

1920 Port of Tacoma Rd



SHARP Report — Part 1 of 2

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• SHARP first SHARP		v2024.04.29	Ecology Info	
• SHARP rating	Low		ERTS	none
• SHARP date	10/21/2025		CSID	3801
• EJFlagged?	✓ – No Override		FSID	30005
• LD confidence level	high		VCP	none
• Cleanup milestone	remedial investigation		UST ID	none
• SHARPster	Tia Misuraca		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 <input type="checkbox"/>
Groundwater	C3	high	risk to off-site people <input type="checkbox"/>
Surface water	D4	medium	climate change impacts <input checked="" type="checkbox"/>
Sediment	D4	high	plant/animal tissue data <input type="checkbox"/>
Soil	C3	high	

Location and land use info	
1920 Port of Tacoma Rd, Tacoma, Pierce County, 98421	
Primary parcel	6965000130
Land use	industrial
Responsible unit	SWRO

Sources reviewed
Interim Action and Monitoring Plan from Feb 2015 by DOF



Primary census tract	Associated census tracts
53053060200	

Local demographics comments
<p>A zero was applied to all EJscreen parameters because the EJscreen website was not available at the time of rating.</p>

Source/source area description
<p>Petroleum Hydrocarbons under Port of Tacoma Rd</p>

Soil comments
<p>no comments</p>

Groundwater comments
<p>no comments</p>



Surface water comments
no comments

Sediment comments
no comments

Indoor air comments
no comments

Additional factors comments
no comments

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Releases of petroleum hydrocarbons were first discovered beneath the Port of Tacoma Road in 1995 during a road excavation by the Tacoma utilities department. The City reported “very contaminated soil” was encountered approximately 30 feet south of the former USOR pipeline easement in the northbound driving land of the Port of Tacoma Road. USOR worked with the City to assess the possible extent of the release by sampling near-by monitoring wells, completing soil sampling and reviewing pipeline hydro-test records. A review of analytical chromatograms indicated that the predominant hydrocarbon present beneath the roadway was likely gasoline or weathered gasoline.

In January 1997, eleven push-probes and six test pits (P-1 to P-111 and TP-1 to TP-6 – Figure 3) were sampled by DOF for USOR along the sides of the roadway where petroleum constituents were detected in the vicinity of the former pipeline crossing. The 1997 soil analytical data are summarized in Table 1 (adapted from Table 3 in DOF 1997a). The testing was completed as part of a City waterline repair project (DOF 1997a, 1997b, 1998a). In June 1997 CeCon (for the City) dug a series of bell holes to repair the waterline. Contaminated soil was reported to be present in two excavations in the vicinity of the pipeline easement (adjacent to push-probe P3).

Contaminated soil was not observed in two additional excavations located to the southeast of the former pipeline alignment in the roadway (Figure 3). A small cleanup of soil containing dieselrange hydrocarbons was also completed in March 1998 in the area shown on Figure 3 (DOF 1998b).

In June 1998, USOR completed a re-location of the refinery-to-dock pipelines that were re-routed to accommodate a Port of Tacoma terminal development project. The lines beneath the roadway to the USOR marine terminal entrance were flushed, filled with grout and abandoned in-place.

Any contaminated soil encountered during the relocation was removed from the excavations. The location of the former and existing pipeline alignments, pipeline diameters, products handled and pipeline bottom elevations are shown on Figures 2a, 2b and 2c.

In 2007, a new 24-inch pipeline was installed from the refinery to the USOR marine terminal. In addition, two existing 8-inch (gasoline) and one existing 10-inch (jet/diesel) pipelines from the refinery were abandoned in-place and replaced with two new 8-inch (gasoline) and one new 10-inch (jet/diesel) pipelines. This project also included the removal of an 8-inch fuel oil line between the refinery and USOR marine terminal. During the 2007 work, DOF observed the pipeline excavations. No evidence of petroleum hydrocarbons were detected in the excavation along the Port of Tacoma Road. The field observations were confirmed by analysis of soil samples (RDS-20, -22 to -25 shown on Figure 3) collected from the excavation. The 2007 soil analytical data proximal to the project area are summarized in Table 2. On December 17, 2010 Dave Cooper with DOF visited the site after flashes had been detected

during asphalt grinding by the City. The top 6-inches of asphalt had been removed. The subgrade consisted of crushed rock and soft asphalt that had a very strong gasoline odor. A sample was collected of the subgrade materials and submitted to Analytical Resources Inc. (ARI) for analysis of petroleum hydrocarbons using methods NWTPH-HCID and TPHG/BTEX.

Overflow - Site contamination and cleanup history

After the flashes were observed, the City ceased the grinding operation and placed a concrete patch in the area where the asphalt grinding occurred. The location of the concrete patch (recently removed as part of a temporary pavement improvement project) is shown on Figures 2a and 3. To further assess the possible source of petroleum hydrocarbons beneath the roadway, shallow aquifer monitoring well MW-5S2 was sampled. The results were compared to the results available for this well since 1993 that indicated no significant recent changes to groundwater concentrations had occurred. In November 2011 at the request of Ecology, DOF (2011) prepared a "Site Investigation Work

Plan" (Work Plan) for USOR to assess the presence of gasoline range hydrocarbons beneath a portion of the Port of Tacoma Road located generally between Lincoln and Maxwell Avenues (1920 Port of Tacoma Road). Ecology and USOR negotiated Agreed Order No. DE8914 to prepare a draft RI/FS that reports the findings of the investigation and presents options for remediation of the release, including cleanup of contaminated soils and groundwater. The Work Plan was approved and included as Exhibit C of the Agreed Order.

The results of the site investigation field sampling (primarily push-probes P1 to P14) completed in May 2012 were documented in a "Site Characterization Report" prepared by DOF (2013a). The report presents the results of soil testing completed through the end of 2012 and identified a preliminary remedial area. A focused Feasibility Study (FS) was prepared based on the preliminary remedial area (DOF 2013b). The FS identified and evaluated a number of remedial alternatives. The proposed remedy was excavation of contaminated soil with off-site disposal. While the Site Characterization Report provided sufficient information for completion of a focused FS, additional design-level data was required to complete the remedial plan. Recommendations for additional testing and soil cleanup (DOF 2014) were submitted to Ecology in January 2014 and field sampling was completed in July and October 2014 (push-probes P15 to P23, installation of monitoring wells MW-R1 and MW-R2, assessment of groundwater flow directions and groundwater sampling and analysis). The results of this testing are documented in this Interim Action Plan.

Throughout the site evaluation and remedy selection process it was recognized that remediation of the contaminated soil would need to be coordinated with the planned repaving of the heavily used Port of Tacoma roadway. The roadway provides access to a number of large container terminals that front on the Blair and Sitcum Waterways and traffic control is a major consideration that needs to be addressed as part of the remediation and repaving projects as well as maintaining access to the Washington United Terminal (WUT) during operating hours.

In November 2014, the City acquired the balance of their funding to complete the re-paving project. A meeting was held on December 11, 2014 to continue coordination of the project and begin to integrate the two designs. Representatives of the City, Ecology and USOR attended the meeting. The City is planning on putting the project out to bid in the first quarter of 2015.

Tentative project planning has the soil remediation scheduled for July/August 2015.

1920 Port of Tacoma Rd

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First SHARP

SHARP rating — Low

SHARP Report — Part 2 of 2

Conceptual site model

10/21/2025



Assessment scores by environmental medium

