

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

Date: Tuesday, June 12, 2007

From: Kathy Parker

Subject: Continuation of Cleanup
Pettit Oil Hwy8 MP10 Tanker Truck Rollover
Highway 8, milepost 10, McCleary, WA
Latitude: 47.0534750
Longitude: -123.2094210

POLREP No.: 2 **Site #:**
Reporting Period: 6/11/2007 **D.O. #:**
Start Date: 6/9/2007 **Response Authority:** OPA
Mob Date: 6/9/2007 **Response Type:** Emergency
Demob Date: **NPL Status:**
Completion Date: **Incident Category:** Removal Action
CERCLIS ID #: **Contract #**
RCRIS ID #: **Reimbursable Account #** 2007HR10N0XBW302D91CZ0BW
FPN# E07006

Site Description

The Pettit Oil spill site is located at Highway 8, mile post 10, near the city of McCleary, Washington. According to SOSOC Unger, on 6/9/2007 at approximately 0550 hours, a Pettit Oil truck lost control and struck a rock outcrop on the north side of the highway, and then crashed into the median of Highway 8. The vehicle contained 7000 gallons of gasoline cargo, 3300 gallons of diesel cargo, and 150 gallons of diesel in the vehicle's saddle tanks. The wrecked vehicle and spilled cargo ignited, and Grays Harbor Fire and Rescue responded. The National Response Center was notified about the spill, and US EPA FOSC Kathy Parker was dispatched to assess the response.

Current Activities

On Monday 6/11/2007, at 0950 hours, USEPA FOSC Parker and START arrived on scene to assess cleanup efforts. EPA and START met with WDOE SOSOC Andrea Unger and the Responsible Party's (RP; Pettit Oil) cleanup consultants, Aspect Consulting, to discuss the response, assessment, and monitoring workplan. No workplan was available to review.

START contacted Washington State Historic Preservation Office to confirm that cultural resource officers had been notified, and OSC Parker notified the Chehalis tribe of the incident. EPA and START also met with the closest neighbor, Mr. Davidson, at 1612 State Route 8, McCleary, Washington to discuss well sample results with him, and to get further information on the construction details of his well. Mr. Davidson also provided some insight into surface water features in the area, as well as the existence of a well at the nearby ORV Park.

At approximately 1425 hours, START observed that the culvert sump on the north side of State Road 8 contained heavy sheen, and that cleanup contractors were pumping the sump water and sheen to a second culvert in the westbound direction. When START pointed it out to them, the contractors confirmed the sheen was fuel and decided to shut the pump off. The purpose of diverting the water was to reduce storm water runoff to the highway median excavation, and instead, route excess storm water to the second culvert which discharges further downstream into Mox Chehalis Creek.

SOSOC Unger held a UC ICS meeting at 1450 hours to review progress, and define site personnel roles. Cleanup levels were also discussed: soil will be cleaned up to MTCA Residential Level A for Benzene, Gasoline, and Diesel in the median. Preservation of peat in the wetland was determined by the SOSOC to be a high priority objective, rather than removal of all soil to MTCA levels.

And additional START was mobilized from Seattle to provide documentation assistance, as well as provide a printer, contingency sampling supplies, and an FID.

START compiled documentation and photographs, and made arrangements for mobilization of the Mobile

Command Post (MCP) tomorrow to provide a climate controlled office environment.

Planned Removal Actions

Removal of the remaining petroleum contamination in the median and wetland.

Next Steps

Assess written cleanup, assessment, and monitoring plans.

Compile ICS documentation.

Determine if Davidson drinking water well is above the water level in the impacted creek.

Key Issues

Long term sampling and monitoring plan, assess impact of contamination on drinking.

Fuel spilled in the State Road 8 highway median drained through a storm water culvert into Mox Chehalis Creek, according to the USGS Kamilche Valley (WA) Quadrangle (source: TopoZone.com). Mox Chehalis Creek drains to Sand Creek, which drains to the Chehalis River. The Chehalis River drains to Grays Harbor near Aberdeen, Washington. The Chehalis River is a navigable water of the United States, and Mox Chehalis Creek is a 2nd order tributary to the Chehalis River.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
RST/START	\$11,000.00	\$0.00	\$11,000.00	100.00%
Intramural Costs				
Total Site Costs	\$11,000.00	\$0.00	\$11,000.00	100.00%

* 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/Pettit_Oil_Hwy8_MP10_Tanker_Truck_Rollover

POLREP #2 Last Updated 6/13/2007