

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Western Hyway Oil Tanker Spill - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region X

Subject: **POLREP #1**
Initial and Final
Western Hyway Oil Tanker Spill
8 miles west of Cascade Locks, OR
Latitude: 45.6698392 Longitude: -121.8906354

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From: Daniel Heister, On-Scene Coordinator
Date: 7/26/2011
Reporting Period: 7/24/2011 thru 7/26/2011

1. Introduction

1.1 Background

Site Number:		Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	EPA	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	EPA RX
Mobilization Date:	7/24/2011	Start Date:	7/24/2011
Demob Date:	7/26/2011	Completion Date:	7/26/2011
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:	E11006	Reimbursable Account #:	10N0XCY

1.1.1 Incident Category

OPA Emergency Response

1.1.2 Site Description

See 1.1.2.1

1.1.2.1 Location

The truck crash site is situated in the Columbia Gorge, east of Multnomah Falls on the south banks of the Columbia River. The Columbia Gorge is a National Scenic Area and the Columbia River is the largest river system in the Pacific Northwest. In addition to being a vibrant ecosystem, the Columbia River also supplies

power via several hydroelectric dams. I-84 is the main east west freeway in Oregon and a heavily travelled tourist and commercial corridor.

1.1.2.2 Description of Threat

On July 24th around 1700 hours, a tanker truck hauling an estimated 6100 gallons of diesel and unleaded gasoline hit the side rail and over-turned in the eastbound lane near mile marker 34 on US Interstate Highway 84 just east of Multnomah Falls State Park. The cause of the accident is still under investigation. The tanker truck was hauling a pup tank that came to rest on its side partially upside down in the ditch on the east side of the highway. The trailer was still connected to the tank truck which was on its side (passenger side) blocking both lanes of the I-84 east . The driver of the truck was taken to hospital and released with minor injuries.

The tanker truck bulk fuel tanks suffered valve and other damages resulting in at least one of the bulk tanks leaking profusely. Unleaded gasoline was observed draining from one bulk tank at the rate of about 1 gallon per minute. The gas reportedly infiltrated very rapidly into the subsurface.

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Oregon Department of Transportation (ODOT) was the first responder. Duty officer Steve Hays notified Gresham Hazmat, Corbett Fire and EPA. ODOT mobilized NRC Environmental Services Inc., to aid in recovery operations and closed the east bound lanes of I-84. After discussions with the PRP it was agreed that ODOT and its contractors would take the lead with a company representative (George Steagall) on scene. ODOT and hazmat personnel led the recovery of estimated 5200 gallons of combined diesel and unleaded gasoline fuels. The recovery operation was completed at approximately 0400 hrs on 7/25/2011 and I-84 Eastbound was reopened at 0530 hrs the same day.

FOSC Heister arrived on scene at 2100 hrs on 7/24/2011 and immediate was briefed by the IC, Capt. Basler, Corbett Fire. Gresham Hazmat also participated. After the briefing Heister met with Steven Hays, ODOT Hazmat Coordinator, who confirmed that they were receiving good cooperation from the PRP. Heister then spoke with Mr. George Steagall, PRP, who confirmed that he had authorized ODOT to lead the action with the assurance that his company would reimburse the State for the response. Heister explained his role as FOSC to Mr. Steagall. Heister remained on scene until all the fuel had been transferred to another tanker.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

On July 25, EPA On-Scene Coordinator Dan Heister walked the affected area along I-84 with ODOT's Steven Hays and Oregon Department of Quality (ODEQ) Mike Greenburg. Evidence of fuel release were obvious in a small area of the crash site. However, no free standing fuel was observed. Coarse gravel and rocks underlie softer spongy plant material and based on the surface conditions it appeared any fuel released did not migrate far in a lateral direction. Ground water is very near the surface in this area and moves down gradient to the Columbia River approximately 250 feet to the north. Fuel recovery efforts and truck hauling manifests show that about 900 gallons of fuel directly infiltrated to the subsurface. No surface water or streams are present in the release area.

Hays, Greenburg, and Heister discussed the next phase of the response. It was agreed that ODEQ would lead the planned removal effort by having NRC mobilize a long-reach excavator to remove the contaminated soil and gravel on the south side of the east bound lanes along I-84. ODEQ will attempt to remove any contaminated groundwater on the north side of the west bound lanes of I-84 by installing monitoring and extraction wells to intercept and capture contaminated ground water migrating under the highway. The PRP has agreed to cover the States costs. Heister informed Hays and Greenburg that EPA would defer to the State and discontinue its involvement in the response.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

See preceding sections

2.1.2 Response Actions to Date

See preceding sections

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

George Steagall – Transportation/Safety Manager
WSCO Petroleum
Western Hyway Oil Company
2929 NW 29th Avenue
Portland, OR 97210-1705
phone: 503.243.7703
cell: 503.704.4142

GeorgeS@wscocorp.com

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
Unleaded Gasoline	soil/road bed	900 gals			

2.2 Planning Section

2.2.1 Anticipated Activities

Removal of source material in the immediate term, extraction wells in the medium term. Further action will be led by ODEQ

2.2.1.1 Planned Response Activities

See above

2.2.1.2 Next Steps

See above

2.2.2 Issues

None PRP is cooperating

2.3 Logistics Section

NA

2.4 Finance Section

2.4.1 Narrative

NA

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
TAT/START	\$2,500.00	\$2,500.00	\$0.00	0.00%
Intramural Costs				
USEPA - Direct	\$3,500.00	\$3,500.00	\$0.00	0.00%
Total Site Costs				
	\$6,000.00	\$6,000.00	\$0.00	0.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

NA

2.6 Liaison Officer

NA

2.7 Information Officer

2.7.1 Public Information Officer

NA

2.7.2 Community Involvement Coordinator
NA

3. Participating Entities

3.1 Unified Command
NA

3.2 Cooperating Agencies
ODOT, ODEQ, Gresham Hazmat, Corbett FD

4. Personnel On Site

1 FOSC
1 START Contractor

5. Definition of Terms

NA

6. Additional sources of information

6.1 Internet location of additional information/report
NA

6.2 Reporting Schedule
NA

7. Situational Reference Materials

NA

POLREP #1 Last Updated 7/26/2011