United States Environmental Protection Agency
Region X
POLLUTION REPORT

Date: Monday, July 13, 2009
From: Richard Franklin

Subject: Clean-up In Progress
Granite NW Tanker Asphalt Spill, McCord Creek
Milepost 37 on Eastbound Hwy I-84, Cascade Locks, Columbia River, OR
Latitude: 45.6142000
Longitude: -121.9969000

POLREP No.:	2	**Site #:**	Z0C8
Reporting Period:		**D.O. #:**	
Start Date:	7/8/2009	**Response Authority:**	OPA
Mob Date:	7/8/2009	**Response Type:**	Emergency
Demob Date:		**NPL Status:**	
Completion Date:		**Incident Category:**	
CERCLIS ID #:		**Contract #**	
RCRIS ID #:		**Reimbursable Account #**	2009 HR 10N0XC8 320D91C Z0C8
FPN#	E09004		

Site Description
On July 8, 2009, a tanker truck and trailer filled with asphalt oil (asphalt cement) crashed in the eastbound lane of Highway I-84 on a bridge over McCord Creek, in Multnomah County, Oregon. The truck discharged approximately 3,000 gallons of asphalt oil onto the road surface and into McCord Creek and on its banks. Multiple local and state agencies responded to the incident, which resulted in a closure of the eastbound lanes of Interstate-84. McCord Creek flows directly into the Columbia River within approximately 1/2 mile of the spill site. No sheen or asphalt was observed at the mouth of the creek at its junction with the Columbia River.

The Oregon Department of Environmental Quality (ODEQ) and EPA responded to the incident immediately after notification, and entered into unified command with the Responsible Party (RP) and Oregon Department of Transportation (ODOT) in order to begin mitigation of the spill. Notifications of the incident were made to Federal and State Trustees, including U.S. Fish and Wildlife (USFW), the Oregon State Historic and Preservation Officer (SHPO), Oregon Department of Fish and Wildlife (ODF&W), NOAA National Marine Fisheries Service, Oregon Parks and Recreation Department (OPRD), and the Confederated Tribes of the Warm Springs Reservation (Warm Springs). ODF&W, OPRD, and Warm Springs representatives mobilized to the site, and unified command also requested a site consult from NMFS.

There were no observable immediate impacts to fish and wildlife (in consultation with trustees), and none expected given consideration of the characteristics and toxicity of the spilled material, although it is reported that the creek and area has several threatened and endangered species. EPA and ODEQ also consulted with internal agency eco-risk assessors on potential threats to aquatic species from the asphalt oil. An archeologist hired by the RP for cultural and historic site concerns mobilized to the site and assisted as requested by the SHPO and unified command. No injuries or fatalities were reported to have occurred during the accident.

Current Activities
On 7/09 - 7/10/09, NRC, the clean-up contractor for the RP, conducted the following activities: removed the majority of the asphalt oil from McCord Creek, continued to remove residual asphalt oil from edges of McCord Creek, and assessed the I-84 bridge pier for proper removal of asphalt oil, and removed vegetation/soil contaminated with asphalt oil from the west side of McCord Creek. Personnel from EPA, START, ODEQ, ODOT, ODF&W, NMFS and the RP conducted oversight during the day.

Work at the site ceased for the weekend, 7/11 through 7/12/09. On Monday 7/13/09, clean up activities and removal of the oil continued. Continuing progress has been made with the cleanup of the creek bed (estimated to be 95% complete), except for some large stained and splattered boulders that will need to be addressed. The cleanup of the bridge piers has continued and has been effective with the manual

scraping of the concrete using an 80-foot lift. Removal of oil-contaminated vegetation on the east side of the creek began. Best Management Practices (BMP's) are being implemented with installation of temporary erosion control measures. Stakeholders have also been asked for recommendations for revegetation of the creek banks, permananent erosion control measures, and boulder replacement (large susbstrate). Aquatic species in the downstream pool appear to be unaffected by the asphalt oil thus far based on visual observations.

Next Steps

1) The RP will continue the removal of vegetation/soil contaminated with asphalt oil.
2) Remove asphalt oil from bridge deck, pier, joints, and barrier. Continue closure and traffic control on one lane of I-84 as needed.
4) Assess and implement Best Management Practices for erosion control, revegetation of the creek, and large substrate clean-up.

Key Issues

A significant volume of asphalt oil discharged into McCord Creek, which flows directly to the Columbia River. The creek is known to harbor or potentially harbor threatened and endangered species. Lane closures of the I-84 bridge has also caused some concern.

response.epa.gov/GraniteAsphaltSpill