

**United States Environmental Protection Agency
Region X
POLLUTION REPORT**

Date: Tuesday, May 18, 2004

From: Michael Boykin

To: Michael T. Boykin, US EPA Region 10

Subject: Intial and Final POLREP

Four Corners Auto Wrecking Fire
26615 Maple Valley Highway, Maple Valley, WA

POLREP No.:	1	Site #:	847
Reporting Period:	5/13 - 5/18	D.O. #:	
Start Date:		Response Authority:	CERCLA
Mob Date:	5/13/2004	Response Type:	Emergency
Demob Date:	5/14/2004	NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Assessment
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

On Thursday, May 13, 2004, the U.S. Environmental Protection Agency (EPA) Emergency Response Unit (ERU) was notified by an EPA Public Information Officer, who was monitoring news reports, of a fire and possible explosions occurring at Four Corners Auto Wrecking in Maple Valley, Washington. In consultation with the Washington Department of Ecology (Ecology) and the Incident Commander from Maple Valley Fire and Life Safety Department (MVFLSD) the EPA ERU dispatched an On-Scene Coordinator and a START contractor team. At the time of EPA's notification, multiple response agencies were on-scene or enroute including local fire and police departments and Ecology. The fire reportedly started and spread through the primary building structure when a welding torch ignited the contents of a gasoline tank. The EPA tasked the Region 10 Superfund Technical Assessment and Response Team (START-2) to mobilize to the incident location to assess and control contaminated run-off, conduct air monitoring and characterize unknown materials.

Current Activities

EPA On Scene Coordinator, Michael Boykin, met with the START-2 response team and two Ecology responders at Four Corners Auto Wrecking on Thursday, May 13, 2004. Initial actions included tracking the migratory pathway of potentially contaminated run-off water to on- and off-site locations around the wrecking yard. While some runoff was collecting in low areas of the auto storage yard the majority of run-off appeared to be occurring to an adjacent parking lot southeast of the junkyard. Consultation with Maple Valley City Public Works personnel indicated that storm drains in the adjacent parking lot drained to a retention pond south of the wrecking yard. Ecology personnel and the EPA OSC agreed to allow the run-off to drain and be contained in the retention pond to be assessed later.

The EPA OSC, START Response Team, Ecology Spill Responders, and the Maple Valley Fire Marshal conducted an assessment of the wrecking yard grounds and a visual survey (from outside the structure) of potential hazardous materials and/or waste locations. The Fire Marshal pointed out several burnt but intact 55-gallon drums and assorted fuel tanks with an estimated 500 gallons total capacity of waste oil, several compressed gas cylinders, and one pallet containing about 30 car batteries that had been melted in the fire. Hydrocarbon sheen was also observed on the surface of several water accumulations. Once the fire was extinguished, the MVFLSD contracted with a local excavator to demolish the burnt area of the structure so that the firefighters could extinguish spot fires and also create paths to assess and remove hazardous materials and/or waste from the identified locations. On-site operations ceased for the day and the MVFLSD maintained fire watch until the next morning.

On Friday, May 14, 2004, the EPA OSC and one START member met on-site with Don Berg, the wrecking yard owner and responsible party (RP), to discuss clean-up operations. Mr. Berg was not available the day before due to burns he suffered while putting out the fire. The EPA, START, the Fire Marshal, and the RP walked the site to identify the potential hazardous materials and waste locations. The estimated waste inventory on-site included: seventeen 55-gallon drums of waste oil, anti-freeze, and lubricant grease; six compressed-oxygen gas cylinders; two aboveground storage tanks (AST) containing

approximately 250 gallons of diesel fuel each, three holding vessels containing 30 gallons of solvents, and two sumps containing a mixture of approximately 80 gallons of gasoline, water and transmission fluid.

The RP agreed to provide the resources and labor to address the waste materials and dispose of them properly off-site. The EPA OSC agreed to provide assistance and guidance as to what materials needed to be addressed in order to mitigate releases or threat of releases. The RP retained a contractor, Eco Tec Inc. to assess/remove drum contents, handle cylinder disposal, remove standing product, remove the lead-acid batteries, and remove the sumps contents.

Eco Tec Inc. subcontracted Marine Vacuum (MarVac) to remove all of the on-site liquid waste. Waste materials removed from outside the building totaled approximately 20 gallons of antifreeze, 600 gallons of drummed waste oil, 75 gallons of gasoline/water mixture from an AST, and an 80-gallon mixture of gasoline, water and transmission fluid from the two sumps. MarVac removed from the building interior: 250 gallons of waste oil from a burner/heater, 100 gallons of waste oil from two storage tanks, and one 55-gallon drum of waste oil. Thirty gallons of solvents used in the cleaning of auto parts and three drums of lubricating grease were left on-site for future business use. MarVac estimates of removed waste totaled 1400 gallons of waste oil and 600 gallons of oily water. Also, Eco Tec Inc. subcontracted Central Welding and Supply and removed the six compressed-oxygen cylinders. The burnt and leaking car batteries on the pallet, as well as several intact batteries from around the site were collected into a tote and a second container and staged on plastic for pickup by a recycler on Monday, May 17, 2004. The disposition of the batteries is unknown at this time.

The EPA OSC conducted a visual reconnaissance of the retention pond that received the fire run-off water. No water accumulation or presence of product were found in the pond. Vegetation did not appear to be impacted by the run-off that made it into the pond.

Eco Tec Inc. also subcontracted with an asbestos testing laboratory to sample and analyze fibrous materials discovered on the ceiling and walls of the high-bay area of the structure that was still standing after the fire and demolition. Results returned on Tuesday May 18, 2004 indicate that the material was fiberglass with no asbestos-containing materials.

The EPA OSC and START demobilized from the site at 1630 hours. All known and discovered waste liquids and compressed gas cylinders had been removed from the site. Auto batteries had been staged, contained, and covered to prevent releases. Several products remained on site at the RP's request in order to begin wrecking yard operations soon. The RP agreed to work with the Fire Marshal and building inspectors prior to re-opening.

Planned Removal Actions

No further removal actions are planned at this time.

Key Issues

Control contaminated runoff and ensure proper removal and disposal of wastes.

[response.epa.gov/4CornersAutoWreckingFire](https://www.epa.gov/4CornersAutoWreckingFire)