

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Woburn Liberty Transport Spill - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region I

Subject: **POLREP #1**
Initial
Woburn Liberty Transport Spill

Woburn, MA
Latitude: 42.5030000 Longitude: -71.1300000

To:
From: Elsbeth Hearn, OSC
Date: 7/18/2012
Reporting Period: 07/16/2012 - 07/18/2012

1. Introduction

1.1 Background

Site Number:	Z1D2	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	PRP	Incident Category:	
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	7/16/2012	Start Date:	7/16/2012
Demob Date:	7/16/2012	Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	MassDEP
FPN#:	E12107	Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

The incident occurred in the southbound direction of Interstate 95 (I-95) at Exit 36 in Woburn, Massachusetts. The tanker rolled over onto a grass triangle adjacent to the breakdown lane.

1.1.2

Exit 36, Interstate 95 Southbound in Woburn Massachusetts.
Latitude: 42.503
Longitude: -71.130

1.1.2.2 Description of Threat

EPA responded to an initial report that between 8,000 and 9,000 gallons of gasoline had been released from a tanker truck involved in a crash on I-95 Southbound at Exit 36 in Woburn, MA. Media reports indicated that the Department of Fire Services was already on scene and police had shut down I-95 and the nearby Hampton Inn had been evacuated.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

The EPA OSC arrived on-scene at 0015 and integrated into unified command with the Massachusetts Department of Fire Services, MassDEP, Department of Transportation, and local officials. The OSC noted that the tanker truck was still overturned, but gasoline was no longer visibly spilling from the compromised tank. Previous reports had indicated that between 8,000 and 9,000 gallons of gasoline had been released from the compromised tanker truck. This gasoline had reached storm drains that were located approximately 30 feet from the overturned truck. These storm drains run in underground pipes to the storm drain under the median of the highway, then flow is directed west approximately 500 feet into a culvert that runs parallel to Interstate-95 for approximately 500 feet and empties into the Aberjona River. The Aberjona river, which is known for traveling through two EPA National Priority List Superfund Sites, flows under Normac Road (one of the oil collection points) and within two to three miles, this river empties into the

Mystic River and eventually the Atlantic Ocean. As the oil was collected at the Normac Road boom, it was visibly tinted after picking up additional heavy oils after flowing along the asphalt.

Fire-fighting foam had been applied to the vehicle and was visible on the soil and asphalt adjacent to the incident location. The City of Woburn Engineer was on scene with maps of the storm drains and Incident Command was devising a plan to determine the extent of the impact and potential for accidental ignition of the gasoline in storm drains and elsewhere.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

At approximately 2230 hours on 16 July 2012, the EPA Phone Duty Officer was made aware of a news report about a MA Tier 4 gasoline tanker roll-over and spill on I-95 in Woburn, MA. The operator of the tanker truck and a driver of a separate passenger vehicle involved in the crash had been taken to nearby hospitals. Media was reporting an on-going release of 8,000 to 9,000 gallons of gasoline with firefighters on-scene applying foam. A nearby hotel had been evacuated and I-95 had been closed in both directions. Nearby train tracks had also been shut down as a precaution due to ignition concerns by Department of Fire Services. Removal activities lead by the MassDEP began at the scene by 0030 hrs and continued through the night and following days. MassDEP's clean-up contractor mobilized to the scene with earth moving equipment, sand, and vacuum trucks (See "Response Actions to Date" for a more detailed narrative). The tanker was secured and removed from the scene by 0300 hrs.

The Department of Transportation determined that the asphalt on the roadway had been compromised by the gasoline and parts of the roadway would have to be stripped prior to it opening for the morning rush hour.

This gasoline had reached storm drains that were located approximately 30 feet from the overturned vehicle. These storm drains run in underground pipes to the storm drain under the median of the highway, then directs flow west approximately 500 feet and empties into a culvert that runs parallel to Interstate-95. The culvert parallels the highway another 500 feet and then empties into the Aberjona River which flows under Normac Road (one of the oil collection points) and within two to three miles, this river empties into the Mystic River and eventually the Atlantic Ocean.

By 20 July 2012, it was estimated that approximately 4,000 to 6,000 gallons of gasoline had been recovered at the collection point on Normac Road using vacuum trucks and sorbent boom. Recovery operations consisting of gasoline recovery off the Aberjona River, excavation of contaminated soil at the crash site, and excavation of contaminated soil and riprap from the impacted drainage swale will continue during the day through the week of 23 July 2012.

2.1.2 Response Actions to Date

At 0015 hrs, EPA OSC Hearn arrived at the scene and integrated into Incident Command. Department of Fire Services requested that EPA monitor storm drains to the north of I-95 to determine whether there were concentrations of concern or concern for accidental ignition. The path of the storm drains running south of the interstate had already been determined, and fire services had placed sorbent boom on the Aberjona River at the Normac Road underpass to prevent the spread of contamination and oil contaminated debris further down the Aberjona River. A clean-up contractor for the MassDEP arrived on-scene at approximately 0130 hours with vacuum trucks and earth moving equipment. The following clean-up actions have been performed by MassDEP and PRP contractors:

- Sand was placed at the scene of the spill to prevent additional amounts of product from accessing storm drains
- Hard boom was placed at the Aberjona River at the Normac Road underpass to collect oil while storm drains were being flushed with water.
- Vacuum trucks began removing gasoline at two locations along the Aberjona River. One location was at the overpass on Normac Road and other was approximately 100 yards upstream at the location which the storm culvert paralleling I-95 connected to the river. The air was monitored for LEL and VOCs. Because of the high concentration of VOCs in the air, it was determined that the clean up contractors had to wear masks until concentrations were lower.
- Oiled debris was removed from the river and disposed of.
- Soil excavation at the crash site has begun and approximately 2 feet of soil will be excavated and extent of contamination will be determined by MassDEP.
- A fish kill was discovered (at least three dead fish between 1 inch and 6 inches long, dead minnows, and a dead snapping turtle) at Normac Road. The Department of the Interior (DOI) was notified.

MassDEP initially assumed the lead response for the RP until the RP began to lead response clean-up efforts as of 19 July 2012.

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

The identified PRP is Liberty Transport Services LLC. A Notice of Federal Interest was delivered via fax to the PRP on the afternoon of 17 July 2012. The NOFI was signed and returned by 1615 on 17 July 2012.

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

MassDEP will continue to monitor the PRP's contractor. Plans are being made to excavate some of the impacted riprap and soil in the culvert and excavation of the impacted soil at the crash site will continue over the next few weeks. The PRP's contractor is excavating test pits and determining the depth of contamination at the crash site. Currently, estimates are between 4 and 5 feet below grade (beneath the soil next to I-95).

2.2.1.1 Planned Response Activities

EPA Region 1 does not plan on any more response activities after 17 July 2012, but will remain in contact with MassDEP and the RP for updates.

2.2.1.2 Next Steps

EPA will stay in contact with MassDEP while work at the scene continues.

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

Department of Fire Services
Woburn Fire Department (and companies from adjacent towns)
Massachusetts Department of Environmental Protection
Department of Transportation

3.2 Cooperating Agencies

Woburn Office of Public Health
Massachusetts State Police
Woburn Police
Woburn Department of Public Works

4. Personnel On Site

OSC Hearn

START Contractor (3 personnel from Weston Solutions)

MassDEP responders Victor Fonkena, Kingsley Ndi, and Paul Giddings

MassDEP F.A.S.T Operator John Fitzgerald and three (3) scientists

MassDEP Contractors (10-15)

City of Woburn Engineers (2)

City of Woburn Board of Health official Jack Fralick

Massachusetts Department of Fire Services David Ladd

City of Woburn Fire Department, City of Natick Fire Department, City of Winchester Fire Department

Massachusetts State Police

City of Woburn Police

Massachusetts Department of Transportation

5. Definition of Terms

F.A.S.T Lab - Field Assessment and Support Team (MassDEP's mobile laboratory)

6. Additional sources of information

6.1 Internet location of additional information/report

www.epaossc.org/libgas2012

7. Situational Reference Materials

No information available at this time.