

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

Date: Monday, March 20, 2006

From: Daniel Heister

To: Ryan Whitchurch, EPA START Contractor

Subject: Initiation of Action

Fanno Creek Heating Oil Spill
5400 SW Scholls Ferry Road, Beaverton, OR
Latitude: 45.4864000
Longitude: -122.7617000

POLREP No.:	1	Site #:	E06004
Reporting Period:	3/1/06 to 3/13/06	D.O. #:	
Start Date:	3/1/2006	Response Authority:	OPA
Mob Date:	2/28/2006	Response Type:	Emergency
Demob Date:	3/13/2006	NPL Status:	
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:		Contract #	
RCRIS ID #:		Reimbursable Account #	
FPN#			

Site Description

The outfall where the fuel was first observed is on a pond on Fanno Creek in the southwestern portion of Portland, east of Nicol Road, and between Willowmere Drive and Vermont Avenue. The outfall is located behind the residence of Mr. Dean Waters of SW 7980 Willowmere Drive, Portland, Oregon. Outfall flow rate was not measured, but STM Petersen estimates flow at less than 6 gallons per minute. The pond is reportedly owned by the Oregon Episcopalian School (OES).

Weather conditions on March 1, 2006 were partly cloudy to partly sunny, and 50-55 degrees F. OSC Dan Heister reports that rain is forecasted for March 1, 2006 into March 2, 2006.

Current Activities

February 28, 2006:

At 1600 hours, START was notified by EPA OSC Dan Heister of an incident in Beaverton, Oregon in the Scholls Ferry Road/Willomere Road vicinity involving a fuel release impacting a wetland which connects directly to Fanno Creek. OSC Heister informed START Team Member (STM) Jim Petersen that Mr. Ray Hoy of the Oregon Department of Environmental Quality (DEQ) would be the acting SOSC. OSC Heister directed Jim Petersen to meet him at the scene the following day at 0900 to observe site conditions and containment activities.

At 1630, STM Petersen and STM Ryan Whitchurch (mobilizing to a separate EPA Region 10 response incident) mobilized to the Portland START Warehouse to pick up equipment.

3/1/06 Wednesday

At 0840, STM Petersen arrived on the scene and met NRC Environmental Services (NRC) personnel Tim Archer, Dan Swanson (crew leader), and their crew (Romeo and Collin). Shortly after Dan Heister-EPA, Clean Water Services (CWS) publicly-owned treatment works personnel Marney Jett and Mark Bongen, and DEQ OSC Ray Hoy.

STM Petersen accompanied the group to the storm drain outfall at the pond, located behind the back yard of Mr. Dean Waters, 7980 SW Willowmere Drive, Portland, Oregon. Mr. Waters said that he would allow access through his yard to the storm drain outfall for the response action. The storm drain outfall discharged into a narrow arm of the pond. A sorbent boom and sorbent pads had been placed in the inlet previously by NRC Corporation. A red, diesel-like product was visible in the inlet behind the boom.

STM Petersen accompanied the group to observe catch basins associated with the storm drain system on Westgate Road, Nicol Road, and Scholls Ferry Road. Sheen and diesel odor were observed in the catch basins. At a condominium complex located at 5400 SW Scholls Ferry Road, fill ports for underground

heating oil tanks were observed on the SW side of the condominium. Two of the condominium owners were present, and reported that one of the tanks had been decommissioned a number of years ago (could not specify when), a second tank is approximately 500 gallon capacity and is no longer in use but contains some fuel (estimated 100 gallons), and a third tank is approximately 300 gallon capacity and is currently in use, with the last fill activity on February 15, 2006. A rain drain from the condominium roof enters the ground on the condominium wall immediately adjacent to the tank locations. Another roof rain drain is located on the southwest corner of the condominium (approximately 5 feet lower in elevation); surface soil was stained and had diesel odor around the point where this drain enters the ground. A catch basin is located in the condominium driveway approximately 50 feet from the location of the heating oil tanks.

The 500 gallon non-used tank is connected to the condominium of Ms. Sue Koning, 503-297-5426. The 300 gallon in-use tank is connected to the condominium of Ms. Shirley Kern, 503-892-9903.

NRC personnel used a gauging stick with water-finding paste to gauge the tanks. The 500 gallon unused tank contained approximately 18 inches of water, with approximately 4 inches of fuel floating on the water. The 300 gallon in-use tank contained several inches of fuel (did not record exact measurement) with a trace (<1 inch) of water on the bottom.

OSC Heister left the site at approximately 1130. OSC Hoy directed NRC to install auger borings to observe soil conditions in the vicinity of the fuel tanks, and to get a vacuum truck to evacuate the 500-gallon unused tank. A hand auger boring was installed approximately 10 feet south of the tank area. Observations and screening with a Mini-RAE and oleophilic pads did not indicate the presence of hydrocarbons in the clayey soils in this boring from surface to 6 feet below ground surface (bgs). STM Petersen collected a soil sample at 6 feet bgs (06030003).

STM Petersen collected product samples from the 500 gallon unused tank (06030001) and from the 300 gallon in-use tank (06030002). CWS personnel gave STM Petersen a jar of product collected from the storm drain outfall at the pond, which STM Petersen labeled 06030006. All of the samples were a similar red color and had a diesel-like odor.

NRC evacuated the 500-gallon unused tank with the vacuum truck.

NRC installed a hand auger boring at the base of the retaining wall south of the tank area (approximately 5 to 6 feet lower, and 25 feet from the tanks). Strong diesel odor was observed at this location. STM Petersen collected a soil sample at 2 feet bgs (06020004). NRC hand dug soils around the rain drain on the southwest corner of the condominium building to 1 foot bgs where strong diesel odor was observed, and STM Petersen collected a soil sample at 0 to 0.25 feet bgs (06020005).

NRC installed 100 feet of hard boom at the outfall with ends anchored on each side of the outfall. Two sections of sorbent boom were placed across the pond inlet channel. The first 10 feet of water beyond the outfall was covered with sorbent pads. Sorbent pad strips were laid across the inlet at 4 additional places.

NRC returned to the condominium and excavated a shallow trench to approximately ½ foot bgs in front of the southwest corner rain drain, and laid approximately 5 feet of sorbent boom in the trench.

NRC left site at approximately 14:30.

OSC Hoy left site at approximately 14:45.

STM Petersen took a GPS measurement at the storm drain outfall at the pond: N45o 28.711', W122o 45.419'.

STM Petersen left site at 15:00, and returned to START office.

3/2/06 Thursday

STM Whitchurch visited the site to check sorbents at the storm sewer outfall and at the condominiums. Sorbents had been placed in a shallow trench dug along the inside curve of the driveway to catch oil that might discharge at ground surface before it could flow to the storm sewer grating. Sorbents at the condominium appeared in fresh condition. At the outfall, NRC Corporation was in the process of removing spent sorbents, and skimming free product, emulsified product, and sheen from water discharging from the outfall.

Following the site visit, STM Whitchurch completed sample packaging for samples collected yesterday by STM Petersen, and then delivered the samples to the Oregon DEQ lab at Portland State University at

1350 hours.

3/8/06 Wednesday

STM Whitchurch checked the condition of boom and sorbents at the storm sewer outfall and at the curve in the condominium driveway. At both locations, sorbents seemed recently changed. Sheen was observed in the storm sewer through the grate in the driveway.

3/9/06 Thursday

START arrived on site at 0750 hours on Thursday, March 9, 2006. STM Whitchurch checked the condition of the sorbents and boom at the storm sewer outfall. Some sheen and emulsified oil was visible on the water between the outfall and sorbents, and sorbents were mostly clean. It appeared that sorbents had recently been changed out; sorbents with absorbed product were visible in bags on the bank.

START proceeded to the condominiums to coordinate with Oregon DEQ and EcoTec regarding the heating oil tank removal. EcoTec planned to remove Tank-1, the 500 gallon 'unused' tank. The owner of Tank-1 hired EcoTec to decommission the tank; the tank is considered a possible source of the heating oil spill. Two other tanks are located in close proximity to Tank-1 – Tank-2 (300 gallon 'in-use' tank) and Tank-3 (previously decommissioned tank). Tank-2 and Tank-3 are owned by another resident who has declined until now to have these tanks decommissioned.

At approximately 1000 hours, MRP Corp (a subcontractor to EcoTec) started preparing access to Tank-1 for the mini-excavator. A medium sized tree had to be cut down in order to provide access.

By 1300 hours, MRP excavated far enough to expose the top of Tank-1. However, at this time, the owner of Tank-2 and Tank-3 decided to participate and have these tanks decommissioned as well by Eco Tec and MRP. This decision significantly changed the scope of the project; EcoTec and MRP decided that a larger backhoe would be needed and planned to postpone decommissioning until the next day (3/10/06). During the remainder of 3/9/06, MRP stripped additional soil to prepare the site the next day's work. START demobilized from the site at 1400 hours.

3/10/06 Friday

STM Whitchurch arrived on site at the condominiums at 0900 hours; EcoTec and MRP were already on site preparing to continue excavation. At 0945, EcoTec discovers that Tank-3 was apparently not properly decommissioned – concrete was only placed around the top of the fill pipe so that the tank appeared to be decommissioned.

At 1150 hours, Tank-1 was pulled and placed on the driveway for inspection. No visible holes were found. The tank was lightly coated with a black oily substance resembling grease or highly weathered product. Soil in contact with the lower half of the tank was lightly stained dark gray to black, but no red heating oil staining or free product was observed. Tank-1 is then wrapped in plastic and stored at the end of the driveway. Tank-2 and Tank-3 removal has been postponed until Monday, 3/13/06.

Following the removal of Tank-1, MRP began excavating the area below the retaining wall and between the driveway curve. In order to avoid damage to a rare, valuable tree in this area, MRP used a vac-truck to excavate soil. MRP uncovered the foundation drain – this drain rests on the foundation footing, and appears to run around the perimeter of the building foundation. The drain was found to be broken in places, and partially filled with sediment. The drain is composed of a ceramic or cement. Significant dark-red free product was found in the perimeter drain and in surrounding soil. MRP continuously removed free product and commingled water with the vac-truck as the liquid drained from the soil and drain.

Additionally, MRP excavated soil with the backhoe below where Tank-1 had been resting. MRP continued until the excavation was below the level of the building foundation and the foundation wall and foundation footer was exposed. Excavating deeper was determined to be impractical and could put the building structure at risk. Water and commingled free product were observed trickling from around the foundation, drain, and gravel bedding into the excavation.

Beginning at 1530 hours, EcoTec collected close-out soil samples from the floor and walls of the excavation. START collected splits of three of the samples to be held until further notice. START departed from the site at 1650 hours.

3/13/06 Monday

STM Whitchurch arrived on site at 1015 hours. At 1020, EcoTec collects a sample of surface soil from around the fill pipe of Tank-2. START collects a split of this sample for hold. MRP then proceeds with excavation of Tank-2.

During excavation of Tank-2, MRP disturbed a void between the bottom of Tank-2 and the soil. Red free product filling the void leaked out into the excavation of where Tank-1 was and had to be vacuumed up to prevent migration. Excavation of Tank-2 was then completed, Tank-2 was cut open, and the remaining fuel and fluids in the tank were vacuumed out. Tank-2 was then removed at approximately 1140 hours. Several holes up to ½-inch across were found on the bottom and sides of Tank-2. Corrosion and pitting was also found on Tank-2. Tank-2 was then wrapped in plastic and stored at the end of the driveway with Tank-1. Heavy free product staining was observed under Tank-2 and samples were taken from soil under Tank-2 by EcoTec. START collected splits of these samples as well.

MRP then proceeded to excavate Tank-3. At approximately 1250 hours, the top of Tank-3 had been exposed revealing that the top of the tank had apparently failed, and soil had collapsed into the tank. The in-filled soil was vacuumed out by MRP, and Tank-3 was removed and inspected. Some holes were found on the ends of the tanks in addition to the caved in top panels, however, no holes were found on the bottom of Tank-3. Some gravel bedding under Tank-3 had a product odor and some staining which appeared to be weathered oil. EcoTec collected soil samples of soil under Tank-3 and START collected splits of these samples.

After removing Tank-3, MRP excavated the soil below where Tank-2 and Tank-3 had been resting. MRP exposed additional foundation footing and perimeter drain and additional free product commingled with water was observed discharging from these areas.

Following final excavation by MRP, Oregon DEQ's contractor, NRC Corporation, planned to repair the exposed perimeter drain, flush accessible portions of the perimeter drain, remove as much free product as possible, and then backfill the excavation with appropriate clean fill.

Planned Removal Actions

As of 3/13/06, NRC Corporation plans to continue monitoring the outfall and maintain sorbent and boom at that location as needed for Oregon DEQ.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Intramural Costs				
Total Site Costs	\$0.00	\$0.00	\$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.

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