

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

**Date:** Tuesday, August 10, 2004  
**From:** Marc Callaghan

**Subject:** Final POLREP  
Payette River  
Idaho Hwy 55 and milepost 73, Boise, ID  
Latitude: 44.0269000  
Longitude: -116.1364000

<b>POLREP No.:</b>	2	<b>Site #:</b>	ZOAH
<b>Reporting Period:</b>	8/5/2004-8/7/04	<b>D.O. #:</b>	04-08-0002
<b>Start Date:</b>	8/4/2004	<b>Response Authority:</b>	OPA
<b>Mob Date:</b>	8/4/2004	<b>Response Type:</b>	Emergency
<b>Demob Date:</b>	8/7/2004	<b>NPL Status:</b>	Non NPL
<b>Completion Date:</b>		<b>Incident Category:</b>	Removal Action
<b>CERCLIS ID #:</b>	NONE	<b>Contract #</b>	
<b>RCRIS ID #:</b>		<b>Reimbursable Account #</b>	
<b>FPN#</b>	E04009		

**Site Description**

A transportation truck roll over resulted in the release of approximately 2000 gallons of JP-A Jet fuel on August 4, 2004 at approximately 0730. The incident occurred on Hwy 55, ten miles North of Horseshoe Bend on Highway 55 at milepost 73. The jet fuel released to the ground and threatens to enter the Payette River.

**Current Activities**

Wednesday August 4th, 2004

The Environmental Protection Agency contacted the START-2 and requested that 2 personnel respond with an EPA OSC to a spill near Horseshoe Bend in Idaho. The spill involved a double fuel tanker carrying 10,000 gallons of Jet-A fuel, a class 3 combustible (UN 1853). The trailer dislodged and flipped over releasing its contents when the driver attempted to pull over and off the side of the road. The trailer released approximately 2000 gallons of jet fuel onto the east side of Idaho Hwy 55 and the adjoining shoreline of the Payette River.

A Unified Command Structure was formed on August 4th and is currently composed of representatives from Brico of Idaho Inc., USEPA, State of Idaho: DEQ, ISP, and IDT as well as the Boise County Sheriff's Office.

Emergency crews responded and initiated the removal of fuel soaked soils.

Recreational activities on the Payette River remained open to the public. The removal of the fuel soaked soils has not impacted this stretch of the river.

Two types of boom have been placed in the water. River skirted boom has been placed on the river to contain any released material. Absorbent boom has been placed between the River boom and the shoreline to absorb any spilled material. To date no visible sheen has been observed. Water samples will be pulled from the river on a daily basis. Sample results will be reported as they become available.

Thursday August 5, 2004

MAXIM, the consultant for the Responsible Party (RP), sent soil samples from locations inside the excavation pit to Alchem Laboratories, Inc. in Boise, ID on Thursday, August 5th, 2004. The Samples were analyzed for BETX and PAH's. The laboratory provided results in 24 hours of sample collection. The results from all samples were non-detect for these constituents.

Water Samples were also submitted for analysis. Water Samples were being pulled from the Payette River at four distinct and repeatable locations: upstream, at the spill site inside the boom, at the spill site

outside the boom, and down stream from the spill location. Water Samples were analyzed for BETX compounds at drinking water standards. All samples were non-detect for BETX indicating that the material had not released to the river.

Friday August 6, 2004

EPA requested that START mobilize the HAPSITE Gas Chromatograph/Mass Spectrometer to the site on Friday, August 6th, 2004 to facilitate a quick turn around on soil sample analysis. The HAPSITE was situated at Idaho Transportation Departments' Depot located near Banks. The laboratory turn around time for soil analysis was reduced from 24 hour laboratory analysis to a 30 minute field analysis. This saved time and resources by allowing the Environmental Unit to determine when the walls of the pit were considered clean. Each sample was screened prior to analysis on the HAPSITE with a Photo Ionization Detector (TVA-1000). All samples analyzed on the HAPSITE had a result of no detection for Benzene, Toluene, Ethyl Benzene, and Xylene (BTEX). Unified Command was notified of the sample results and deemed that the Environmental threat was alleviated.

The Environmental Unit, composed of EPA's START members and MAXIM personnel developed and submitted a Sampling Plan to the Unified Command for signature. This Sampling Plan was drafted to address concerns associated with the west side of the excavation pit under the North bound lane of Highway 55. All members of the UC signed the Sampling Plan.

Backfilling operations commenced in the late evening under the direction of the Idaho Transportation Dept. Approximately 4,000 tons of oil contaminated soils were removed from this area and hauled to CCT, an Idaho State approved facility. The same amount of clean fill was returned, and compacted per ITD requirements.

Saturday August 7, 2004

The two protective booms, curtained river boom and absorbent boom were removed from the Payette River on Saturday after final water, and soil samples indicated no detect for Jet A Fuel constituents.

On Saturday, August 7th, 2004, backfilling operations were completed. The area under the North bound lane of Idaho Highway 55 was determined to be not contaminated. The rest of the asphalt of the North bound lane along the excavation pit was removed and replaced. Idaho Highway 55 was reopened to two-way traffic late Saturday evening.

EPA(1) and START (3) Personnel demobilized from the site.

#### **Planned Removal Actions**

All of the stock piled waste has been relocated to the landfill.

No other removal actions are necessary

#### **Next Steps**

A Site debrief has been tentatively scheduled for Monday August 16, 2004 at 1300. Idaho State Police, Hazardous Materials Specialist, Pat Mooney is coordinating this effort.

#### **Key Issues**

Suspected Responsible Party:

Name: Dan West, President  
Organization: Brico of Idaho Inc  
Address: 440 3rd Ave South /  
Twin Falls, ID 83301

The following members represented local, state, responsible party and federal resources on scene during this emergency response and removal action:

Marc Callaghan, USEPA, Callaghan.marc@epa.gov

Eric Nuchims, EPA Consultant EnE, enuchimis@ene.com,

Matt Alvarado, IDEQ, Hazardous Waste Science Officer, malvarad@deq.state.id.us,

Gordon Ravenscroft, Boise County Sheriff's Dept, gravenscroft@co.boixe.id.us,

Doug Anderson, Assistant Manager, Air BP Aviation Services, Owner of spilled material,  
danderson@airbpaviation.com,

Pat Mooney, Idaho State Police, HazMat Specialist, pat.mooney@isp.state.id.us,

Colin Bonner, Idaho State Police, HazMat Specialist, colin.bonner@isp.state.id.us,

Dick Powell, District Manager Idaho Transportation Dept, dpowell@itd.state.id.us,

Paul Spiller, Responsible Party Primary Contractor, pspiller@mazimusa.com,

Tod D Rasmussen, Claims Consultant for RP, trasmussen@mra21.com,

Dan Bryant, IDT Foreman, dbryant@itd.state.id.us

Doug Maestas, Brico of Idaho, General Manager

**Estimated Costs \***

	<b>Budgeted</b>	<b>Total To Date</b>	<b>Remaining</b>	<b>% Remaining</b>
<b>Extramural Costs</b>				
RST/START	\$30,000.00	\$18,000.00	\$12,000.00	40.00%
<b>Intramural Costs</b>				
USEPA - Direct (Region, HQ)	\$10,000.00	\$4,800.00	\$5,200.00	52.00%
<b>Total Site Costs</b>				
	\$40,000.00	\$22,800.00	\$17,200.00	43.00%

\* 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.

[response.epa.gov/PayetteRiver](http://response.epa.gov/PayetteRiver)

POLREP #2 Last Updated 8/12/2004