

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Morena - HWY 8 Incident - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IX

Subject: POLREP #3
Continuation of diesel removal.
Morena - HWY 8 Incident

San Diego, CA
Latitude: 32.7657318 Longitude: -117.1999960

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Date: 5/20/2016

Reporting Period: 05/19/2016

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: OPA	Response Type: Emergency
Response Lead: PRP	Incident Category: Removal Action
NPL Status: Non NPL	Operable Unit:
Mobilization Date: 5/15/2016	Start Date: 5/14/2016
Demob Date:	Completion Date:
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#: E16901	Reimbursable Account #:

1.1.1 Incident Category

Tank Truck Roll-Over/Diesel Spill

1.1.2 Site Description

On May 13, 2016, a tanker truck belonging to the SOCO Group flipped over while transitioning from I-8 west onto Moreno Blvd., releasing 3715 gallons of diesel fuel. The diesel migrated through weep hole drains onto the San Diego River Floodplain and into the river itself. The contamination is also on Friars Road and the Morena Blvd. overpass. The responsible party (RP) initiated a response, hiring NRC Environmental Services (NRC) to conduct response operations, which are on-going. A Unified Command has been set up to include the RP, San Diego County Environmental Health Hazmat (SDCoEH), California Department of Fish and Wildlife (CADFW) Office of Oil Spill, Prevention and Response (OSPR) and U.S. Environmental Protection Agency (USEPA). See Section 3.2 for other cooperating agencies.

The spill impacted San Diego River and flood plain, which are "Waters of the US". It drains to the Pacific Ocean approximately two miles downstream to the ocean.

1.1.2.1 Location

The spill impacted the off-ramp from westbound I-8 to Morena Blvd. north overpass; Friars Road beneath the Morena Blvd. overpass, the San Diego River channel and the San Diego River flood basin.

1.1.2.2 Description of Threat

The current threat is to the San Diego River channel and floodplain. Approximately 500 meters of river channel east of the overpass and 100 meters west of the overpass have been impacted by the spill. There are heavy sheen in the river channel east of the overpass and light, intermittent sheen west of the overpass. Areas containing product diesel bound up in the vegetation have been documented along the shorelines of the river channel. There are numerous areas of soil in the flood plain beneath the Morena overpass that have been impacted by diesel to a depth of three to four feet below ground surface (bgs). The groundwater in the flood plain is at approximately three to four feet depending on the tidal cycle. Light sheening has been detected on the groundwater that is daylighting in the excavation areas north of the river channel.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

There is visual diesel contamination in the San Diego River and Flood Plain. Soil contamination in the flood plain appears to be to a depth of three to four feet bgs.

Diesel contamination from the spill has migrated into the rip-rap below the north abutment to the Morena Blvd. overpass and on the parking lot next to the abutment. Initial contamination on the roadway on Morena Blvd. overpass has been cleaned

At this time, no diesel or sheen has been detected west of the Pacific Coast Highway overpass. There have not been any wildlife impacts at this time.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

On May 13, 2016, a tanker truck containing 3700 gallons of diesel crashed releasing diesel in the San Diego River and Flood Plain. The Responsible Party, the SOCO Group has initiated a response action to remove the diesel from all impacted areas under a Unified Command. The USEPA Spill Phone duty officer (DO) was notified of the spill by the National Response Center. The DO negotiated with the USCG to provide an on-site Federal presence until an USEPA Federal On-Scene Coordinator (FOSC) could be deployed. The DO deployed FOSC R. Wise on the morning of May 14, 2016 to respond to the spill. The SOCO Group has set up a hotline for the spill. The number is: 760-795-5383.

2.1.2 Response Actions to Date

May 19, 2016

Agencies Present: USEPA, CADFW-OSPR, SDCoEH, CHP and USACE

USEPA Personnel: OSC Wise demobilized on May 18, 2016 at 1030 hours. OSC Wise will return to the site on May 23, 2016.

Operational Period will be extended to end of business day on Friday 5-20-16 @ 1800. Weekend Operational Period will be set up for security and safety 5-20-16 1801 through 5-23-16 0600. New Operational Period will begin on Monday 0600.

Preliminary Bank Samples (n=3) were collected. . Head space readings over the soil sample were Max.= 0.5PPM. Sheen removal is ongoing and necessary before final sign-off can be completed.

NRC began to wash the river banks using river water and a pipe to release diesel from the soil in bank areas not accessible by heavy equipment. River washing is ongoing and appears to be effective. When washing and vegetation removal is completed, the boom at the east side of Morena Blvd. will be moved to allow soil removal operations to continue. Sorbent booms will be adjusted (removed in some cases) to allow downstream migration of sheen to the Morena Blvd collection boom.

NRC continued to remove soil in Sections C and G in the flood plain. NRC completed removal in Section B and it is ready for backfill. NRC continued waterborne operations collecting sheen and diesel contaminated debris. MTS Parking lot pavement area pavement was removed and the underlying base was tested with PID. PID Results showed nothing higher than 60PPM. SDCoEH VAP approved the repave. Pavement was completed.

Friars road will remain closed due to safety concerns. There will be a weekend crew to tend booms and 24 hour security however, no excavation activity will occur.

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

On May 17, 2016, OSC Wise issued a NOFI to the SOCO Group.

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal

diesel contaminated soil	soil	720 cubic yards			Yuma Landfill (daily loads)
diesel contaminated water	water	20,000 gallons			temporary storage on-site
sorbent debris	solids	20 cubic yards			temporary storage on-site
oiled vegetation	solids	40 cubic yards			temporary storage on-site

2.2 Planning Section

2.2.1 Planned Response Activities

The operations period is 72 hours. This operational period ends on May 19, 2016 at 1900 hours. Response operations include:

- Removal of diesel contaminated soil in the San Diego River Flood Plain;
- Removal of contaminated vegetation in the San Diego River Flood Plain;
- Removal of diesel contamination in the water and on vegetation of the San Diego River;
- Removal of diesel impacted parking lot beneath the Morena Blvd. overpass northern abutment;
- Removal of diesel in the rip-rap adjacent to the Morena Blvd. overpass northern abutment;
- Confirmation sampling in the River and Flood Plain to determine completion of the removal;
- Assessment of impacts to groundwater; and
- Restoration of all impacted areas.

2.2.1.2 Next Steps

- The RP's contractors will not be conducting excavation operations over the weekend. The contractor will maintain a skeleton crew to manage the booms on the river.
- Laboratory data has documented that the soil in Section A and B meet the limits set by the SDCoEH. Backfilling of those areas in accordance with USACE requirements is expected to begin on May 19.
- Contractors for the RP will begin water quality sampling on May 19.
- Contractors for the RP will begin removal of contaminated asphalt beneath the western end of the Morena Blvd. overpass on May 19.
- Contractors for the RP will begin sanding the road on Morena Blvd. overpass to remove any residual diesel.
- Removal of diesel contaminated soil in the San Diego River Flood Plain;
- Removal of contaminated vegetation in the San Diego River Flood Plain; and
- Removal of diesel contamination in the water and on vegetation of the San Diego River;

2.2.2 Issues

- Rip-Rap under the Morena Blvd Bridge at the abutment north of Friars Road needs to be remediated. NRC working with SDCoEH VAP on a plan.
- Opening of Friars Road.
- Backfill plan is receiving concerns from NGOs associated with river.

2.3 Logistics Section

Logistics being handled by NRC.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

NRC Environmental Services

2.5.2 Liaison Officer

The SOCO Group

2.5.3 Information Officer

The SOCO Group

3. Participating Entities

3.1 Unified Command

FOSC: USEPA

SOSC: CADFW - OSPR

Local IC: SDCoEH

3.2 Cooperating Agencies

USCG, CHP, SDRC, SDRWQCB; USACE; Pima Co. Solid Waste; MTS; SDPD; SDSW; and SDPW. The SDCoEH VAP will be the lead agency for any long-term remedial issues.

4. Personnel On Site

No EPA personnel on-site. OSC Wise will be back on-site on May 23, 2016.

5. Definition of Terms

bgs: below ground surface

CADFW: California Department of Fish and Wildlife

CALTRANS: California Department of Transportation

CHP: California Highway Patrol

FOSC: Federal On-Scene Coordinator

FPN: Federal Pollution Number

MTS: Metropolitan Transport System

NOFI: Notice of Federal Interest

NGO: Non-Government Officials

NRC: NRC Environmental Services

OSPR: Office of Spill Prevention and Response

RP: Responsible Party

SDCoEH: San Diego Co. Environmental Health

SDFD: San Diego Fire Department

SDG&E: San Diego Gas and Electric

SDPD: San Diego Police Department

SDSW: San Diego Storm Water

SOSC: State On-Scene Coordinator

UC: Unified Command

USACE: U.S. Army Corp of Engineers

USCG: U.S. Coast Guard

USEPA: U.S. Environmental Protection Agency

USFWS: U.S. Fish and Wildlife Services

VAP: Voluntary Assistance Program

6. Additional sources of information

6.1 Internet location of additional information/report

epaossc.org/Morena-l8_Spill

6.2 Reporting Schedule

The next POLREP will be on May 24, 2016

7. Situational Reference Materials

No information available at this time.