Puget Sound Truck Lines Longview

SHARP Report — Part 1 of 2

Go to site contamination history

• SHARP first SHARP	v2024.04.29	Ecology Info	
• SHARP rating	Low	ERTS	635466
• SHARP date	06/11/2025	CSID	12165
• EJFlagged?	⃠ - No Override	FSID	74481279
• LD confidence level	low	VCP	SW1671
• Cleanup milestone	cleanup completion/NFA	UST ID	7824
• SHARPster	Joe Kasperski, LG	LUST ID	none

This section is blank if this is the first SHARP

SHARP Media	Scores	Confidence	Additional Factors	
Indoor air	D4	high	multiple chemical types	⃠
Groundwater	C4	high	risk to off-site people	⃠
Surface water	D4	high	climate change impacts	⃠
Sediment	D4	high	plant/animal tissue data	⃠
Soil	D4	high		

Location and land use info

146 Industrial Way, Longview, Cowlitz County, 98632

Primary parcel	10137
Land use	industrial
Responsible unit	SWRO

Sources reviewed

Ecology, NFA Likely Opinion Letter, June 6, 2019.

Floyd/Snider, 2018 Groundwater Monitoring Results, December 17, 2018.

Ecology, Further Action Opion Letter, January 27, 2017.

Floyd/ Snider, 2016 Groundwater Monitoring Results and Summary of Soil Compliance, November 30, 2016.

Ecology, Initial Investigation Field Report, January 17, 2013.

Primary census tract	Associated census tracts
53015000300	none

Local demographics comments

no comments

Source/source area description

Diesel contamination in soil and groundwater from a aboveground storage tank and a waste oil underground storage tank.

Soil comments

no comments

Groundwater comments

no comments

Surface water comments

no comments

Sediment comments

no comments

Indoor air comments

no comments

Additional factors comments

no comments

Site history

Go to top

In 2011, Aaphase II environmental site assessment was completed at the Property reported MTCA Method A cleanup level (MTCA-A CUL) exceedances in soil and groundwater collected from three soil borings advanced near the former locations of an aboveground storage tank and waste oil underground storage tank. Contamination was observed visually and smell approximately between 2 and 12 feet below ground surface (bgs).

In January and February 2012, 13 test pits were completed at the site to evaluate soil conditional at the groundwater interface which was approximately 7 to 9 feet bgs. TPH-DRO or TPH-ORO was detected above MTCA-A CULs in all but three test pit locations. Test pit water was also analyzed and determined bear MTCA-A CUL exceedances for TPH-DRO and TPH-ORO. Following test pitting, a interim action consisting of soil excavation was completed. A rectangular prism of soil measuring 65 feet long by 65 feet wide by 10 feet deep was removed and disposed of off-site. Confirmation samples collected from the excavation sidewalls and bottom demonstrated MTCA-A CUL was achieved in soil after excavation. In June and July 2012, four soil borings were advanced within the excavation prism to facilitate groundwater sampling. Groundwater collected from the two boring advanced in July 2012 bore concentrations of TPH-DRO that exceeded the MTCA-A CUL.

In December 2012, two additional groundwater samples were also collected within the excavation prism also bearing concentrations of TPH-DRO above the MTCA-A CUL. Based on the groundwater sampling completed after the excavation was complete, the MTCA-A CUL exceedances of TPH-DRO was attributed to the above ground storage tank.

In 2014, four permanent groundwater monitoring wells were constructed at the Site near the former AST. Soil samples indicated concentrations of TPH-DRO were below the MTCA-A CUL. Groundwater samples collected from the Site between March 2014 and September 2018 have regularly detected TPH-DRO, occasionally in excess of the MTCA-A CUL. Monitoring data has not been submitted t o Ecology since 2018.

Overflow - Site contamination and cleanup history

Additional Parcels: 10132, 10134, 10136

Puget Sound Truck Lines Longview

SHARP Report — Part 2 of 2

12165 Puget Sound Truck Lines Longview 20250611

First SHARP

SHARP rating — Low

Conceptual site model

06/11/2025

SHARP