ERTS # 607403

Initial Report

External Reference # NRC# 879189

Caller Information

	First	Last
Name	DEBRA	BLAKE
Busines Name	AT&T	
Street Address		
Other Address		
City	State WA	Zip
E-mail		Confidential_FL ☐

Phone	Ext	Type
(206) 310-3196		Mobile

Where did it happen

Berth	Anchorage		
Location Name			
Street Address	20103 N CREEK PKWY		
Other Address			
City/Place	BOTHELL KING	State WA	Zip
County - Region	KING	NWRO	FS ID
WIRA #			
Waterway		Type	STORM DRAIN
Latitude		Longitude	
Topo Quad 1:24:000	BOTHELL		

Direction/Landmark (mile post, cross roads, township/range)

What happened

Spills Program Oil Spill? Y

Incident Date	7/31/2008	Received Date	8/1/2008 9:07
Medium	Fresh water		
Material	Diesel Oil		

Sheen Only	Quantity	To Water
☐	15000	15000

Source

Type Unknown Primary ☐

Cause

Incident Type	Oil Spill (without precursor incident)
Activity	Unknown
Impact	WATER POLLUTION
Vessel Name	
Hull Number	

Primary Potentially Responsible Party Information

	First	Last
Name		
Business Name	AT&T	
Street Address		
Other Address		
City	State WA	Zip
Phone	Ext	Type
E-mail		

Additional Contact Information

Name	Phone	Ext	Type

More Information

DIESEL SPILL IN BOTHELL

15,000 GALLONS TO A STORM DRAIN, THAT MAY LEAD TO A CULVERT. HOPING TO GET TO THE CULVERT AND PUMP IT OUT BEFORE IT GOES ANYWHERE ELSE.

DISCOVERED THIS MORNING, BUT MAY HAVE HAPPENED YESTERDAY.

ALL THEY KNOW NOW IT IS FROM A FAILED ALARM.

NATIONAL RESPONSE CENTER 1-800-424-8802
GOVERNMENT USE ONLYGOVERNMENT USE ONLY***
Information released to a third party shall comply with any applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 879189

INCIDENT DESCRIPTION

*Report taken by: CIV LOTTIE JOHNSON at 12:00 on 01-AUG-08
Incident Type: STORAGE TANK
Incident Cause: EQUIPMENT FAILURE
Affected Area: STORM DRAIN

*** The Initial report contains only information provided to Ecology from the complainant.

ERTS # 607403

Incident was discovered on 01-AUG-08 at 08:30 local incident time.
Affected Medium: WATER / STORM DRAIN

REPORTING PARTY
Name: DEBORAH BLAKE
Organization: AT&T
Address: 20103 NORTH CREEK PKWY
BOTHELL, WA 98011
AT&T reported for the responsible party.
PRIMARY Phone: (206)3103196
Type of Organization: PRIVATE ENTERPRISE

SUSPECTED RESPONSIBLE PARTY
Name: DEBORAH BLAKE
Organization: AT&T
Address: 20103 NORTH CREEK PKWY
BOTHELL, WA 98011
PRIMARY Phone: (206)3103196

INCIDENT LOCATION
20103 NORTH CREEK PKWY County: KING
City: BOTHELL State: WA Zip: 98011

RELEASED MATERIAL(S)
CHRIS Code: ODS Official Material Name: OIL: DIESEL
Also Known As:
Qty Released: 15000 GALLON(S) Qty in Water: 15000 GALLON(S)

DESCRIPTION OF INCIDENT
CALLER IS REPORTING A DISCHARGE OF 15,000 GALLONS OF DIESEL FUEL FROM THREE FUEL TANKS DUE TO A FAILED ALARM.

SENSITIVE INFORMATION

INCIDENT DETAILS
Description of Tank: DIESEL FUEL TANKS
Tank Above/Below Ground: ABOVE
Transportable Container: YES
Tank Regulated: YES
Tank Regulated By: DOE
Tank ID:
Capacity of Tank: 0 UNKNOWN AMOUNT
Actual Amount: 0 UNKNOWN AMOUNT
---WATER INFORMATION---
Body of Water: STORM DRAIN
Tributary of: HOLDING DRAINAGE DITCH
Nearest River Mile Marker:
Water Supply Contaminated: NO

IMPACT
Fire Involved: NO Fire Extinguished: UNKNOWN

INJURIES: NO Hospitalized: Empl/Crew: Passenger:
FATALITIES: NO Empl/Crew: Passenger: Occupant:
EVACUATIONS:NO Who Evacuated: Radius/Area:

Damages: NO

Closure Type	Description of Closure	Hours Closed	Direction of Closure
Air:	N		
Road:	N		Major Artery:N
Waterway:	N		
Track:			

ERTS # 607403

Environmental Impact: NO
Media Interest: NONE Community Impact due to Material:

REMEDIAL ACTIONS

HAZMAT TEAM IS EN ROUTE
Release Secured: YES
Release Rate:
Estimated Release Duration:

WEATHER

Weather: PARTLY CLOUDY, ºF

ADDITIONAL AGENCIES NOTIFIED

Federal: NONE
State/Local: NONE
State/Local On Scene: NONE
State Agency Number:

NOTIFICATIONS BY NRC

USCG HSOC AT DHS (USCG HSOC DESK)
  01-AUG-08 12:10 (202)2828114
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)
  01-AUG-08 12:10 (202)3661863
EPA CRIMINAL INVESTIGATION DIV R10 (SPECIAL AGENT IN CHARGE)
  01-AUG-08 12:10 (206)5538306
U.S. EPA X SEATTLE (MAIN OFFICE)
    (206)5531263
FEMA REGION 10 (MAIN OFFICE)
  01-AUG-08 12:10 (425)4874704
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
  01-AUG-08 12:10 (202)2829201
NOAA RPTS FOR WA (MAIN OFFICE)
  01-AUG-08 12:10 (206)5264911
USCG PACIFIC AREA (COMMAND CENTER)
  01-AUG-08 12:10 (510)4373701
PACIFIC STRIKE TEAM (MAIN OFFICE)
    (415)8833311
WA STATE EMERGENCY MANAGEMENT (MAIN OFFICE)
  01-AUG-08 12:10 (800)2585990
STATE OF WA DEPT OF HEALTH (WA DOH)
  01-AUG-08 12:10 (360)2363327

ADDITIONAL INFORMATION

CALLER WILL NOTIFY WA DOE, EMERGENCY MANAGEMENT DIVISION.

*** END INCIDENT REPORT #879189 ***
Report any problems by calling 1-800-424-8802
PLEASE VISIT OUR WEB SITE AT http://www.nrc.uscg.mil

Entry Person SACAYANAN, TAMARA Entry Date 8/1/2008

*** The Initial report contains only information provided to Ecology from the complainant.

ERTS # **607403**

Referral

Referral # 114740

Referral Method
- ○ E-mail ERTS number
- ◉ E-mail attachment
- ○ Print
- ○ Telephone

Person Referred to: CLINE, SHANNON — Primary ☐
Phone: (425) 649-7250 Fax: (425) 649-7098
E-mail: SHDI461@ECY.WA.GOV
Program/Organization: SPILLS, PREVENTION, PREPAREDNESS AND RESPONSE
Address: 3190 160TH AVE SE
City: BELLEVUE WA 98008-
Region/Location: NWRO
Referral Date: 8/1/2008

Referral # 114767

Referral Method
- ○ E-mail ERTS number
- ◉ E-mail attachment
- ○ Print
- ○ Telephone

Person Referred to: WIETFELD, JOHN — Primary ☐
Phone: (425) 649-7282 Fax: (425) 649-7098
E-mail: JWIE461@ECY.WA.GOV
Program/Organization: TOXICS CLEANUP
Address: 3190 160TH AVE SE
City: BELLEVUE WA 98008-
Region/Location: NWRO
Referral Date: 10/27/2008

Referral # 117207

Referral Method
- ○ E-mail ERTS number
- ◉ E-mail attachment
- ○ Print
- ○ Telephone

Person Referred to: MUSA TCP, DONNA — Primary ☐
Phone: (425) 649-7136 Fax: (425) 649-7098
E-mail: DMUS461@ECY.WA.GOV
Program/Organization: TOXICS CLEANUP
Address: 3190 160th AVE SE
City: Bellevue WA 98008-5452
Region/Location: NWRO
Referral Date: 10/27/2008

ERTS # 607403

Followup

Followup #1

Inspector Information

Referral # 114767
Lead Inspector Medicus, Kimberly
Program/Organization TOXICS CLEANUP
* Region/Location NWRO
# of Ecology Staff 1 Overtime

Action

Action	Start Date	End Date
FIELD RESPONSE - INVESTIGATION	8/1/2008	8/1/2008
TCP - SIS	8/5/2008	8/5/2008
TELEPHONE	8/1/2008	8/1/2008

Where did it happen

Berth Anchorage
Location Name
Street Address 20103 N CREEK PKWY
Other Address
City/Place BOTHELL KING State WA Zip
County KING Region NWRO FS ID
Waterway Type STORM DRAIN PI
WRIA #

What happened

Spills Program Oil Spill? N
Incident Date 7/31/2008
Latitude Longitude
Topo Quad 1:24,000 BOTHELL
Direction/Landmark (mile post, cross roads, township/range)

Medium
SURFACE WATER-FRESH

Material
PETROLEUM - DIESEL FUEL

Quantity	Unit	Est
15000	GALLON	■

Source Regulated?
ABOVEGROUND STORAGE TANK

Cause
EQUIPMENT FAILURE
OVERFLOW

Activity
UNKNOWN

Impact
WATER POLLUTION

Vessel

Potentially Responsible Party Information

Check if the primary PRP provided notice to Ecology
Primary ☑ First Last
Name
Business Name AT&T
Street Address
Other Address
City State WA Zip
Phone Ext Type
E-mail

Narrative

8/1/2008 KM - Kimberly Medicus and Arthur Buchan responded to a release of diesel fuel at 20103 North Creek Parkway in Bothell. The release was determined to have began just shortly after midnight and was discovered by a paint crew when they arrived to work around 6am. Approximately 15,000 gallons were lost into a storm drain and also into the ground.
Medicus and Buchan took steps to determine whether the integrity of a 40,000 gallon UST diesel tank (Tank 3) had been compromised and contributed to the release. All 4 submersible turbine sumps were opened and inspected. Each sump contained liquid which was sampled using water finding paste. The following was determined:

Sump #1: 0` of product
Sump #2: 1` of product
Sump #3` 0` of product
Sump #4 (transition sump): 4.5` of product.

Sump #4 was measured periodically over 90 minutes. The fuel level within the sump remained static.

The fill port was opened and a measurement of the fuel level was taken. Water finding paste was applied to the measuring stick to determine if any water was present at the bottom of the tank.

Tank #3: 61` of product, 0` of water

The Automatic Tank Gauge (ATG) was inspected. Inventory reports and sensor reports were printed.
ATG Readings for Tank 3:
Volume: 20,447 gallons
Ullage: 19,406 gallons.

ERTS # 607403

61` of product in Tank 3 correlated with the 20,447 gallons of product remaining.
The ATG indicated that 3 Sumps were in alarm and that the annular sensor was normal. The alarms were consistent with what was observed on site.

Inventory reports were printed from the ATG periodically over 90 minutes. The fuel level remained static.

Tank 3 is attached to a series of emergency power generators. The attached piping is suction. The system is a safe suction system and has not needed a method of release detection.

Tank 3 is connected to 3 aboveground day tanks. The release occurred aboveground at one of the day tanks.

It was determined on site that the cause of the release was the failure of a sensor that relayed the product level to the controller. The failed sensor caused the system to begin to pump fuel into the tank (at a rate of approximately 55 gallons per minute) which resulted in an overfill. The diesel fuel left the aboveground tank through an emergency vent.

The fuel was then spilled onto an asphalt slab where it entered the storm water drain. It also left the day tank containment area through a large depression in the concrete and entered a transition sump where 4.5` of product was discovered. Staining was observed on the concrete curb around the transition sump and the asphalt had also been degraded.

The facility was issued a Notice of Noncompliance and will be required to comply with the following:

WAC 173-370 Release Investigation and Confirmation Steps
(1) System Test: Tightness test tank and attached piping to ensure the integrity of the underground storage tank system, to include certifying the Automatic Tank Gauge (currently in alarm). Due to the department within one week after the discovery of the release (8/8/2008)
(2)(b) Site Characterization: Complete site characterization due to the department 90 days after the discovery of the release (11/1/2008)
(3) Site Assessment Checklist signed by a ICC certified site assessor. Due to the department with the site characterization.

WAC 173-375 Cleanup and Reporting of Spills and Overfills
(3)(b) A spill or overfill of petroleum that results in a release to the environment that exceeds 25 gallons. The facility has taken appropriate action. The overfill was reported in a timely manner.

WAC 173-399 Corrective Action Requirements
Upon confirmation, owners and operators shall immediately undertake appropriate measures in accordance with WAC 173-360, WAC 173-340 and any other measures as directed by the department.

9/10/2008 KM - Spoke with Carlton Kirkus. PSC (contractor) has removed soil and asphalt from around the generator day tank, the impacted water line, strom drain, and electrical lines. They believe that approximately 13,000 gallons of diesel fuel has been recovered. Mr. Kirkus was not sure whether or nor they were going to remove the pea gravel and asphalt over top tank #3.
The facility is in the process of scheduling a system test on tanks #1 and #2. They will have tank #3 recertified when all of the work is completed.

Vessel Emergency ☐

Entry Person: MUSA TCP, DONNA Entry Date 8/1/2008

Followup #2

Inspector Information

Referral # 114740
☐ Lead Inspector CLINE, SHANNON
Program/Organization SPILLS, PREVENTION, PREPAREDNESS AND RESPONSE
* Region/Location NWRO
# of Ecology Staff 2 Overtime ☑

Action

Action	Start Date	End Date
FIELD RESPONSE - TECHNICAL ASSISTA	8/1/2008	

Where did it happen

Berth Anchorage
Location Name AT&T
Street Address 20307 N CREEK PKWY
Other Address
City/Place BOTHELL KING State WA Zip
County KING Region NWRO FS ID
Waterway Type STORM DRAIN PI
WRIA #

ERTS # 607403

What happened

Spills Program Oil Spill? Y

Incident Date 7/31/2008

Medium
Fresh water

Material
Diesel Oil

Sheen Only ☐

Quantity	To Water	To Imperm	Recover	NRDA	Est
15000	11000	1000	14000		☐

Source Regulated? ☐

Type Other Primary ☐

Cause
Other - Equipment Failure

Type Equipment Failure Primary ☑

Incident Type
Oil Spill (without precursor incident)

Activity
Other

Impact
WATER POLLUTION

Vessel

Latitude 47.773488 Longitude 122.187296

Topo Quad 1:24,000 BOTHELL

Direction/Landmark (mile post, cross roads, township/range)

Potentially Responsible Party Information

Check if the primary PRP provided notice to Ecology ☐

Primary ☑ First Last Name

Business Name AT&T

Street Address 20307 NORTHCREEK PKWY

Other Address

City BOTHELL KIN State WA Zip

Phone (206) 310-3196 Ext Type Mobile

E-mail DB2283@att.com

Narrative

9:10 am Received report of 15,000 gallon spill from AT&T. Full time responder David Cline and I mobilized to Bothell while Chris Wilkerson continued to make phone calls.

9:40 am Received a phone call from Diana Cochran, the Hazardous Materials Specialist from City of Bothell Fire Hazard Prevention. She stated that we had an incorrect amount and that she had guys on scene who stated it was a 15 gallon spill.

9:42 Call supervisor John Whitaker to inform him of the amount update

9:53 am Received a call from again from Diana stating there was miscommunication and that AT&T engineers had just confirmed 15,000 is missing from their tank. City of Bothell is on site and chasing through the storm drain system.

9:58 am Called John Whitaker back to let him know it was 15,000

10:00 am Pulling onto N. Creek Pkwy met up with City of Bothell Andy Loch who works with their stormwater and spill cleanup. He gave us a map and informed us that it had already reached the area where the storm drain crosses the road and continues along. They were going to see if they could get ahead of it and hoped that it had not reached the retention pond. The retention pond leads to Par Creek which dumps into the Snohomish River Slough.

10:05 am Arrived on site where Bothell Fire Marshall Denny Wright, Diana Cochran, AT&T engineers Carlton and Mike, AT&T site manager and AT&T representative Debbie Blake (Environment, Health and Safety) were on scene. Engineers had confirmed that a day tank had been overfilled since 12:30am until 6:45am when it was discovered and everything was shut down. 15,000 gallons of diesel were unaccounted for. We knew that some was in the storm drain system and that it was important for it not to reach the retention pond which leads to salmon bearing habitat.

Continued to do investigation about how much the catchment was able to hold. MarVac was on scene with a vacuum truck and was pumping out the two storm drain catchments on site. Received a call from Chris Wilkerson who had discovered from our UST inspectors that AT&T had failed their last inspection on their tanks and might be liable for negligence.

Vessel Emergency ☐

Entry Person: DICKSON, SHANNON Entry Date 8/1/2008

Inspector Information

Where did it happen

Followup #3

ERTS # 607403

Referral # 114740
Lead Inspector WILKERSON, CHRIS
Program/Organization SPILLS, PREVENTION, PREPAREDNESS AND RESPONSE
* Region/Location NWRO
# of Ecology Staff 1 Overtime

Action

Action	Start Date	End Date
TELEPHONE	8/1/2008	8/1/2008

What happened

Spills Program Oil Spill? Y
Incident Date 7/31/2008
Medium
Fresh water
Material
Diesel Oil
Sheen Only

Quantity	To Water	To Imperm	Recover	NRDA	Est
15000	11000	1000	14000		

Source Regulated?
Type Other Primary
Cause
Other - Equipment Failure
Type Equipment Failure Primary
Incident Type
Oil Spill (without precursor incident)
Activity
Other
Impact
WATER POLLUTION
Vessel

Berth Anchorage
Location Name AT&T
Street Address 20307 N CREEK PKWY
Other Address
City/Place BOTHELL KING State WA Zip
County KING Region NWRO FS ID
Waterway Type STORM DRAIN PI
WRIA #
Latitude 47.773488 Longitude 122.187296
Topo Quad 1:24,000 BOTHELL
Direction/Landmark (mile post, cross roads, township/range)

Potentially Responsible Party Information

Check if the primary PRP provided notice to Ecology
Primary First Last Name
Business Name AT&T
Street Address 20307 NORTHCREEK PKWY
Other Address
City BOTHELL KIN State WA Zip
Phone (206) 310-3196 Ext Type Mobile
E-mail DB2283@att.com

Narrative

8/1/2008 Received notification of 15,000 gallon diseil spill from ATT at North Creek Parkway.

9:21 Left voicemail with Debra Blake, reporting party for ATT.
9:23 Cline and Dickson dispatched to the scene.
9:26 Notified City of Bothell. I spoke with a Diane of their Water Quality office. She said she would have an investigator go to the site, would inform the local fire, and she also stated that several large underground storage tanks were on the site.
9:33 Notified Ecology PIO Larry Altose.9:36 Notified John Whitefeld of the ECY TCP LUST inspection team
9:40 Called Debre Blake again. Her voice mail directed my to 3E environmental company (866-435-7347). I contacted 3E and was connected to Chris Delphi of ATT Corporate. He confirmed that contractors from Phillips Services had been hired by ATT for a cleanup. He also directed me to contact Mike Richie for up to date on scene info (425-288-6119). Chris also stated that the spill orginated at an overfilled daytank.
9:48 I contacted Mike Richie who had no info and directed me to Debra Blake.
9:59 Meeting with Altose, Walker, Whitaker, Wilkerson. We received an update from Kim Medicus of TCP that she had recently inspected the UST and found several violations (see her narrative for specifics).
10:20 Dickson is on scene. I updated her regarding the UST issues and potential for a negligence investigation.

Vessel Emergency
Entry Person: WILKERSON, CHRIS Entry Date 8/4/2008

Inspector Information

Where did it happen

Followup #4

*** The Initial report contains only information provided to Ecology from the complainant.

ERTS # 607403

Referral # 114740
Lead Inspector Martin, Brad
Program/Organization SPILLS, PREVENTION, PREPAREDNESS AND RESPONSE
* Region/Location HQ
# of Ecology Staff 1 Overtime ☑

Action

Action	Start Date	End Date
FIELD RESPONSE - TECHNICAL ASSISTA	8/1/2008	8/1/2008

Berth Anchorage
Location Name AT&T
Street Address 20307 N CREEK PKWY
Other Address
City/Place BOTHELL KING State WA Zip
County KING Region NWRO FS ID
Waterway Type STORM DRAIN PI
WRIA #
Latitude 47.773488 Longitude 122.187296
Topo Quad 1:24,000 BOTHELL
Direction/Landmark (mile post, cross roads, township/range)

What happened

Spills Program Oil Spill? Y
Incident Date 7/31/2008
Medium
Fresh water
Material
Diesel Oil ☐ Sheen Only

Quantity	To Water	To Imperm	Recover	NRDA	Est
15000	11000	1000	14000		☐

Source Regulated? ☐
Type Other Primary ☐
Cause
Other - Equipment Failure
Type Equipment Failure Primary ☑
Incident Type
Oil Spill (without precursor incident)
Activity
Other
Impact
WATER POLLUTION
Vessel

Potentially Responsible Party Information

Check if the primary PRP provided notice to Ecology ☐
Primary ☐ First Last
Name
Business Name AT&T
Street Address 20307 NORTHCREEK PKWY
Other Address
City BOTHELL KIN State WA Zip
Phone (206) 310-3196 Ext Type Mobile
E-mail DB2283@att.com

Narrative

10:15 While visiting Bellevue office for unrelated reasons, TRAP Responder Brad Martin was notified of confirmed 15,000 gallon diesel spill a the AT&T Facility in Bothell.

10:20 Notified WDFW (Brian McDonald) about spill, described volume, product type, and potential to affect natural resources. WDFW began looking up resources of concern in the area.

10:45 WDFW confirmed that the spill had the potential to affect Salmonid habitat in the Samammish River and that they were prepping a vehicle if called to the scene.

11:00 I tried to contact other TRAP members, Response management team for a decision on whether or not a “Go” was necessary. After a brief discussion with John Whitaker, it was determined that TRAPshould respond.

11:30 I arrived on scene and collected basic information (as described in NWRO responder narrative). Upon further consultation with WDFW, it was determined that their presence was needed given the scope of the spill.

1330 WDFW arrives on scene. TRAP team moves to retention pond to observe possible impact zones and determine the need for sample collection.

After assessment, it is determined that samples of the retention pond should be taken to determine background levels. Three samples were collected. An additional sample was collected from the storm drain system near the retention pond. A fifth sample was taken from the ATT vault.

Vessel Emergency ☐
Entry Person: Martin, Brad
Entry Date 8/5/2008

Inspector Information

Where did it happen

Followup #5

*** The Initial report contains only information provided to Ecology from the complainant.

ERTS # 607403

Referral # 114740
Lead Inspector CLINE, DAVID
Program/Organization SPILLS, PREVENTION, PREPAREDNESS AND RESPONSE
* Region/Location NWRO
# of Ecology Staff 2 Overtime

Action

Action	Start Date	End Date
FIELD RESPONSE - INVESTIGATION	8/1/2008	8/2/2008

Berth Anchorage
Location Name AT&T
Street Address 20307 NORTH CREEK PARKWAY
Other Address
City/Place BOTHELL KING State WA Zip
County KING Region NWRO FS ID
Waterway Type STORM DRAIN PI
WRIA #
Latitude 47.774582 Longitude 122.188408
Topo Quad 1:24,000 BOTHELL
Direction/Landmark (mile post, cross roads, township/range)

What happened

Spills Program Oil Spill? Y

Incident Date 8/1/2008

Medium
Fresh water

Material
Diesel Oil Sheen Only

Quantity	To Water	To Imperm	Recover	NRDA	Est
15000	11000	1000	14000	0	

Source Regulated?
Underground Storage Tank
Type Facility Primary

Cause
Other - Equipment Failure
Type Equipment Failure Primary

Incident Type
Oil Spill (without precursor incident)

Activity
Internal Transfer

Impact
WATER POLLUTION

Vessel

Potentially Responsible Party Information

Check if the primary PRP provided notice to Ecology

Primary First Last
Name DEBBIE BLAKE
Business Name AT&T
Street Address 20307 NORTH CREEK PARKWAY
Other Address
City BOTHELL KIN State WA Zip
Phone (206) 310-3196 Ext Type
E-mail db2283@att.com

Narrative

NWRO CLINE AND DICKSON RESPONDED. DICKSON WAS THE SOSC AND CLINE WAS THE EU FOR THE FIRST OPERATIONAL PERIOD. CLINE TOOK OVER AS SOSC AND WAS ONSITE FROM 8/1 UNTIL 8/6.
THE FOLLOWING ARE THE 201 FORMS FOR EACH OF THESE DAYS. A FINAL NARRATIVE WILL EVENTUALLY FOLLOW THESE DOCUMENTS.

HOWEVER HERE IS A BRIEF SYNOPSIS OF THE 201 FORMS: AN UNKNOWN VOLUME OF DIESEL REACHED A STORM WATER SYSTEM AND FLOWED TOWARDS A WETLAND. DUE TO HYDROSTATIC FORCES THE WATER IN THE WETLAND IS KEEPING THE FLOW OF WATER IN THE SYSTEM AT BAY. NO PRODUCT HAS REACHED THE WETLAND. PSC HAS USED VAC TRUCKS AND ABSORBENTS TO REMOVE DIESEL FROM THE STORM SYSTEM. VOLUMES WILL BE GIVEN TO THE UNIFIED COMMAND ON FRIDAY 8/8. THERE IS VERY LITTLE PRODUCT INSIDE OF THE STORM SYSTEM AT THE TIME OF THIS REPORTING. THE STORM SYSTEM IS BEING JET RODDED AND ABSORBENTS CYCLED THROUGH TO TRACK AND REMOVE RESIDUAL DIESEL. UNOFFICIAL VOLUME ESTIMATES OF PRODUCT REMOVED IS: 6-8K OF DIESEL FROM THE STORM SYSTEM.

ONSITE FACILITY WORK TO TRACK DOWN AND RECOVER THE REMAINING DIESEL FROM THE SPILL BEGAN 8/4. GEOPROBING OF THE AREA BEGAN 8/6 AFTER THE STORM WATER SYSTEM WAS DIVERTED AROUND THE AT&T PROPERTY SITE. THIS WAS DONE TO ENSURE ADDITIONAL WATER ISNT INTRODUCED ONSITE. THIS FACILITY IS A DATA CENTER AND HAS UNDERGROUND FIBER OPTIC LINES AND OTHER SENSITIVE UTILITIES. AT&T HAS HIRED THE CONSTRUCTION FIRM THAT INSTALLED THE TANK SYSTEM AND SUBSEQUENT STURCTURES TO HELP IN THIS REMOVAL PROCESS. AT&T HAS HIRED NUMEROUS COMPANIES TO PARTICIPATE IN THIS PROCESS AS EXPEDICIOUSLY AS POSSIBLE.

THE EMERGENCY PHASE OF THIS SITE IS NEARING ITS END ~ 2 MORE DAYS (8/8). CLINE HAS BRIEFED AT&T REPRESENTATIVES IN ECOLOGY`S VOLUNTARY CLEANUP PROGRAM AND HAS PROVIDED THE FORMS AND INSTRUCTIONS TO DO SO. AT&T WANTS TO DO THIS.

AND NOW THE 2O1`S:

AUGUST 1, 2008

MET WITH AT&T, BOTHELL FD, CITY OF BOTHELL, USEPA, AND ECOLOGY UST FOLKS. HAD A GENERAL MEETING: HEALTH AND SAFETY, SITE OVERVIEW, ETC.
MAR VAC ONSITE PUMPING 1ST STORM SYSTEM VAULT ADJACENT TO THE DAY TANK FARM. THE FARM CONTAINS THREE

DAY TANKS THAT ARE FED BY A 40K GALLON UST. THE TANKS CONTAIN DIESEL FUEL THAT IS USED TO POWER A BACK UP GENERATOR IN THE EVENT OF A POWER FAILURE AT THE DATA CENTER.
THE SPILL OCCURRED AT ~0030 HOURS ON 8/1/2008 AND WAS DISCOVERED AT ~0630 HOURS ON THE SAME DAY. THE CAUSE OF THE SPILL IS A MALFUNCTION IN THE TRANSFER SYSTEM BETWEEN THE UST AND DAY TANK #1. ECOLOGY UST INSPECTORS SAID THE CAUSE WAS THE FAILURE OF A HIGH LEVEL ALARM IN THE DAY TANK. THE EXACT FUNCTION OF THE CAUSE IS STILL UNDER INVESTIGATION. ECOLOGY UST INSPECTOR ARTHUR BUCHAN INVESTIGATED THE FUEL SYSTEM AND DISCOVERED THAT 15,000 GALLONS OF DIESEL HAD BEEN AUTOMATICALLY PUMPED FROM THE 40K UST TO THE AST DAY TANK. THIS FLOW OF 55-GALLONS PER MINUTE OCCURRED FOR ~ SIX HOURS.
INITIALLY SHANNON DICKSON WAS THE SOSC AND DAVID CLINE WAS THE DEPUTY SOSC/EU LEADER. AT THE END OF THE OPERATIONAL PERIOD DAVID TOOK OVER SOSC DUTIES. THE FOLLOWING IS DAVIDS NARRATIVE OF THE EVENTS AS HE KNOWS THEM DURING THIS 1ST OPERATIONAL PERIOD.
CURRENT CONTRACTORS ONSITE ARE KLEEN ENVIRONMENT AND MARVAC. BOTH SUBS TO AT&T'S PRIMARY ENVIRONMENTAL CONTRACTOR, 3E ENVIRONMENTAL (866) 435-7347.
CLINE MET WITH ROBERT MAXSON, BUILDING ENGINEER WITH SCHNITZER WEST WHO IS THE PROPERTY MANAGEMENT COMPANY WHICH MANAGES MOST OF THE BUILDINGS IN THE BUISNESS PARK. AT&T OWN AND MANAGE THEIR OWN FACILITY HERE. ROBERT SHOWED ECOLOGY AROUND THE STORM DRAIN SYSTEM AND THE WETLAND AREA FOR ACCESS TO ALL OF THE DRAINS, ETC. WE DISCOVERED ACCESS TO THE DOWN STREAM STORM DRAINS FOR THE VACUUM TRUCKS. THIS WAS IN LIEU OF DRIVING ALONG AN EARTHEN LEVEE THAT WOULD POTENTIALLY BE UNSTABLE. LATER IT WAS DISCOVERED THAT THIS LEVEE IS NOT APPROVED BY FEMA AND MOST OF THE BUSINESS PARK IS BUILT ON A FLOOD PLAIN WITH A VERY SHALLOW WATER TABLE.
THROUGHOUT THE DAY KLEEN ENVIRONMENTAL PUMPED OUT THE NUMEROUS STORM DRAINS (~18) STARTING WITH # 18, THE CLOSEST TO THE SPILL SITE. PRODUCT RECOVERY VOLUME ESTIMATES FROM THE FIRST DAY WERE 8000 GALLONS OF DIESEL AND WATER WITH A 80:20 % RATION OF DIESEL TO WATER. PHILLIPS SERVICES CORP. ARRIVED ONSITE AND WAS ASSISTING WITH REMOVING FREE FLOWING PRODUCT FROM THE STORM SYSTEM.
THE WETLAND WAS HARD BOOMED AT ITS INLET AND OUTFALL AND AS OF THE END OF THE FIRST OPERATIONAL PERIOD NO PRODUCT HAD MADE IT TO THE LAST TWO CATCH BASINS NOR THE WETLAND.
STATE OF THE ENVIRONMENT ADDRESS: TINY AMOUNT OF DIESEL ON UP STREAM CB'S- VAC TRUCKS MONITORING AND REMOVING THESE LAYERS. E&E IS USING CALAWASA TUBES TO VERIFY PRODUCT AMOUNT.
20200 GALLONS OF DIESEL/WATER MIX HAVE LEFT THE SITE TODAY AND TAKEN TO PSE FOR RATIO DETERMINATION.
NO PRODUCT HAS REACHED THE WETLAND. THIS IS DUE A LOT TO THE HYDROSTATIC FORCES OF THE WETLAND PUSHING AGAINST THE WATER IN THE STORM SYSTEM. THIS IS ALSO THE REASON THAT CB #2 HAS NOT HAD ANY PRODUCT IN IT.
WORK CONTINUED THROUGHOUT THE NIGHT TO PUMP THE STORM DRAIN SYSTEM AND ENSURE NO PRODUCT REACHED THE WETLAND. ATTEMPTS ARE BEING MADE TO LOCATED A PLUG/PIG FOR THE DOWN STREAM SYSTEM HOWEVER IT IS A 60-INCH DIAMETER PIPE AND IS DIFFICULT TO FIND A PIG THAT SIZE.
ONCE UC WAS ESTABLISHED CLINE INITIATED THE ICS AT THE COMMAND POST @ AT&T. ASSIGNMENTS WERE ADDRESSED, OPS PERIODS ESTABLISHED AND INCIDENT OBJECTIVES WERE OUTLINED FOR THE CURRENT AND NEXT OPERATIONAL PERIODS. THIS PROCESS WAS BOUGHT INTO AND IS CONTINUING TO BE USED.

AUGUST 2, 2008

LAST NIGHTS EVENTS:
* FROM THIS POINT DIESEL FUEL HAS MADE IT ONLY TO CB #2. DUE TO BACK PRESSURE FROM THE WETLAND POND THE FLOW IS BALANCED BETWEEN CB #3 AND CB #2 IN THE STORM SYSTEM.
FIVE ADDITIONAL TANKER TRUCKS AND FIVE ADDITIONAL VAC TRUCKS ARRIVED ON SITE AND WERE PUT IN SERVICE BY PSC.
THE 24-INCH STORM SYSTEM LINE FROM THE FACILITY TO NORTH CREEK PARKWAY WAS JETTED SEVERAL TIMES.
DUE TO THE SIZE OF THE STORM SYSTEM LINE (60"), BEGINNING AT N. CREEK PARKWAY, CONTRACTORS ARE LOOKING INTO MAKING ENTRIES INTO THE PIPELINE. HOWEVER IT'S A HUGE SAFETY ISSUE. PROBABLY WON'T HAPPEN.
DIESEL HAS BEEN OBSERVED UNDER PAVEMENT IN PARKING LOT. IT IS ALSO LEACHING SLOWLY INTO THE CB#18, THE ONE INITIALLY IMPACTED BY THE SPILL ONSITE AT AT&T. DUE TO THIS CB#16 WILL HAVE A VAC TRUCK ON IT CONTINUALLY UNTIL WE GET A PLUG ON IT. THIS IS ALSO GOING TO BE NEEDED WHEN WORK BEGINS ON THE FACILTY SITE TO ENSURE NO TRAPPED PRODUCT FLOWS INTO THE STORM SYSTEM FROM CB#18.
FIVE TANKER TRUCKS MOVED OFFSITE LAST NIGHT FOR DISPOSAL. NO VOLUME NUMBERS OF RECOVERED PRODUCT HAVE BEEN GIVEN BY PSE. THIS WILL BE DONE BY A CHEMIST FROM PSE. ESTIMATES GIVEN BY PSE TO THE UNIFIED COMMAND ARE ~ 6000 GALLONS OF DIESEL REMOVED IN TOTAL FROM THE SITE AT THE TIME OF THIS REPORTING.
CLINE SPOKE TO WALKER TO GET INFORMATION ON THE TCP VOLUNTARY CLEANUP PROGRAM TO GIVE TO AT&T.
THE 60" PLUG FOR CB #3 IS ENROUTE TO INSTALL FOR FLUSHING THE LINE.
PLANNING MEETING:
A PROPER SIZED PIG HAS BEEN OBTAINED AND IS ENROUTE. IT IS EXPECTED TO BE INSTALLED BETWEEN CB# 3 AND CB#4. IF THIS IS ACCOMPLISHED THE LINE WILL BE FLUSHED AND THE WATER/DIESEL MIX CAPTURED BY VAC TRUCKS. A COMPLICATION COULD BE THE FITTING OF THE PIG INTO THE CB. IF THIS IS AN ISSUE WE ARE LOOKING INTO OPTIONS OF REMOVING THE TOP PART OF THE CB. THIS WILL ENTER A CONSTRUCTION PHASE AND WILL NEED APPROVALS BY THE MANAGEMENT COMPANY AND OTHERS. WE DON'T WANT TO GET TO THIS POINT. OTHER OPTIONS COULD BE LOOKED AT.
VOLUMES OF H20/OIL REMOVED OFF SITE: 25K BY PSE (8/1), 25K PSE (8/2), 18K BY MAR VAC AND 40K WAS TRANSFERRED TO BAKER TANKS ONSITE TODAY, = 108,000 GALLONS OF DIESEL/H2O.
JET RODDING OF THE 60" LINE ARE UNDERWAY AS THE FLUSHING TECHNIQUES.
AN ISSUE WITH THE STORM SYSTEM RECOVERY PROCESS IS THAT THE PIPE IS CORRUGATED AND SOME OF THE DIESEL IS POOLED UP IN THE RIBS.
ANDY WITH CITY OF BOTHELL RECOMMENDS WORKING WITH BLADDERS INSIDE THE PIPELINE AND LEAVE ACCESS AT THE WETLAND ALONE. AS TO NOT CAUSE ANY DAMAGE TO THE WETLAND.

AUGUST 3, 2008

MORNING PLANNING MEETING
LAST NIGHTS WORK (STORM SYSTEM): I HAD HOPED TO SEE THAT THE PIG HAD BEEN INSTALLED OVER NIGHT HOWEVER SEVERAL THINGS CAME UP THAT DIDN'T ALLOW THAT TO HAPPEN. GLOBAL DIVING WILL NEED TO GET INTO THE PIPE TO ENSURE A GOOD FIT OF THE PIG INTO THE PIPE. THIS WILL REQUIRE ADDITIONAL SAFETY CONSIDERATIONS. ALSO THERE IS A LOT OF SEDIMENT IN THE PIPE THAT WILL NEED REMOVING. IN ADDITION THE PIG WILL HAVE TO BE DESTROYED (CUT OUT) TO REMOVE IT FROM THE PIPELINE THUS LIMITING OUR ATTEMPTS TO GET THIS DONE CORRECTLY TO ONCE. IN MY OPINION A GOOD CALL TO DISCUSS THIS FURTHER. ALSO DOING A NIGHT DIVE IN A CONFINED SPACE IS NOT A GOOD OPTION.
PSC JET RODDED THE 24-INCH LINE, FROM CB #18 (SOURCE DRAIN) TO CB #16, FOUR TIMES. THEY ONLY JET RODDED THE 60-INCH LINE, FROM CB#15 TO CB #3 ONCE. THEY ARE SEEING DIESEL IN PLACES THEY SUSPECTED THERE WOULDN'T BE ANY. THIS IS EITHER DUE TO INFILTRATION INTO THE PIPE FROM ANOTHER SOURCE (NOT LIKELY DUE TO MATERIAL BEING CORRUGATED METAL) OR FROM DIPS AND VALLEYS INSIDE THE PIPE. HOWEVER THE LIKELY EVENT IS THAT PRODUCT IS BEING TRAPPED IN THE RIBS OF THE CORRUGATED PIPE. THEY ARE CONTINUING TO JET THE LINE TO COLLECT ANY RESIDUAL PRODUCT TRAPPED IN THESE RIBS.
FACILITY WORK: MICHAEL JOHNSON WITH PSC WILL BE THE PROJECT MANAGER FOR ONSITE AT&T FACILITY WORK. WORK TO BE DONE TODAY AT THE FACILITY INCLUDES PUTTING UP SILT FENCES AND PREPING THE SITE FOR THE ARRIVAL OF THE ENGINEERING AND CONSTRUCTION FIRMS TO ARRIVE TOMORROW. THERE WILL BE A MEETING AT 1030 OF THESE ENTITIES TO DISCUSS THE PLAN OF ACTION.
WE DISCUSSED PUTTING A PLUG INTO CB #16 TO ISOLATE THE FACILITY SITE. CB #16 IS THE LAST CB PRIOR TO FLOWING INTO THE MAIN STORM SYSTEM LINE, CB #15.
DIVING OPERATIONS TO INSTALL THE PIG INTO CB #3 HAVE BEEN DISCUSSED AND AN OPS/H&S PLAN WILL BE DRAFTED BY GLOBAL DIVING, GIVEN TO AT&T FOR THEIR APPROVAL AND THEN PRESENTED TO THE UNIFIED COMMAND. THAT PLAN WILL BE SENT TO THE UC VIA EMAIL AS THE DAY IS COMING TO A CLOSE. THIS WILL BE DISCUSSED AT THE MORNING PLANNING MEETING AT 0800 ON 8/4.
ECOLOGY HAD A SOURCE SAMPLE COLLECTED BY THE TRAP TEAM ON FRIDAY 8/1 AND WILL HAVE IT FINGERPRINTED BY THE LABORATORY.
NOTES OF CONCERN: ANDY WITH BOTHELL SAID HE OBSERVED A TROUT IN THE STORM SYSTEM UPSTREAM OF THE WETLAND. IT WAS ALIVE AND THRIVING.
CLINE CONTACTED TRAP TEAM MEMBERS REBECCA POST AND BRAD MARTIN TO DISCUSS ECOLOGY'S LONG TERM SAMPLING NEEDS AND REPORT THE FISH SIGHTING. THERE WILL BE NO NRDA ASSESSMENT UNLESS 25 GALLONS OR MORE OF DIESEL REACH THE WETLAND. CLINE WILL DISCUSS OUR REQUIREMENTS TO THE RP FOR SPLIT SAMPLES TAKEN FROM THE STORM SYSTEM AND THE WETLAND, DAILY.
CLINE SPOKE TO PSC ABOUT THE SAMPLING AND THEY HAVE A SUB CONTRACTOR SCHEDULED ONSITE FOR MONDAY TO CONTINUE SAMPLING FOR PSC. THIS SUBCONTRACOR IS SOUND ENVIRONMENTAL STRATEGIES.
CURTIS MARTIN WITH PSC (STORM SYSTEM PROJECT MANAGER) COLLECTED SAMPLES ON SUNDAY NIGHT BUT ACCIDENTALLY DROVE OFF WITH HIS TAILGATE OPEN AND RUINED THE SAMPLES. HOWEVER EVERY TANK TRUCK TAKEN OFFSITE HAS SAMPLES PULLED FROM THEM AT THE PSC FACILITY, HE WILL COLLECT SAMPLES FROM THIS AND HAVE SPLITS FOR ECOLOGY. HE ALSO HAS SAMPLES COLLECTED AND SPLIT FOR SATURDAY TO PROVIDE ECOLOGY. THE TRAP TEAM COLLECTED ECOLOGYS SAMPLES ON FRIDAY.

AUGUST 4, 2008

MORNING PLANNING MEETING
LAST NIGHTS WORK (STORM SYSTEM): NOTHING HAS CHANGED AT THE WETLAND, NO PRODUCT ON THE WETLAND. NO PRODUCT IN CB#2. NORTH CREEK STREET (CB#15 TO CB#5) JET RODDED ONCE LAST NIGHT. THE DIVE PLAN AND WORK TO INSTALL THE PIG WAS NOT APPROVED BY AT&T DUE TO SAFETY REASONS AND THAT THE OPINION OF PSC/AT&T IS THAT THERE IS NOT A LOT OF DIESEL LEFT IN THE STORM LINE. INSTEAD PSC WILL CONTINUE TO JET ROD THE LINE AND DEPLOY RHEAMS OF SWEEP INSIDE THE STORM SYSTEM TO MOP UP RESIDUAL/TRAPPED DIESEL. SAMPLES WERE COLLECTED FROM EACH LOCATION ALONG THE STORM SYSTEM WHILE DEPLOYING THE SWEEP AND THERE DOESN'T APPEAR TO BE MUCH DIESEL IN THE SAMPLES. THE SWEEP WAS DEPLOYED FROM THE PROPERTY LINE (CB#16) TO CB #3. THERE IS STILL NO PRODUCT IN CB#2. PSC WILL REPLACE SWEEP UNTIL NO MORE DIESEL IS SEEN ON IT. THERE IS A SMALL AMOUNT OF DIESEL LEACHING INTO CB#18 WHICH IS THE 1ST CB IMPACTED. THIS SOURCE IS MOST LIKELY FROM DIESEL TRAPPED UNDER THE PARKING LOT (FACILITY). AFTER LOOKING AT THE VIDEO THERE ARE NO CRACKS/ENTRY POINTS INSIDE THE LENGTH OF THE STORM SYSTEM. PSC BELIEVES THERE IS JUST RESIDUAL DIESEL INSIDE THE FOLDS OF THE CORREGATED PIPE. THE SWEEP AND JET RODDING SHOULD REMOVE THE REMAINING RESIDUAL DIESEL.
FACILITY WORK: PSE HAS THE OPS/H&S PLAN @ 1430 FOR UC APPROVAL. THIS IS THE PLAN TO PLACE PLUGS INTO TWO UPSTREAM LOCATIONS IN THE STORM SYSTEM TO DIVERT WATER AROUND THE AT&T SITE. THIS ENTAILS TWO CONFINED SPACE ENTRIES. THIS PLAN ALSO INCLUDES INSTALLING A SIMPLE SYSTEM TO FILTER THE WATER COMING FROM THE DIVERSION AS IT ENTERS THE 60-INCH STORM SYSTEM AS A PRECAUTION FROM ROAD RUN-OFF ETC.
CLINE SPOKE WITH REBECCA CUSHMAN, SOUND ENVIRONMENTAL STRATEGIES, 206-335-5804 ABOUT SAMPLING STRATEGY. WE DECIDED ON 10 SAMPLE LOCATIONS WITH 8 BEING IN THE STORM SYSTEM. THEY WILL TAKE SPLIT SAMPLES FOR ECOLOGY PICKUP ON FRIDAY 8/8 FOR DELIVERY TO MANCHESTER LAB.

CURTIS FROM PSC SAID THAT HE WOULD HAVE HARD NUMBERS FOR FRIDAY 8/8 FOR VOLUMES OF DIESEL REMOVED OFF SITE SINCE THE RESPONSE BEGAN.
UNIFIED COMMAND APPROVES PSC'S FACILITY OPS PLAN TO DIVERT WATER AROUND THE FACILITY SITE. WORK WILL BEGIN TOMORROW MORNING. AFTER THIS DIVERSION WORK IS DONE ONSITE WORK WILL BEGIN TO ASSESS EXTENT OF CONTAMINATION AND REMOVE FREE PRODUCT AND CONTAMINATED SOILS.
NOTES OF CONCERN: SWEEP BETWEEN CB#3 AND #4 HAS RELATIVELY HEAVY PRODUCT IN IT AND SWEEP WAS PRETTY SATURATED. THIS IS THE LOW POINT OF THE SYSTEM AND VAC TRUCKS ARE WORKING TO REMOVE THE PRODUCT.
THE SWEEP CHANGE OUT OPERATIONS ARE PROVING TO BE EXTREMELY SUCCESSFUL. THIS SWEEP WILL BE PRESSED EACH DAY AND THEN WEIGHED BY GLOBAL DIVING.

TIM BERUS WITH PSE WILL BE THE ALL AROUND SITE LEAD.
DEBBIE BLAKE WITH AT&T WILL BE THE CONTACT FOR ANY/ALL SITE QUESTIONS.

AUGUST 5, 2008

MORNING PLANNING MEETING
LAST NIGHTS WORK (STORM SYSTEM): SWEEP OPERATION CONTINUED THROUGHOUT THE NIGHT. CB #3 AND #4 THERE WAS A GOOD AMOUNT OF DIESEL PICKED UP. THE REST OF THE LINE HAS ONLY TRACES. PSC WILL FLUSH THE STORM SYSTEM LINE FROM #15 DOWN TO #5. NORMAL FLOW WILL COME FROM CB#14 INSTEAD OF CB#16 ONCE THE DIVERSION PROJECT IS COMPLETE, THIS SHOULD BE AT NOON TODAY. AFTER VIDEO REVIEW THERE ARE NO SLUGS OF DIESEL IN THE LINE JUST RESIDUE. ALSO NO DIPS THAT COULD BE TRAPPING DIESEL. AFTER FLUSHING WITH THE JET ROD BOOMS WILL BE PLACED IN EACH CB FOR MONITORING EACH DAY.
CB SECTIONS #2-#5: PUT JET ROD IN #3 TOWARDS #2 W/ LOW FLOW, THEN RAN ABSORBENTS FROM #2 TO #3 FOR COLLECTION. THEY WERE GETTING A DECENT AMOUNT OF PRODUCT. ONLY PROBLEM IS SNAGS IN BETWEEN #3 AND #2, GLOBAL WORKING ON RETRIEVING THESE AND FIXING THE PROBLEM. SWEEP WILL BE CONTINUALLY PLACED AND REPLACED BETWEEN CB #2 AND #5.
*JOE GROJEAN WITH E&E DID AIR MONITORING OF THE STORM SYSTEM. HIS RESULTS ARE AS FOLLOWS: 0 LEL READING FROM CB#16 TO CB#8, #9 HAD MINOR READINGS, #5 HAD 6.4 PPM WHERE 2 DAYS PRIOR IT WAS HIGH. #4 WAS HIGH, #2 WAS 20 PPM. UPSTREAM AT #20 WAS 5 PPM BUT PROBABLY FROM EXHAUST FROM NEAR BY WORK TRUCKS.
FACILITY WORK: THREE PLUGS AND TWO BYPASSES ARE BEING INSTALLED UPSTREAM OF THE FACILITY CURRENTLY. THIS WILL ISOLATE THE FACILITY FROM WATER GOING THROUGH THE CONTAMINATED PROPERTY.
CURTIS SAID THAT GROUND BREAKING FOR THE FACILITY WORK WILL PROBABLY START THURSDAY. THIS WILL BE CLARIFIED AT THE CONTRUCTION MEETING AT 1030 THAT CLINE WILL NOT ATTEND.
UNIFIED COMMAND AGREED ON A MEETING TOMORROW MORNING AT 0900 TO DETERMINE HOW CLEAN THE STORM SYSTEM IS. THE CRITERIA WILL BE BASED ON TODAYS OPERATIONS OF JET RODDING AND USING SWEEP TO RECOVER ANY RESIDUAL DIESEL.

AUGUST 6, 2008

MORNING PLANNING MEETING
LAST NIGHTS WORK (STORM SYSTEM): SAMPLES HAVE BEEN COLLECTED FROM ALL OF THE TRUCKS COLLECTING PRODUCT FROM THE SITE. THOSE SAMPLES ARE BING COLLECTED NOW AND TAKED TO TEST AMERICA AND RESULTS WILL COME TO THE UC BY FRIDAY 8/8. THE STORM SYSTEM CONTINUED TO BE CLEANED WITH SWEEP THROUGH THE NIGHT. THE WETLAND HAS BEEN MONITORED 24 HOURS/DAY SINCE THE SPILL BEGAN.
FACILITY WORK: THREE PLUGS AND TWO BYPASSES ARE IN PLACE UPSTREAM OF THE AT&T FACILITY TO DIVERT WATER AROUND THE SITE. AS OF THIS MEETING CONTRACTORS DRILLED/PROBED FIVE HOLES AROUND THE AT&T FACILITY SPILL SITE. FROM THIS INITIAL EXPLORATION PRODUCT WAS HEAVILY FOUND AROUND THE 40K UST. THE DRILLING DEPTH WAS ~ 6-8 FEET AND GROUND WATER WAS RECORDED AT SIX FEET.
CURRENT OPERATIONS:
PSC WILL JET ROD THE 60" LINE FROM CB#15 TO CB#6 TODAY AND THEN DEPLOY SWEEP. IT IS THE HOPE THAT THIS EFFORT WILL BE THE FINAL WORK DONE TO REMOVE ANY RESIDUAL DIESEL IN THAT SECTION OF THE STORM LINE. IF THIS PROVES SUCCESSFUL THE ONLY REMAINING SECTION OF STORM LINE WOULD BE #5 TO #2. PSC WOULD THEN DEPLOY ABSORBENT BOOM INTO SEVERAL AREAS OF THE STORM SYSTEM TO MONITOR AND CONTAIN ANY SHEEN/RESIDUAL DIESEL THAT COULD BE IN THE LINE, THOUGH IT IS UNLIKELY THERE WILL BE.
THE SNAG AND SOME TORN APART SWEEP IS STILL IN THE STORM LINE BETWEEN CB#3 AND CB#2. GLOBAL DIVING IS CONSTRUCTING A QUICK AND DIRTY FERRY SYSTEM TO FLOAT A CAMERA DOWN INTO THIS SECTION OF PIPE TO IDENTIFY THE CAUSE OF THE SNAG. IT IS SUSPECTED TO BE A LOG OR A PIECE OF THE PIPE. DIVERS FROM GLOBAL ARE ALSO PREPARING TO MAKE AN ENTRYINTO THIS PORTION OF THE STORM SYSTEM TO ID/MITIGATE AND RECONCILE THE SNAG. THEY WILL ALSO CONSIDER DOING MINOR PRODUCT REMOVAL WITH ABSORBENTS WHILD REMOVING THE SWEEP TRAPPED FROM THE SNAG.
AFTER THE PLANNING MEETING TODAY GLOBAL PRESENTED THE UC WITH A OPS/H&S PLAN FOR THE DIVER OPERATION. THIS WAS APPROVED BY THE UC.
IT WAS BROUGHT UP THAT THE WETLAND OBSERVATIONS BE MOVED TO A DAILY OPERATION INSTEAD OF A 24-HOUR OPERATION. THIS WAS AGREED UPON DUE TO THE LOW RISK OF FLOW FROM THE STORM SYSTEM TO THE WETLAND. THE ONLY CAVEAT WAS THAT IF THERE WAS A RAIN EVENT THREAT THAT WE WOULD MOVE BACK TO A 24-HOUR OBSERVATION OF THE WETLAND.

CLINE PRESENTED DEBBIE BLAKE (AT&T RP) WITH ALL OF THE INFORMATION NEEDED FOR THEIR PARTICIPATION IN ECOLOGY'S VOLUNTARY CLEANUP PROGRAM. THIS IS SOMETHING THAT AT&T WANTS TO DO. SHE WILL CONTACT SARA MASER OF ECOLOGY WITH ANY QUESTIONS.

AUGUST 7-8, 2008

MORNING PLANNING MEETING: Andy Smith, Andy Loch, Debbie Blake (UC)
LAST NIGHTS WORK (STORM SYSTEM): A 200' PIECE OF SWEEP IS STILL STUCK BETWEEN CB #2 AND #3. USING A JET RODDER FREED SOME OF THE SWEEP WHICH WAS PRETTY CLEAN. GLOBAL DIVING IS ONSITE RIGGING A HOOK TO GRAB THE REST OF THE SWEEP. THE CAUSE OF THIS SNAG IS LIKELY AT THE TOP OF THE CORRUGATED PIPE.
DAYTIME MONITORING OF THE WETLAND WILL BEGIN AS LONG AS IT DOESN'T RAIN.
ABSORBENTS ARE BEING PUT INTO THE STORM SYSTEM AND WILL BE KEPT FOR 72 HOURS. AFTER THIS RESIDENCE TIME THEY WILL BE BAGGED AND HEADSPACE ANALYZED BY EPA/START. A SAMPLING PLAN WAS WRITTEN BY EPA FOR THIS HEADSPACE ANALYSIS. BACKGROUND SAMPLES WILL BE TAKEN AS WELL. IF THE HEADSPACE SAMPLES OVER SEVERAL ANALYSES ARE LESS THAN 3 X BACKGROUND THEN EPA WILL CONSIDER THE STORM SYSTEM "CLEAN". ECOLOGY WILL CONTINUE TO ANALYZE SPLITS SAMPLES FROM THE STORM SYSTEM.

ERTS # 607403

PRODUCT RECOVERY DATA: DIESEL/WATER REMOVED IS BEING TAKEN TO MARVAC AND PSC FACILITIES. SO FAR PRODUCT RECOVERED FROM STORM SYSTEM IS 9927 GALLONS.
FACILITY WORK: EXCAVATION WORK BEGAN ONSITE. THEY ARE REMOVING A SIGNIFICANT AMOUNT OF FREE PRODUCT/CONTAMINATED SOIL FROM THE GARDEN AREA.
ONLY FACILITY WORK WILL PROGRESS THIS WEEKEND (8/9-8/10). IF SWEEP SNAG REMOVAL CAN'T BE DONE TODAY, GLOBAL DIVING WILL WORK THE WEEKEND. IF REMOVED NO STORM SYSTEM OPS WILL OCCUR.
THE FLASH POINT OF THE AT&T FUEL OIL WAS MEASURED. IT IS 155 DEGREES F.

AUGUST 11-14, 2008

MORNING PLANNING MEETING: Andy Smith, Andy Loch, Debbie Blake (UC)
LAST NIGHTS WORK (STORM SYSTEM): RAIN DID NOT AFFECT SITE. BYPASS WORKED. 24-HR OPS @ WETLAND CONTINUED, NO PRODUCT AT WETLAND.
SAUSAGE SORBS IN EACH CB. NOT COLLECTING MUCH BUT WILL BE CONTINUALLY ID'D GLOBAL MONITORING CB'S.
GRAPPLE HOOK W/WEIGHTED PIECE REMOVED STRUCK SWEEP. NOT MUCH PRODUCT ON SWEEP BUT HAD DIESEL ODOR. THIS WAS COMPLETED ON FRIDAY (8/8).
DEBBIE WITH AT&T WANTS APPROVAL BY THE UC TO ALLOW NEIGHBORS TO USE THEIR SPRINKLER SYSTEMS. ALL SYSTEMS APPROVED ACCEPT ON AT&T SITE.
THE ONLY WORK DONE ON SUNDAY WAS GLOBAL DIVING MONITORING THE WETLAND POND.
*10,400 GALLONS OF DIESEL FROM STORM SYSTEM RECOVERED. SOME DIESEL LEFT IN BAKER TANKS TO BE MEASURED. PSC WILL DESIGNATE ONSITE VS. OFFSITE REMOVAL #'S.
DEBBIE WANTING TO KNOW IF WE CAN END WETLAND MONITORING.
EPA WILL TAKE A HEADSPACE SAMPLE FROM ABSORBENTS IN CB'S THAT HAVE BEEN IN FOR 72 HOURS AND COMPARE TO BACKGROUND. IF ITS 3X OR LESS THAN BACKGROUND EPA WILL DECLARE THE STORM SYSTEM CLEAN.
REMOVED SWEEP BETWEEN CB #3 AND #5 IF NO PRODUCT ON IT WE WANT TO REPLACE IT STILL. WE WILL WANT TO KEEP SORBENTS IN THE SYSTEM FOR SEVERAL WEEKS AFTER THE SYSTEM IS DECLARED CLEAN. AND WILL HAVE GLOBAL DIVING CHECK THE SORBS WEEKLY.
STORM SYSTEM SORBS BEING PULLED NOW FOR 1ST HEADSPACE PERIOD.
FACILITY WORK: PROBE CORE SAMPLES COLLECTED. SOME PRODUCT TO PEAT MOSS LEVEL WAS IDENTIFIED. AS OF NOW NO MIGRATION OF DIESEL OFFSITE OF AT&T UNDERGROUND. ANDY LOCH WANTS TO SEE A CERTIFIED EROSION CONTROL EXPERT ONSITE. CURTIS WILL GET ONE ONSITE.

AUGUST 14-17, 2008

MORNING PLANNING MEETING: Andy Smith, Andy Loch, Debbie Blake (UC)
NOTES: 8/8 PSE STOPPED VAC'ING CB #5- CB #2 DUE TO LACK OF PRODUCT DETECTED ON ABSORBENTS. SORBS WILL BE KEPT IN THIS PART OF THE SYSTEM. THERE WAS A RAIN EVENT 8/9. THERE WAS NO INCREASE IN VISUAL PRODUCT FROM THE RAIN.
(STORM SYSTEM): TODAY THERE ARE PLANS TO DO A WATER FLUSH AT CB #6 AND SUCK OUT AT CB #3, PLUS SKIM #2.
ABSORBENT GAMEPLAN: KEEP SAUSAGE BOOMS INSIDE CB# 2-5.
SAMPLE GAMEPLAN: NO SAMPLING SATURDAY OR SUNDAY. SAMPLE #2, #3, INLET AND OUTLET, AND BACKGROUND SAMPLES #1 AND #3. SAMPLING WILL CONTINUE MONDAY THROUGH FRIDAY.
FACILITY WORK: BEGAN EXCAVATING SOIL UNDER THE DAY TANK. DEBBIE QUOTED THAT LARGE VOLUMES OF DIESEL AND CONTAMINATED SOIL ARE BEING REMOVED. SATURDAY THEY WILL INSTALL DEWATERING WELLS FOR ASPHAULT REMOVAL PHASE. GROUND WATER WAS OBSERVED AT 4-FEET. THERE IS A FABRIC LAYER FOUND IN MANY AREAS AROUND THE SITE. HOPEFULLY THIS ACTED AS A BARRIER. SOIL UNDER BARRIER WILL BE SAMPLED. PSC IS WORKING ON GENERATOR ROOM (NEXT TO DAY TANK) AND FOUND PEA GRAVEL ALONG THE MAIN FIRE LINE AND MAY HAVE DIESEL AROUND IT.
10,539 GALLONS OF DIESEL REMOVED SO FAR. THE DOESN'T INCLUDE FACILITY ONSITE WORK OR MAR VAC'S VOLUMES REMOVED FROM THE STORM SYSTEM.
START IS CONUOUSLY MONITORING AMBIENT AIR AROUND THE AT&T TO MONITOR HUMAN HEALTH.
SAMPLING WILL CONTINUE THROUGH 8/15 AS ABSORBENTS ARE COMING OUT CLEAN AND HEADSPACE SAMPLES ARE USUALLY READING BELOW 3 X BACKGROUND.

AUGUST 18, 2008

MORNING PLANNING MEETING: Andy Smith, Andy Loch, Debbie Blake (UC)
NOTES: NO WEEKEND WORK PERFORMMED (8/16-8/17). 13569 GALLONS OF DIESEL RECOVERED, DOES NOT INCLUDE PRODUCT SUCKED UP ALONG FIRE SUPPRESSION LINE REMOVED LAST SEVERAL WORK DAYS. CREATED TUNNEL FOR FLOW FROM FIRE SUPPRESSION LINE TO GARDEN AREA. WILL DRILL ADDITIONAL HOLES ALONG THE FIRE SUPPRESSION LINE TO HELP LOCATE ANY ADDITIONAL PRODUCT TRAPPED. DEWATERING WELL INSTALLATION DIDN'T GO THROUGH. THE DEWATERING WELLS ARE TO KEEP GROUND WATER FROM ENTERING DEEP HOLES DUG ONSITE TO REMOVE DIESEL.
(STORM SYSTEM): TODAY THE PLAN IS TO BORE HOLES IN GENERATOR ROOM. COLLECT SOIL SAMPLES NEAR FIRE SUPPRESSION LINE. INSTALL ANCHOR BOLTS FOR SUSPENDING THE FIRE SUPPRESSION LINE DURING PEA GRAVEL REMOVAL. ADD PUMPS TO UPSTREAM FILTER SYSTEM IN CASE THE RAIN EVENT THIS WEEK IS HEAVY.
THEY DID A WATER FLUSH OF THE STORM SYSTEM ON 8/14 FROM CB #6 TO #3. THEY DIDN'T USE VAC TRUCKS FOR SKIMMING DURING THIS BUT THEY PUT BOOM AND SWEEP IN PLACE TO ABSORB ANY PRODUCT. THERE WASN'T MUCH PRODUCT AT ALL BUT THERE WAS A SMALL AMOUNT OF ODOR.
FRIDAY 8/22, THEY WILL REMOVE THE BOOM AND TAKE A HEADSPACE READING (WILL BE 72 HOUR RESIDENCE TIME).
FACILITY WORK: THERE IS LIGHTENING ONSITE AND THIS COULD CONTINUE THROUGH THE WEEK. IF THIS CONTINUES WORK WILL CEASE UNTIL THE LIGHTENING STOPS.
13569 GALLONS OF DIESEL REMOVED SO FAR.

ERTS # 607403

Ecology engineer Gary Lee performed an investigation to determine the cause of spill and possible negligence.
In speaking with Ecology management on January 20, 2009 it was detmined that Ecology would perform a cost recovery for state expenses. No other enforcement action will be pursued. The spilled diesel did not reach the wetland pond which would trigger a TRAP/NRDA investigation. The spill did not leave the corrugated storm system which did not have water in it at the time of the spill. There are ground water impacts which AT&T is addressing and reporting to Ecology`s TCP program via the Voluntary Cleanup Program.

Cline wrote the JACL for the ORE on 2/19/2009 and sent it to be formatted. The cost of the ORE is $21,285.01

NFA BY SPILLS.

Vessel Emergency ☐ Entry Person: CLINE, DAVID Entry Date 8/6/2008

Inspector Information

Referral # 117207
☐ Lead Inspector MUSA TCP, DONNA
Program/Organization TOXICS CLEANUP
* Region/Location NWRO
# of Ecology Staff 1 Overtime ☐

Action

Action	Start Date	End Date
TCP - UPDATE FILE	11/3/2008	11/3/2008

What happened

Spills Program Oil Spill? N
Incident Date 7/31/2008
Medium
SURFACE WATER-FRESH
Material
PETROLEUM - DIESEL FUEL

Quantity	Unit	Est
15000	GALLON	■

Source Regulated? ☐
UNDERGROUND STORAGE TANK
Cause

Activity
Internal Transfer
Impact
WATER POLLUTION
Vessel

Where did it happen

Followup #6

Berth Anchorage
Location Name AT&T
Street Address 20307 NORTH CREEK PARKWAY
Other Address
City/Place BOTHELL KING State WA Zip
County KING Region NWRO FS ID
Waterway Type STORM DRAIN PI
WRIA #
Latitude 47.773488 Longitude 122.187296
Topo Quad 1:24,000 BOTHELL
Direction/Landmark (mile post, cross roads, township/range)

Potentially Responsible Party Information

Check if the primary PRP provided notice to Ecology ☐

Primary	First	Last
☑ Name	DEBBIE	BLAKE

Business Name AT&T
Street Address 20307 NORTH CREEK PARKWAY
Other Address
City BOTHELL KIN State WA Zip
Phone (206) 310-3196 Ext Type
E-mail db2283@att.com

Narrative

SITE TO ENTER VCP. WILL KEEP EMPTY FILE AS REMINDER IN CASE VCP APPLICATION NOT PROCESSED. IN THAT CASE, SITE WILL BE MTCA LISTED TO AWAIT SHA.

Vessel Emergency ☐ Entry Person: MUSA TCP, DONNA Entry Date 11/3/2008

*** The Initial report contains only information provided to Ecology from the complainant.