

# Public Notice: Request for Comments

## DEQ Seeks Comments on Cleanup at Supervalu Distribution Center

### What is proposed?

DEQ invites comment on a proposed decision to not require additional cleanup for diesel and heavy oil-contaminated soil and groundwater at the Supervalu Distribution Center facility (Underground Storage Tank Cleanup File No. 26-04-0158) in Gresham.

### Who is the applicant?

Supervalu Inc.  
Attn: Dean Fredrickson

### Where is the facility located?

17505 NE San Rafael Street, Gresham, OR

**Notice issued:** Wednesday, Jan. 18, 2012

**Written Comments due:** 5 p.m., Monday, Feb. 20, 2012

### Where can I send my comments?

Send written comments on the proposed closure to DEQ Project Manager Jeff Schatz, Oregon DEQ Northwest Region Office, at 2020 SW 4th Avenue, Suite 400, Portland, OR 97201, or by email to [schatz.jeff@deq.state.or.us](mailto:schatz.jeff@deq.state.or.us) by 5 p.m., Monday, Feb. 20, 2012.

### Where can I get technical information?

Contact Jeff Schatz at 503-229-5024.

### How can I review documents?

To view the project files, please call BJ Funk, file review specialist, at 503-229-5321 to schedule an appointment.

### History and highlights:

The site is an irregularly shaped, approximate 55-acre property in a heavily commercial and industrial area of Gresham, Oregon. The majority of the site is improved with a large multi-bay distribution warehouse. A truck maintenance building is located in the southeast corner of the site. The remainder of the site is occupied by asphalt paved parking areas, driveways and landscaping. A fueling system consisting of four 12,000-gallon diesel underground storage tanks and associated dispenser islands is located east of the truck maintenance building in the southeast corner of the site. In addition, a 1,000-gallon waste oil underground storage tank and 4,000-gallon motor oil underground storage tank are located

north and northeast, respectively, of the truck maintenance building.

In February 2004, approximately one inch of petroleum was discovered in observation well OW-1 near the waste oil tank. Information provided by site employees indicated that refrigeration oil had been inadvertently poured into observation well OW-1. During subsequent tank upgrade activities, it was discovered that overfilling of the waste oil tank had caused petroleum to back up into a nearby catch basin. Leakage at the piping connection to the catch basin allowed petroleum to leak into nearby soil. The estimated volume of petroleum released by these mechanisms was 50 gallons. On February 10, 2004, Hahn and Associates, Inc. on behalf of the property owner reported the release to DEQ and UST Cleanup File No. 26-04-0158 was established.

In June 2004, a section of piping connecting the diesel tank pit and Dispenser No. 1 ruptured, resulting in the sudden release of approximately 4,900 gallons of diesel. Observations made at the time of repair showed the diesel migrated in an easterly direction through the piping trenches into the nearby diesel tank pit. The diesel also flowed north and northwest through sub-grade gravel and utility trench backfill, ultimately spilling into the motor oil and waste oil tank pits. Within 5 days of the release, observation wells in the diesel, motor oil and waste oil tank pits contained free-phase product at thicknesses ranging from 12 to 27 inches. On June 8, 2004, Hahn and Associates, Inc. on behalf of the property owner reported the diesel release to DEQ.

In February 2004, the property owner initiated product recovery in the area of the waste oil tank pit. Product was recovered through a combination of pumping and passive recovery methods (skimming). In May 2004, the property owner installed recovery well RW-1 in the waste oil tank pit to facilitate product removal. Following installation, a passive skimmer system was installed in RW-1.

Following the June 2004 release, the property owner utilized a vacuum truck to pump product from observation wells in the waste oil, motor oil and diesel tank pits. In addition, recovery continued in RW-1 using the passive skimmer



State of Oregon  
Department of  
Environmental  
Quality

### Northwest Region

2020 SW 4<sup>th</sup>, Suite 400  
Portland, OR 97201

Phone: (503) 229-5263  
(800) 452-4011

Fax: (503) 229-6945

Contact: Jeff Schatz  
(503)-229-5024

E-mail:  
[schatz.jeff@deq.state.or.us](mailto:schatz.jeff@deq.state.or.us)

[www.oregon.gov/DEQ](http://www.oregon.gov/DEQ)

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Notice Issued: 01/18/2012  
By: J.Schatz

system. In October 2004, the property owner installed recovery well RW-2 in the motor oil tank pit and recovery wells RW-3 and RW-4 in the diesel tank pit. Subsequently, product was recovered from the wells using both passive (RW-2) and active (RW-3 and RW-4) skimmer systems.

Between February and June 2004, concurrent with product recovery operations, the property owner drilled 19 borings at the site to delineate soil and groundwater contamination stemming from the product releases. Diesel-range hydrocarbons were detected at a maximum concentration of 34,000 milligrams per kilogram in boring P-7, advanced east of the dispenser islands. Groundwater was not encountered in the soil borings to the maximum exploration depth of 20 feet below ground surface.

In accordance with a DEQ-approved Corrective Action Plan (August 2005), recovery operations in each tank pit continued until initial compliance, defined as less than 0.01 feet of measurable product in recovery wells and less than 0.02 feet of measurable product in observation wells, was attained. Following attainment of initial compliance, product gauging was continued for two additional quarters (6 months) to confirm successful removal. Final compliance was achieved when three consecutive gauging events confirmed recovery and observation wells in each tank pit to be free of product at thicknesses greater than the specified thresholds. The Corrective Action Plan proposed the completion of a confirmation investigation to verify the predictions of the Conceptual Site Model and evaluate groundwater conditions in the area of the tank pits subsequent to achieving final compliance.

The recovery and observation wells in the waste oil, motor oil and diesel tank pits demonstrated initial compliance at different times, ranging from as early as November 2005 to as late as July 2008. All product monitoring activities were suspended by January 2009, by which time final compliance had been achieved. Ultimately, approximately 4,125 gallons of product were recovered from the waste oil, motor oil and diesel tank pits.

In February 2009, in accordance with the Corrective Action Plan, the property owner drilled 13 borings at pre-approved location in the area of the waste oil, motor oil and diesel tank pits, dispenser islands and truck maintenance building. Analysis of soil samples collected from the borings revealed diesel-range hydrocarbons at concentrations ranging from 95.9 to 4,790 milligrams per kilogram. The

highest levels of diesel contamination in soil were reported at or near the interface between man-made fill and native soil, largely confirming the predictions of the Conceptual Site Model. Due to difficult drilling conditions, groundwater was only recovered from boring C-2, located north of the motor oil tank. Analysis of the groundwater sample from boring C-2 revealed only low levels of polynuclear aromatic hydrocarbons. A notable finding from the investigation was that diesel-impacted soil extended beneath the truck maintenance building west of the dispenser islands.

In March 2010, at the request of DEQ, the property owner drilled additional borings in the truck maintenance building to further delineate the extent of soil contamination. Analysis of soil samples from the borings revealed diesel at concentrations as high as 5,930 milligrams per kilogram, suggesting that soil contamination extended further beneath the truck maintenance building than originally believed. The investigation confirmed the findings of the February 2009 investigation that soil contamination was concentrated at the fill/native soil interface. In addition, borings were advanced north of the motor oil and diesel tank pits to evaluate groundwater conditions. Analysis of the groundwater samples revealed diesel-range hydrocarbons at a maximum concentration of 1,400 micrograms per liter. Because the extent of soil contamination in the area of the truck maintenance building and groundwater contamination north of the motor oil tank was not fully delineated, DEQ requested additional investigation.

In April 2011, the property owner drilled additional borings in the western portion of the truck maintenance building to further evaluate the extent of contamination. Analysis of soil samples collected from the borings showed that soil contamination extends nearly the length (east to west) and slightly beyond the width (north to south) of the truck maintenance building footprint. The April 2011 investigation also included one boring drilled north of the motor oil tank. A single polynuclear aromatic hydrocarbon (naphthalene) was detected in the groundwater sample. Diesel and oil-range hydrocarbons and associated constituents were not detected in the groundwater sample at levels exceeding laboratory reporting limits. These findings indicate shallow groundwater has been minimally impacted by historic releases of product. Furthermore, investigations conducted between 2004 and 2011 confirm soil and groundwater contamination is largely restricted to the area of the waste oil, motor oil and diesel

tank pits and does not extend beyond the site boundaries.

Hahn and Associates, Inc. on behalf of the property owner reviewed Water Resource Department records to evaluate groundwater use in the area of the site. Six water wells associated with residential and/or commercial properties were identified within a 0.5 mile radius of the site. Based on the reported use of the wells (domestic use and irrigation), there is a high probability the water wells at those properties were decommissioned prior to development. The nearest well is approximately 1,100 feet northeast of the site and unlikely to be impacted by soil and groundwater contamination of limited area. Furthermore, the site lies outside of the City of Portland Wellhead Protection Area and shallow groundwater in the area of the site is unlikely to be used as a source of drinking water. As a result of these findings, contaminated groundwater in the area of the site does not pose a significant risk to area employees and/or residents.

The site is zoned for General Industrial use by the City of Gresham. As a result, it likely the site will continue to be used for commercial purposes in the future. Diesel-contaminated soil is generally present at depths greater than 3 feet below ground surface and does not pose significant risks to current and likely future occupational workers through ingestion, direct contact or inhalation. Likewise, petroleum hydrocarbons are not present in soil or groundwater at levels exceeding applicable Risk-

Based Concentrations for the vapor intrusion or volatilization to outdoor air pathways.

Historic site investigations have demonstrated that soil and groundwater contamination is restricted to the vicinity of the truck maintenance building, vehicle fueling area and associated tank pits. Based on the location and size of these areas relative to the site property boundaries, it is unlikely that contamination extends off-site. DEQ proposes to close Underground Storage Tank Cleanup File No. 26-04-0158 under the Risk-Based Decision Making guidelines.

#### **What happens next?**

Once the public comment period has closed, DEQ will consider all comments before making a decision. DEQ will hold a meeting to receive comments about this site if requested by 10 or more people or by a group with a membership of 10 or more.

#### **Accessibility information**

DEQ is committed to accommodating people with disabilities at our hearings. Please notify DEQ of any special physical or language accommodations or if you need information in large print, Braille or another format. To make these arrangements, contact DEQ Communications & Outreach (503) 229-5696 or toll free in Oregon at (800) 452-4011; fax to 503-229-6762; or email to [deqinfo@deq.state.or.us](mailto:deqinfo@deq.state.or.us).

People with hearing or speech impairments should dial 711 for assistance.