

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Hartley Farms Diesel Spill - Removal Polrep
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region X

Subject: POLREP #1
Initial
Hartley Farms Diesel Spill

Nyssa, OR
Latitude: 43.7554900 Longitude: -117.1540100

To:
From: Greg Weigel, FOSC
Date: 2/25/2010
Reporting Period: 2/23 - 2/25/10

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: OPA	Response Type: Emergency
Response Lead: PRP	Incident Category: Removal Action
NPL Status:	Operable Unit:
Mobilization Date: 2/24/2010	Start Date:
Demob Date:	Completion Date:
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#: E10004	Reimbursable Account #:

1.1.1 Incident Category

Emergency Response / Oil Pollution Act

1.1.2 Site Description

Hartley Farms is an onion farming operation adjacent to the Old Owyhee Ditch irrigation canal. There is one 10,000 gallon above-ground storage tank at the facility, inside of an equipment storage shed, used to store off-road red-dyed diesel fuel. The tank is approximately 75 yards north of the canal. There is no secondary containment for the tank. Surface gradient from the tank location is north towards the canal. Immediately north of the canal is the Owyhee River. During irrigation season, water is diverted into the canal from the Owyhee River, and there reportedly is a return from the canal to the Owyhee River a few miles downstream from the site. Even when water is not diverted into the canal, there is flow from surface water drainage and groundwater pickup.

1.1.2.1 Location

Approximately 10 miles south of the town of Nyssa, Oregon. Latitude 43.75549 North, Longitude -117.15401 West.

1.1.2.2 Description of Threat

On 2/23/10 a truck driver delivering red-dyed diesel fuel to Hartley Farms overfilled a 10,000 gallon tank by an estimated 2,500 gallon. Fuel spilled onto the ground and flowed approximately 75 yards north where it entered the Old Owyhee Ditch, an irrigation canal. During irrigation season the canal is fed by the Owyhee River, and there is a return to the Owyhee River several miles downstream from the spill site. Although it was not irrigation season, there was water in the canal from drainage.

Ontario Fire/Hazmat team responded and installed sorbent boom in the canal. Oregon State OSC Mike Renz also responded that evening from Ontario, and working with the fuel delivery company's cleanup contractor (SREC) installed two underflow dams approximately 1 mile downstream from the spill location, that effectively cut off further downstream migration of the spilled diesel.

FOSC Weigel responded morning of 2/24 and joined Unified Command with the SOSC and PRP representative. The PRP's contractors are implementing field cleanup activities per the Incident Action Plan developed by Unified Command. Operations are ongoing to continue to recover fuel from the approximately 1 mile length of impacted canal, cleanup canal banks, identify extent of soils contamination, and develop plans for removal and disposal of fluids and excavated soils. Until contaminated soils are excavated at the

source area, fuel will continue to seep into the canal. Water is expected to be turned into the canal for irrigation use around April 1.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Diesel fuel continues to be observed in the canal and is continuing to seep into the canal from the spill source area. The FOSC has preliminarily determined that the canal is a water of the United States because of its surface water connection with the Owyhee River, which empties into the Snake River.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

Valley Wide Co-op is the entity that delivered the fuel and overfilled the tank. They have hired a cleanup contractor, Steve Rich Environmental and Construction (or SREC) and have taken responsibility for the cleanup. Steve Rich is serving as Ops Section Chief, and SREC contractor is implementing operations.

2.1.2 Response Actions to Date

In evening of 2/23 (day of spill), under the direction of Oregon SOSC Renz, SREC installed two large underflow dams in the canal, each with two 18" pipes to pass water, approximately 1 mile downstream of the spill location. It appears that the underflow dams were ahead of the leading edge of the diesel plume, and effectively cut off downstream migration of floating diesel beyond that point. There thus appears to be no diesel that has gotten to or would likely get to the Owyhee River from the spill, so long as the underflow dams are in place and functioning.

On 2/24 established Unified Command and conducted recovery of accumulations of diesel from in the canal using a vacuum truck and sorbent pads.

On 2/25 continued recovery of diesel in the 1 mile stretch of impacted canal, and cleanup of diesel on the concrete floor and impacted equipment in the equipment shed that houses the tank. To date an estimated 800 gallons of diesel has been recovered from in the canal and from on the floor at the spill site. Also installed additional hard boom in the canal a short ways downstream of the spill site, where diesel continues to seep into the canal from contaminated soils, in order to contain the extent of contamination in the canal and be able to begin cleanup of the canal banks to the underflow dams, using low pressure water wash.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Potentially responsible parties include the fuel supplier/deliverer (Valley Wide Co-Op) and the property owner who is responsible for the tank (Hartley Farms). Valley Wide Co-Op has agreed to take responsibility for the cleanup, has hired an acceptable cleanup contractor (SREC), and is working cooperatively with the Unified Command.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

2.2.1 Anticipated Activities

Continue recovery of diesel fuel in the canal. Maintain boom and underflow dams in the canal to mitigate further downstream migration. Cleanup impacted canal bank using low pressure wash. Establish soils cleanup goals. Identify extent of soils contamination that is the source of continued seepage of diesel into the canal. Construct excavated soils staging area. Provide archeological expert to be on site for excavation. Excavate and remove for proper disposal contaminated soils. Re-establish stable canal bank at spill site and restore site. It is anticipated that Oregon DEQ will be primary lead in overseeing soils cleanup.

2.2.1.1 Planned Response Activities

2.2.1.2 Next Steps

2.2.2 Issues

Irrigation water is expected to be turned into the canal for irrigation use around April 1. Cleanup has to be completed, or at least the canal has to be cleanup up and isolated from continued seepage of diesel by then.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

3.1 Unified Command

Unified Command:

FOSC	Greg Weigel
SOSC	Mike Renz
PRP Rep	Bruce Hunter (Valley Wide Co-Op)

3.2 Cooperating Agencies

4. Personnel On Site

Personnel on site as of 2/25/10:

EPA FOSC	1
EPA START Contractor	2
Oregon SOSC	1
PRP	various
PRP contractor	lots

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.