To: Eiseman, Robin[Eiseman.Robin@epa.gov]
From: Gray, Heather
Sent: Mon 2/17/2014 8:44:38 PM
Subject: Fw: HOTSITE REPORT: Update - Freedom Industries, Charleston, WV

From: Ferrell, Mark
Sent: Monday, February 17, 2014 1:57:21 PM
To: Burns, Francis; R3 HOTSITES
Subject: Re: HOTSITE REPORT: Update - Freedom Industries, Charleston, WV

Local schools still having issues with bad water:

http://www.wvgazette.com/News/201402170041

From: Burns, Francis
Sent: Monday, February 17, 2014 1:42:28 PM
To: R3 HOTSITES
Subject: HOTSITE REPORT: Update - Freedom Industries, Charleston, WV

OSC Melissa Linden reported that WVDEP received the analytical data for a surface water sample from a sump inside the containment wall and MCHM was detected at 0.18 ppm. WVDEP also received the analytical data from the groundwater samples from the seven monitoring wells and MCHM was non-detect in all of the monitoring wells. In the monitoring wells at the base of the slope along the river bank, petroleum hydrocarbons were detected at low levels

Water pumping operations were conducted yesterday in the containment area of the tanks that are being used to store water, in the sump inside the containment wall near the MCHM tank 396, in the interceptor trench, and in the loading dock area, which leads to the oil/water separator. Today, the water pumping operations continue at the sump inside the containment wall near tank 396 and interceptor trench. This water is being stored in a tank on-site.

The facility resumed excavation activities just inside the western wall of the MCHM tank containment area. The facility is looking to unearth the culvert pipe that carries water beneath the containment area. Once the pipe is located, the facility will cut the pipe and pump water directly from it, instead of allowing the pipe to carry water into the interceptor trench. Four different pipes have been found in the excavated area and the facility is investigating the pipe locations by removing the remaining soil with a vac truck.

The facility continues to load the remaining marketable product into tanker trucks for transport off site.