

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
I90 East MP 81 Tanker Rollover - Removal Polrep
Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region X

Subject: POLREP #2
Final
I90 East MP 81 Tanker Rollover
E16001
Cle Elum, WA
Latitude: 47.1844260 Longitude: -121.0041540

To:
From: Dale Becker, On Scene Coordinator
Date: 12/16/2015
Reporting Period: 12/06/2015 - 12/13/2015

1. Introduction

1.1 Background

Site Number:	E16001	Contract Number:	EP-S7-13-07 TDD:15-12-0009
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:	
Mobilization Date:	12/4/2015	Start Date:	12/4/2015
Demob Date:	12/5/2015	Completion Date:	12/13/2015
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	12/4/2015
FPN#:	E16001	Reimbursable Account #:	

1.1.1 Incident Category

Oil Spill Response & Removal Assessment

1.1.2 Site Description

At 01:30 on December 4, 2015 a tanker truck rolled over on Interstate 90 at mile marker 81, approximately 3 miles west of Cle Elum, Washington. A reported 3,000 gallons of gasoline spilled into the center median ditch of the interstate, which is approximately 100 feet laterally and 30 feet upgradient from the Cle Elum River. The Cle Elum River is a tributary to the Yakima River approximately 1 mile downstream from the spill. EPA, Washington Department of Ecology (ECY), Washington Department of Transportation (WA DOT), Yakama Nation and the responsible party's cleanup contractors responded on December 4, 2015. As of December 5, no gasoline has been observed in the Cle Elum River. Containment and absorbent boom are deployed.

1.1.2.1 Location

Interstate 90, mile marker 81. Approximately 3 miles west of Cle Elum, WA. Latitude 47.184384 Longitude -121.00466.

1.1.2.2 Description of Threat

Reported 3,000 gallons of gasoline was spilled from the center median ditch along Interstate 90 within approximately 100 feet of the Cle Elum River. Approximately 300 gallons which had pooled in the median was recovered. The Cle Elum River is a tributary to the Yakima River and a navigable waters of the U.S.. It is approximately 30 feet down gradient from the center median ditch to the river. As of 12/5/2015, no sheen has been observed on the Cle Elum River at the spill site or downstream.

Drinking Water intakes and a fish hatchery operated by the Yakama Nation are located downstream. ECY responders notified drinking water utility operators. Fish hatchery intakes are being monitored for oil sheen; Yakama Nation staff report that no sheen has been observed.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Excavated soils from test pits located down gradient, at the spill location and up gradient are contaminated with gasoline; air monitoring indicated the highest VOC levels at the spill location with peak readings of 190 ppm. No recoverable/free/liquid product or sheen was observed within the excavated soils or in the test pits. As of December 5, 2015, no sheen has been observed on the river.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

OSC Fowlow, OSC Becker, and one START responded from Seattle on December 4, 2015 after receiving confirmation from SOSOC that navigable waters were threatened.

2.1.2 Response Actions to Date

12/4/2015 - The responsible party hired NRC to conduct cleanup. NRC pumped off remaining fuel in tank truck and removed wreck, recovered any remaining fuel on the roadway, deployed 150 feet of hard/diversion boom and 150 feet of absorbent boom in the Cle Elum River, and excavated 3 pits with the hopes of recovering free product from spill. No free product was observed in the 3 pits.

EPA Region 10 Phone Duty Officer notified all trustees. OSC Becker contacted Washington SHPO to confirm that road fill areas do not require archeological monitor however future deeper excavations may.

12/5/2015 - Monitor boom deployed in the Cle Elum River. The National Weather Service issued a winter weather advisory (freezing rain and snow) forecasted for the entire day. Due to concerns for the safety of responders and vehicles on I 90 and the mitigation of immediate threats to water, Unified Command decided to limit operations to monitoring boom by responsible party contractors; all other responders demobilized.

12/6/2015 - 12/13/2015 - Directed the responsible party to submit assessment and cleanup plans that ensure protection of surface waters; Environmental Partners Incorporated (EPI) to develop removal plans. Monitored progress assessing extent of contamination. Reviewed cleanup plans and transitioned oversight to the Washington Department of Ecology Toxics Cleanup Program. The plans for excavation, monitoring and cleanup submitted by NRC and EPI are available in the [documents section of this site](#). Test pits and monitoring wells indicate that gasoline has reached groundwater (approximately 14 feet below ground surface) and is migrating south, under the eastbound lanes of I5, towards ponds that discharge to the Cle Elum River. Although no oil has reached the river or ponds to date, trenching is planned to prevent subsurface migration of oil to surface water. Yakama Nation cultural monitors were on scene during excavation however Unified Command agreed that due to the extensive disturbance during interstate construction the likelihood of disturbing cultural resources is very low.

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

PRP is the trucking company, Kenn Advantage Group.

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

Oversight of cleanup activities will be conducted by the Washington Department of Ecology (ECY) Toxics Cleanup Program.

2.2.1.1 Planned Response Activities

ECY will oversee excavation of contaminated soil and recovery of oil from groundwater through trenching or wells.

2.2.1.2 Next Steps

No further EPA actions are anticipated unless requested by ECY.

2.2.2 Issues

Winter weather could impact the ability to safely operate. The proximity to the bridge abutments may limit excavation and traffic management must be carefully planned to prevent safety risks to responders or highway traffic.

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

ECY – Kyle Parker, SOSC

DOT - Scott Anfinson

Kenan Advantage Group (RP) - Brian Wymer

3.2 Cooperating Agencies

Yakama Nation - provided cultural monitors for excavation work

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

[See documents section of this site.](#)

6.2 Reporting Schedule

7. Situational Reference Materials

No information available at this time.