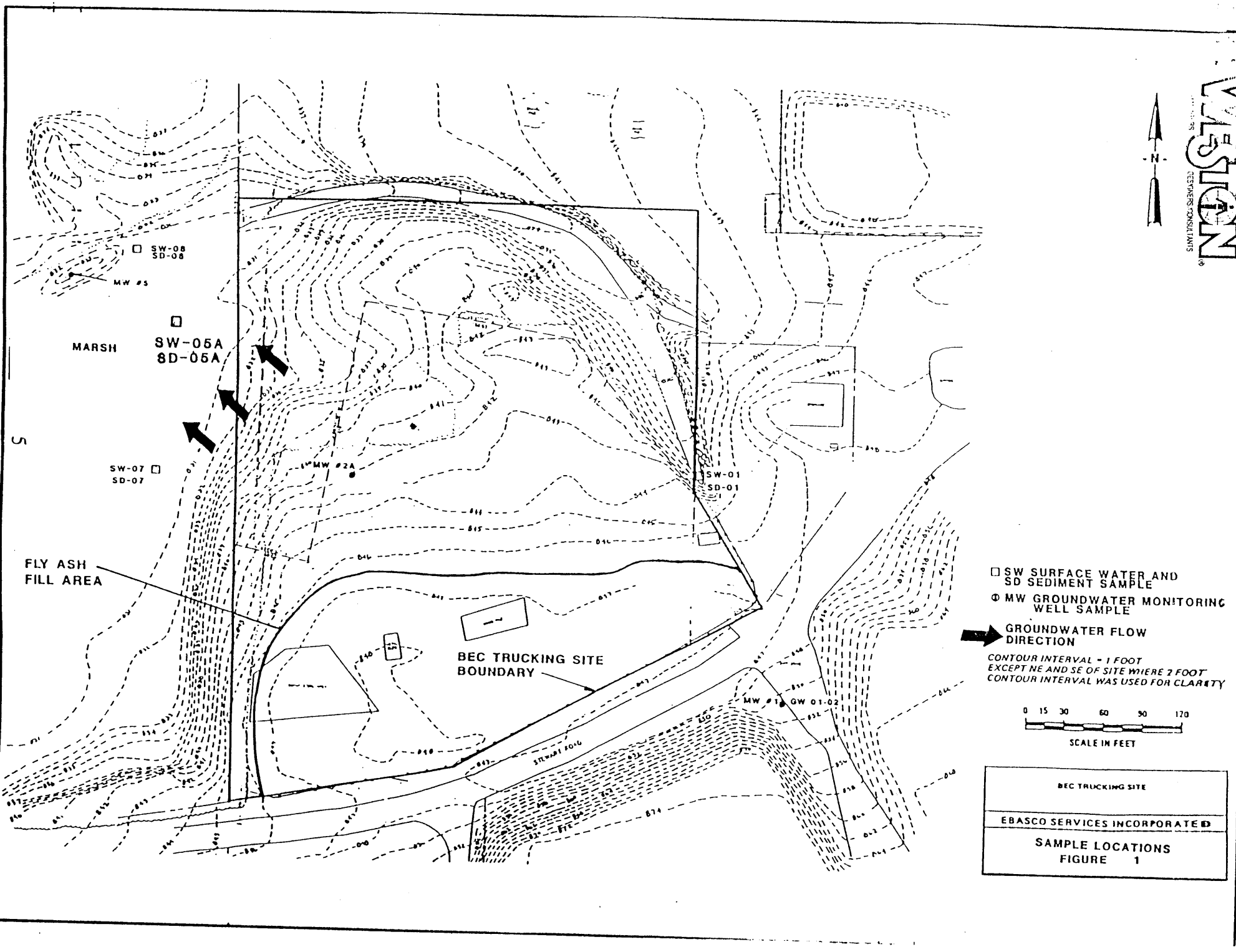


Completed regrade of MW-1



View showing new locking cap on MW-5.


SW-08
SD-08
MW #3
MARSH
SW-05A
SD-05A
SW-07
SD-07
MW #2A
SW-01
SD-01
FLY ASH
FILL AREA
BEC TRUCKING SITE
BOUNDARY
MW #1
GW 01-02
STEWART ROAD
N
SW SURFACE WATER AND SD SEDIMENT SAMPLE
MW GROUNDWATER MONITORING WELL SAMPLE
GROUNDWATER FLOW DIRECTION
CONTOUR INTERVAL = 1 FOOT
EXCEPT NE AND SE OF SITE WHERE 2 FOOT
CONTOUR INTERVAL WAS USED FOR CLARITY
0 15 30 60 90 120
SCALE IN FEET
BEC TRUCKING SITE
EBASCO SERVICES INCORPORATED
SAMPLE LOCATIONS
FIGURE 1