110 Union Street, Suite 500, Seattle, Washington 98101-2038
206-343-8800 1-800-552-3565 Fax: 206-343-7522

PUGET SOUND Clean Air Agency

Notice of Violation

Registration No.: 11339 **Amended Notice of Violation** No.36879

Date of Violation: December 21 through December 24, 2000

Certified Mail No. 7099 3220 0005 4517 0783

Name:	Responsible Person, Title:		
Ash Grove Cement Co.	Henrik Voldbaek Plant Manager		
Location of Violation (Address):	**City:**	**Zip:**	**County:**
Olympic Tug and Barge Co. **910 SW Spokane St**	Seattle	98134	King
Mailing Address:	**City, State:**	**Zip:**	**Phone:**
3801 E. Marginal Way So.	Seattle, WA.	98134	206 623-5596

DID UNLAWFULLY CAUSE OR ALLOW VIOLATION OF:

Regulation I of the Puget Sound Clean Air Agency for:

☒ Section 9.11(a) Emission of an air contaminant in sufficient quantities and of such characteristics and duration as is, or is likely to be, injurious to human health, plant, or animal life, or property, or which unreasonably interferes with the enjoyment of life and property.

FACTS ALLEGED TO CONSTITUTE A VIOLATION

Causing or allowing the deposition of portland cement clinker particles December 21st through December 24th that were verified by the Puget Sound Clean Air Agency on December 26th, 2000. The emissions were in sufficient quantities and of such characteristics and duration as to unreasonably interfere with the enjoyment of life and property at 910 SW Spokane St. in Seattle, Washington. Causing or allowing portland cement clinker particle deposition on a truck, license No. 89335-Y.

CORRECTIVE ACTION ORDER

Under the provisions of Section 3.09 of Regulation I and RCW 70.94.211 you are ordered to **submit a written report within ten (10) days of receipt of this Notice** describing the necessary corrective action you have taken or propose to take, including a schedule, to achieve continuous compliance with the regulations, **and** take the following necessary corrective action:

Issued By [signature] Air Pollution Inspector Date/Time 4-6-01 Date / Time Received By _____

626884

Signing this Notice is not an admission of guilt

orm No. 70-119b (Updated 7/00 Iss)

AGCS2M001172

CASE #: 2000500905-1 (__) Smoke (__) Odor (__) Fire (X) Dust/Fallout (__) WD Stove (__) Asbestos (__) Other

Type(1A-6B): 2 Fallout dust County: King Date Rec'd: 12/26/2000 Time Rec'd: 0926

Material: Verified: CSR:

Location: City: Seattle Zip: 98134 Info:

Operator's Initials: AMG Inspector: WLV Inspection Time: 1154 Inspection Date: 12/26/00

CONTRACTOR#: Name:

ResPers: Title: Ph:

SOURCE#: 11339 (Reg #) Name: Ash Grove Cement County: King

Street: 3801 E Marginal Wy S. City: Seattle Zip: 98134

Mail: City: Zip: St:

ResPers: Henrik Voldbaek Title: Plt. Mgr. Ph: 623-5596

SOURCE#: Name: Gerry Brown County: 623-5596 ext. 221

Street: City: Zip:

Mail: City: Zip: St:

ResPers: Title: Ph:

12/26/00: Message left with Mr. Voldbaek regarding complainant F/U, findings, etc. ~1220 hrs.

ASBESTOS INSPECTION LEVEL: 0 (__) Off Site 1 (__) Pre-Removal 2 (__) Post-Removal 3 (__) Active Removal

GENERAL INSPECTION LEVEL: 1 (__) Off Site 2 (X) Compliance 3 (__) Measurements 4 (__) Source Test

SUMMARY REPORT: Level 2 smoke odor in office verified. Coal fire photos taken, compl. photos as well.

INSPECTION REPORT: Phone conversation with Mr. Bell 1040 hrs. Compl. stated he had left 2 phone messages with Jerry Brown of Ash Grove today with no response. He claimed he had met with Mr. Brown 1 month ago and split 2-3 samples of fallout. He did not have sample tests due to 1) cost and 2) "unwillingness of Ash Grove" to provide Klinker sample as positive control.

I arrived on site at 1135 hours and met with complainant (+ 2 other workers with cars) who provided info on vehicles. 2 vehicles photographed claimed to have been parked for 2 days (including compl's truck). Appreciable fallout on vehicles with adherence (difficult to scrap off without scratching painted surface). One car photoed that had been left on site for over 2 weeks would not be safe to drive without cleaning of windshields. Complainant stated fallout especially noticeable following 'overnight' with claims of emissions from Ash Grove during night-time especially. At 1140 hrs. a worker (David Gore - 890-7380 cell) approached me with statements regarding damage of car from fallout and night-time blast emissions observed. He claims he has taken taxi in past to avoid car impacts.

RECOMMENDATION: (__) Close Case (__) Deficiency Ltr. (__) Office Conf. (__) F/U Inspection Date:

Other Action: Sample attained from compl's truck (__) A.O.D. (__) Civil Penalty Amount:

NOV#/Section:

Inspector's Signature: Walter Voegtlin 12/27/00 Film No. Page 1 of

COMPLAINANT: (__) Confidential (X) In Progress (X) Impacting Complainant

Name: Knut Bell/Olympic Tug & Barge 206 628-0051 910 SW Spokane St. 98134

Street: 910 Spokane St/ Terminal 25 City: Seattle Zip: 98134

Home Ph: 360 421-6591 C Work Ph: Complainant Advised: yes. In Person 12/26/00

Comments: Fallout occurred 12/24 and today

Form No. 70-103 (Revised 8/1/95)

AGCS2M001173

Source Ash Grove

12/27/00 13:00 I left a vm mssg with the complainant requesting the following information: License plate NO of his vehicle, exact start date & time and end date and time of the fallout event & I advised him that I also needed a formal statement from him regarding the fallout event

Vm from complainant 12/29 11:31 — He crawled up on Thur 12/21/00 and returned on Sunday 12/24/00 to find a large amount of fallout on the vehicle.

The location of the fallout complaint, Olympic Tug & Barge is approximately 1/8th of a mile North and West of Ash Grove Cement Co. Therefore, a SE wind would be most likely to carry cement fallout to the Olympic Tug and Barge property

12/27 13:30, I left a vm mssg with Gerry Brown advising him of the 12/26/00 fallout event & requesting the

[Knut Bell Fax # (206-890-8153]

12/27 15:20 phone call from Knut Bell

03:00 12/24

6:00 am 12/24 saw fallout

Signature P. Dilfer

Date 12/29/00

Form No. 70-103

AGCS2M001174

Source Case No. 2000500905-1

operational status of the plant for the period 12/21 through 12/24/00.

Mr Knut Bell, the complainant, informed me that he returned on 12/24 at 03:00. He spent the night on the Tug boat and initially observed the fallout on his vehicle License No. 89335-Y at 6:00 am on 12/24/00 at Olympic Tug & Barge

On 12/28/00 at 12:23 pm Gerry Brown with Ashgrove left a voice mail message for me. He explained that 12/21/00 through 12/24/00, the cement plant had no upsets and there were no start ups or shutdowns during that period. He said that operations were normal during the entire period.

At 15:00 on 12/29/00 I reviewed, the formal statement faxed to the agency on 12/29/00 from the complainant, Knut Bell.

At 15:15 on 12/29/00, I left a voice mail message with Russ Simonson at Lafarge asking him if there were any clinker cooler bypass events or ESP shutdowns for the period 12/21/00 - 12/24/00.

Signature M. Gilpin Date 12/29/00

Form No. 70-103

AGCS2M001175

Source Case No. 200050905-1

On 12/29/00 at 15:30 I reviewed the wind direction data for the period 12/21/00 at 12:00pm through 8:00 am on 12/24/00. I observed that the Wind was out of the South, SouthEast for the entire period. The wind speeds were 2.6 to 6.8 miles per hour during the period.

1/02/00 11:00 am I received a 1/02/01 7:01 Am voice mail message from Russ Simonsen. He stated there were no clinker cooler bypass venting incidents nor were there any problems with the ESP. He stated that there were no upsets or excess emissions for the period 12/21/00 - 12/24/00.

Signature [signature] Date 12/29/00

Form No. 70-103

Wind Speed

Puget Sound Clean Air Agency

December 2000

Duwamish, 4752 E Marginal Way S, Seattle, Wa

1 Hour Averages

Sampling Method: RM Young 05305 Wind Monitor AQ

Units are: Miles per Hour

Hour PST

Date		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Mean
Fri	1	.9	1.3	4.5	5.3	4.2	4.8	3.8	2.8	2.5	3.9	6.4	5.2	5.7	4.0	2.5	1.8	2.3	2.1	2.6	1.4	1.7	5.6	6.0	3.9	3.6
Sat	2	1.5	1.6	2.2	3.4	4.3	7.8	8.7	3.1	3.9	7.0	4.7	5.5	5.7	4.2	3.9	1.5	1.3	.5	.6	.6	1.1	.8	.2	.2	3.1
Sun	3	.3	.7	1.3	1.0	2.1	2.6	.7	.8	.9	2.7	5.7	7.1	8.1	7.9	8.1	5.8	6.5	7.1	3.3	4.1	3.3	4.3	4.6	3.6	3.9
Mon	4	2.1	2.9	3.2	3.1	2.3	2.7	1.6	1.2	2.8	5.0	4.2	3.0	4.0	6.0	5.3	5.2	4.3	3.2	4.8	5.1	3.7	3.2	3.5	3.7	3.6
Tue	5	1.9	1.7	2.3	2.7	3.2	2.8	3.0	1.9	5.2	5.1	5.8	6.9	6.2	6.1	4.2	4.6	4.1	6.8	5.6	1.7	.2	1.1	.6	.5	3.5
Wed	6	.9	2.1	.8	1.4	3.0	1.6	1.0	.6	.9	2.0	3.9	3.0	3.9	3.8	3.4	3.3	1.5	.8	.4	.9	.5	1.6	2.3	2.4	1.9
Thu	7	1.9	2.8	1.4	2.5	3.2	1.2	2.7	2.9	3.8	3.9	5.0	4.1	4.0	4.2	3.7	2.8	3.2	4.2	4.2	3.1	3.4	1.5	.9	2.2	3.0
Fri	8	2.7	2.5	2.7	2.2	2.9	3.7	5.1	4.2	4.3	4.8	4.1	4.3	4.6	6.0	6.1	5.6	2.7	3.8	3.0	4.6	6.9	6.4	7.4	7.3	4.5
Sat	9	7.3	6.2	5.1	4.7	3.2	3.1	3.2	3.7	3.9	3.0	4.1	4.0	3.4	2.2	2.5	3.8	1.8	1.1	2.3	1.1	2.1	2.6	.8	1.0	3.2
Sun	10	1.9	3.0	3.0	3.0	2.5	2.1	2.0	1.5	1.1	.9	3.7	4.8	8.3	5.6	6.5	6.8	2.5	7.4	7.4	5.3	4.0	3.4	3.6	2.2	3.9
Mon	11	2.6	1.1	1.6	1.6	1.3	2.2	1.3	1.9	2.0	3.3	4.6	5.4	5.6	7.4	6.8	9.2	8.0	6.9	7.8	7.3	8.3	6.0	5.7	5.8	4.7
Tue	12	4.4	2.4	2.9	1.4	1.2	1.6	2.2	1.6	1.0	1.6	3.0	3.2	3.1	4.2	3.5	3.0	3.6	2.9	2.8	2.5	2.5	2.0	2.4	2.2	2.6
Wed	13	2.8	3.6	2.0	1.6	1.0	.9	1.5	2.7	1.8	1.7	1.6	1.0	1.3	2.6	4.3	2.4	2.4	3.8	4.6	6.2	6.9	4.2	1.6	3.6	2.8
Thu	14	2.4	3.6	3.6	3.5	3.5	3.5	4.6	2.7	3.2	3.5	5.4	7.8	6.7	5.5	4.9	6.5	12.0	11.7	16.4	12.5	11.5	7.3	12.9	16.2	7.1
Fri	15	14.6	12.2	11.9	11.1	10.3	5.7	2.7	3.2	3.3	2.0	2.7	6.8	7.4	7.1	6.3	6.4	6.5	2.9	2.7	3.6	3.4	4.6	3.4	4.8	6.1
Sat	16	6.9	5.1	5.3	5.1	3.7	4.2	6.6	13.9	13.9	13.0	10.6	14.7	14.2	14.2	14.5	12.3	14.9	13.7	12.9	13.9	10.2	8.6	8.0	8.4	10.4
Sun	17	9.1	7.1	4.5	3.0	3.7	4.1	3.7	4.2	6.1	7.2	6.6	8.6	8.2	3.6	3.3	3.5	2.0	1.6	1.4	2.5	4.1	4.5	2.9	3.5	4.5
Mon	18	1.5	1.5	2.2	1.3	2.0	2.1	1.4	1.6	1.7	1.4	1.5	1.6	2.0	3.0	2.2	1.1	4.0	4.0	4.9	6.2	4.0	1.9	1.8	2.6	2.4
Tue	19	1.6	3.1	2.9	.9	.9	.6	2.2	1.6	2.4	2.4	2.5	3.1	3.1	3.7	5.1	3.5	3.3	4.6	5.5	2.5	1.0	1.6	.8	1.3	2.5
Wed	20	1.3	1.4	.7	1.5	.6	.6	1.5	1.8	.8	1.3	2.2	1.8	4.0	3.6	4.9	2.8	1.7	1.7	2.1	2.8	2.1	1.1	1.9	1.6	1.9
Thu	21	1.4	1.2	1.0	2.1	3.0	2.4	1.6	2.0	3.1	8.1	9.2	5.3	6.7	5.7	2.6	4.5	3.9	2.6	3.6	6.2	4.6	5.2	4.3	4.4	3.9
Fri	22	5.6	4.4	4.6	5.8	5.8	5.0	4.1	4.2	5.7	6.8	5.0	4.1	4.3	4.2	4.7	5.1	6.6	6.4	6.1	6.0	5.2	4.5	4.1	5.3	5.2
Sat	23	3.5	3.6	2.9	3.9	4.9	4.0	4.3	5.5	4.6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4.0	4.0	3.9	3.8	4.9	4.8	4.9	3.8	3.6	6.8	4.3
Sun	24	6.2	6.1	4.4	4.1	6.6	2.2	3.7	3.2	3.1	3.0	3.8	4.7	5.4	4.5	3.7	2.8	1.6	2.1	2.4	3.3	2.8	3.9	4.0	4.0	3.8
Mon	25	4.6	3.4	2.7	2.3	2.5	3.1	4.1	5.5	3.5	5.0	4.1	2.4	.9	2.0	3.2	1.8	1.9	.4	.9	.7	2.6	3.7	2.8	2.7	2.8
Tue	26	1.8	2.7	2.7	4.0	3.4	3.4	1.5	2.5	3.2	3.6	1.3	1.7	3.8	3.9	2.4	1.2	2.1	3.9	2.2	3.6	5.6	5.1	7.2	7.0	3.3
Wed	27	8.6	6.5	3.3	1.9	2.4	2.3	2.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monthly Hour Mean		3.7	3.5	3.2	3.1	3.2	3.0	3.0	3.1	3.4	4.1	4.4	4.8	5.2	5.0	4.7	4.3	4.2	4.2	4.4	4.3	4.1	3.8	3.7	4.1	
Hour Max		14.6	12.2	11.9	11.1	10.3	7.8	8.7	13.9	13.9	13.0	10.6	14.7	14.2	14.2	14.5	12.3	14.9	13.7	16.4	13.9	11.5	8.6	12.9	16.2	

Monthly Mean = 3.9 Total Observations = 631 Monthly Maximum = 16.4

Note: A dash alone (-) indicates missing data or fewer than 18 values for a Daily Mean

AGCS2M001177

Wind Direction

Duwamish, 4752 E Marginal Way S, Seattle, Wa

Sampling Method: RM Young 05305 Wind Monitor AQ

Puget Sound Clean Air Agency

1 Hour Averages

December 2000

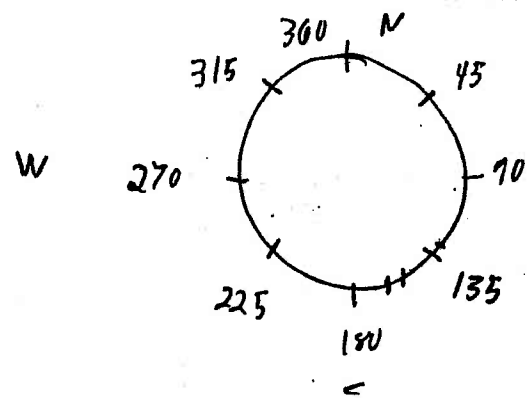
Units are: Degrees

Hour PST

Date		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Daily Mean
Fri	1	323	167	173	165	151	173	193	148	146	139	154	145	166	174	308	311	160	179	288	338	158	162	160	210	174
Sat	2	5	190	146	173	149	170	186	191	183	180	200	201	192	193	182	203	207	282	246	270	133	161	202	255	194
Sun	3	296	204	338	321	356	5	260	350	189	52	25	16	352	353	13	19	17	8	12	22	25	22	14	11	1
Mon	4	354	6	348	360	15	6	37	255	353	340	319	330	317	325	323	323	329	335	358	13	25	19	26	20	350
Tue	5	7	24	39	14	28	23	33	62	17	9	356	5	350	355	324	328	344	16	14	350	279	308	289	297	358
Wed	6	340	342	338	337	339	31	328	285	22	345	8	344	319	325	321	313	315	291	278	183	185	162	166	164	323
Thu	7	164	154	149	157	156	131	28	36	31	44	36	31	1	5	360	333	64	60	60	41	47	77	78	127	63
Fri	8	132	118	104	117	162	154	160	160	149	155	149	140	139	153	157	155	157	162	160	173	175	185	194	201	155
Sat	9	184	191	204	213	187	132	122	145	154	157	148	148	132	161	224	181	182	205	163	167	150	164	202	317	172
Sun	10	172	219	223	255	254	299	332	246	304	231	302	318	339	344	23	3	22	351	355	18	7	13	14	20	326
Mon	11	19	342	22	77	99	17	4	341	334	26	14	352	359	13	27	9	17	20	22	19	17	23	16	22	16
Tue	12	12	339	345	326	332	358	327	144	105	111	136	138	123	150	140	182	163	148	158	157	141	156	162	163	135
Wed	13	157	169	161	163	143	123	53	48	90	104	83	81	347	356	351	358	112	39	14	1	13	65	128	150	79
Thu	14	157	156	151	160	152	148	160	149	139	143	151	155	162	165	160	162	177	167	176	195	194	219	210	209	167
Fri	15	211	213	214	221	229	246	260	202	174	258	265	47	52	63	59	66	62	101	145	154	154	164	164	148	171
Sat	16	150	147	147	168	153	164	164	177	177	177	170	183	183	182	181	179	175	181	180	180	191	201	220	215	177
Sun	17	227	235	203	189	183	166	164	168	154	159	159	172	174	163	26	64	67	148	163	164	167	159	166	160	165
Mon	18	167	179	166	305	207	241	134	114	267	306	157	258	326	332	329	241	171	179	169	154	163	170	48	151	194
Tue	19	358	326	8	67	21	274	160	149	155	158	67	47	45	21	28	35	5	18	359	6	309	325	298	228	15
Wed	20	45	179	162	157	185	225	297	14	86	18	157	149	130	128	135	82	71	91	111	108	115	331	11	286	112
Thu	21	284	339	2	346	333	319	229	158	143	149	156	153	149	151	155	157	168	140	133	138	154	140	148	156	154
Fri	22	153	165	151	156	143	147	155	151	147	147	141	147	140	153	154	159	162	159	158	157	155	148	149	162	152
Sat	23	158	161	157	157	164	159	165	169	164	163	162	163	153	151	169	166	150	162	157	151	155	148	140	175	159
Sun	24	176	177	186	187	174	155	175	172	175	170	176	181	175	172	168	165	164	159	152	153	148	152	160	156	168
Mon	25	168	162	155	134	152	162	159	159	132	160	161	221	250	148	138	173	345	274	291	202	165	169	148	172	170
Tue	26	169	162	165	153	150	161	100	148	166	166	148	359	356	349	349	301	194	152	208	163	158	140	157	171	158
Wed	27	199	188	192	209	170	185	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monthly Hour Mean		172	182	160	171	160	163	161	155	142	141	140	129	107	117	63	141	124	136	150	140	146	147	153	181	

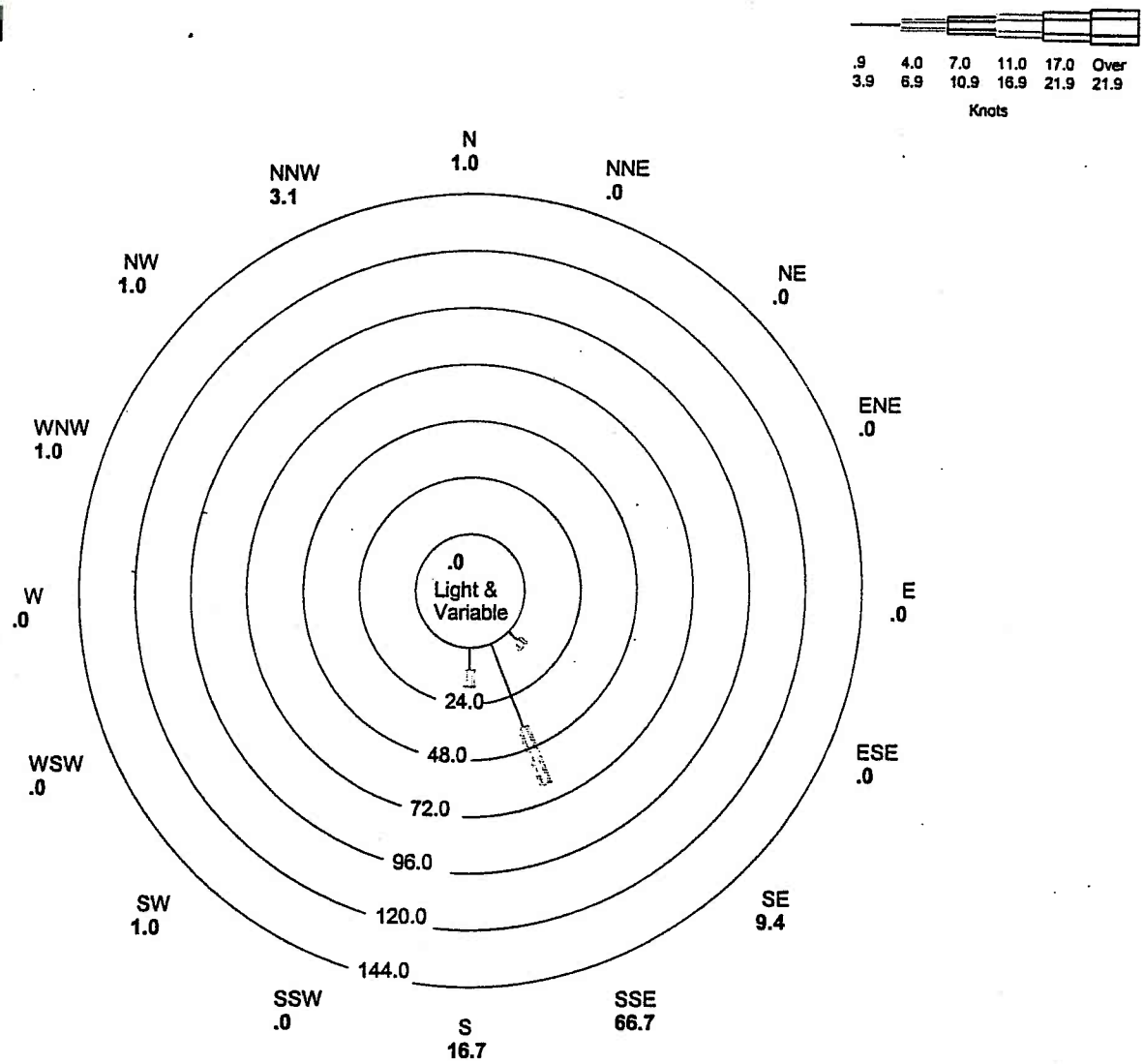
Total Observations = 631

Note: A dash alone (-) indicates missing data or fewer than 18 values for a Daily Mean



AGCS2M001178

Clean Air Agency



HOUR AVERAGE SURFACE WINDS

PERCENTAGE FREQUENCY OF OCCURRENCE

STATION LOCATION:	**Duwamish, 4752 E Marginal Way S, Seattle, Wa**
SITE ELEVATION:	**14 feet**
INCLUSIVE DATES:	**December 21, 2000 to December, 24, 2000**
TOTAL OBSERVATIONS:	**96**

Clean Air Agency

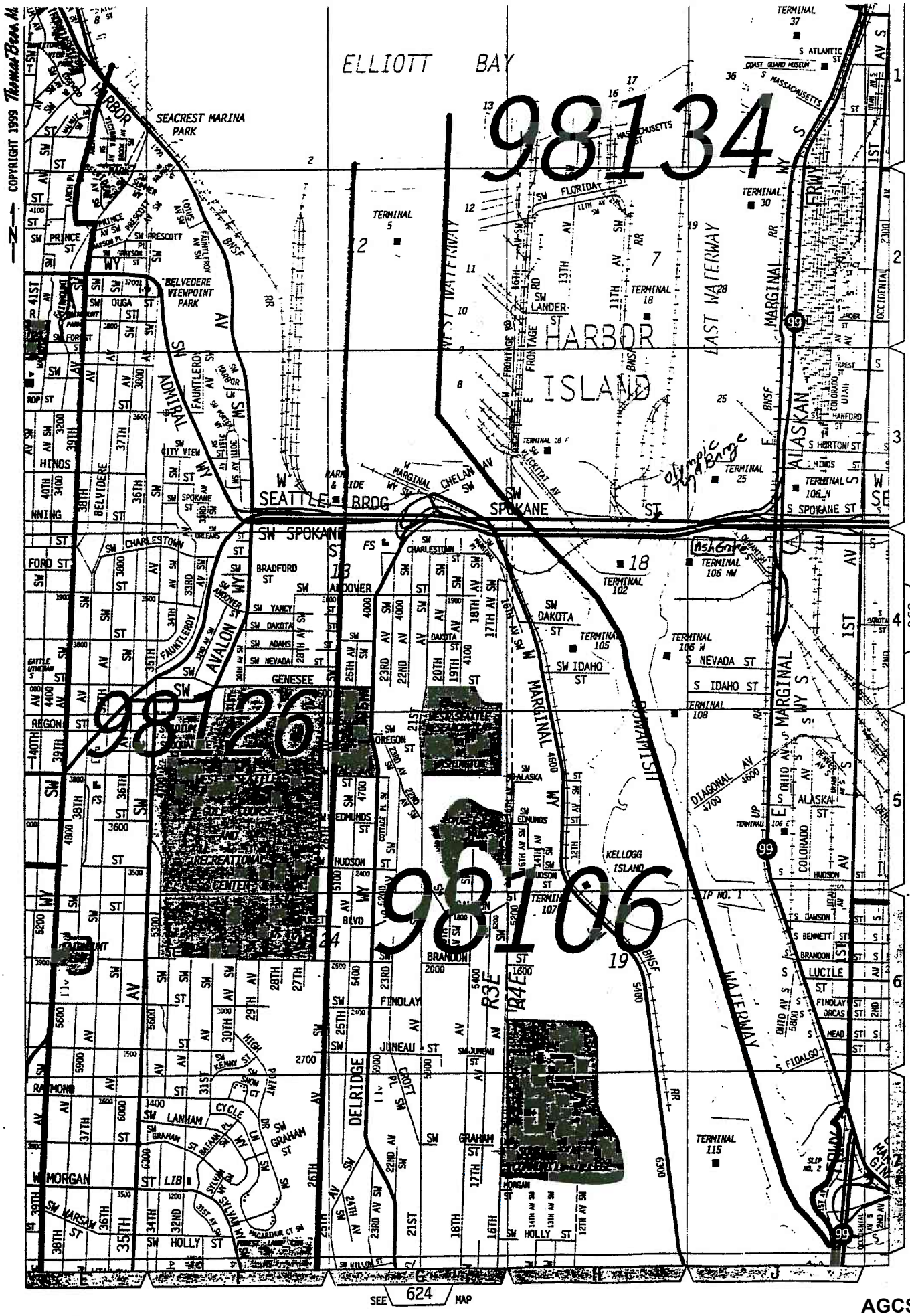
Duwamish, 4752 E Marginal Way S, Seattle, Wa
December 21, 2000 to December, 24, 2000

Wind Direction		Knots .9 to 3.9	4.0 to 6.9	7.0 to 10.9	11.0 to 16.9	17.0 to 21.9	Over 21.9	Totals
N	(349 - 011)	1.0	.	.	.	.	.	1.0
NNE	(012 - 033)	.	.	.	.	.	.	.
NE	(034 - 056)	.	.	.	.	.	.	.
ENE	(057 - 078)	.	.	.	.	.	.	.
E	(079 - 101)	.	.	.	.	.	.	.
ESE	(102 - 123)	.	.	.	.	.	.	.
SE	(124 - 146)	5.2	4.2	.	.	.	.	9.4
SSE	(147 - 168)	38.5	26.0	2.1	.	.	.	66.7
S	(169 - 191)	9.4	7.3	.	.	.	.	16.7
SSW	(192 - 213)	.	.	.	.	.	.	.
SW	(214 - 236)	1.0	.	.	.	.	.	1.0
WSW	(237 - 258)	.	.	.	.	.	.	.
W	(259 - 281)	.	.	.	.	.	.	.
WNW	(282 - 303	1.0	.	.	.	.	.	1.0
NW	(304 - 326)	1.0	.	.	.	.	.	1.0
NNW	(327 - 348)	3.1	.	.	.	.	.	3.1
Calm and Light/Variable								.0
Totals		60.4	37.5	2.1	.	.	.	*****

N	(349 - 011)	1						1
NNE	(012 - 033)							
NE	(034 - 056)							
ENE	(057 - 078)							
E	(079 - 101)							
ESE	(102 - 123)							
SE	(124 - 146)	5	4					9
SSE	(147 - 168)	37	25	2				64
S	(169 - 191)	9	7					16
SSW	(192 - 213)							
SW	(214 - 236)	1						1
WSW	(237 - 258)							
W	(259 - 281)							
WNW	(282 - 303	1						1
NW	(304 - 326)	1						1
NNW	(327 - 348)	3						3
Calm and Light/Variable								
Totals		58	36	2				*****

Number of observations: **96**

NOTES: ***** indicates column and row totals may not be identical to the result of simple addition of table readings.
A decimal point alone (.) indicates zero; a table reading of (.0) indicates a value < .0501 %


ELLIOTT BAY
98134
98126
98106
SEACREST MARINA PARK
BELVEDERE VIEWPOINT PARK
HARBOR ISLAND
WEST WATERWAY
EAST WATERWAY
MARGINAL WY S
ALASKAN WY S
ADMIRAL WY SW
AVALON WY SW
DELRIDGE WY SW
SEATTLE BRDG
SW SPOKANE ST
S SPOKANE ST
SW DAKOTA ST
SW IDAHO ST
S IDAHO ST
S NEVADA ST
SW GENESEE ST
SW OREGON ST
SW ALASKA ST
SW EDMUNDS ST
SW HUDSON ST
SW BRANDON ST
SW FINDLAY ST
SW JUNEAU ST
SW GRAHAM ST
SW MORGAN ST
SW HOLLY ST
SW LANHAM ST
SW WARSAW ST
SW BRADFORD ST
SW ALDOVER ST
SW CHARLESTOWN ST
SW FORD ST
SW HINDS ST
SW OLGA ST
SW PRINCE ST
SW PRESCOTT ST
SW LANDER ST
S HORTON ST
S DAWSON ST
S BENNETT ST
S LUCILE ST
S FINDLAY ST
S ORCAS ST
S HEAD ST
S FIDALGO ST
DIAGONAL AV
KELLOGG ISLAND
SLIP NO. 1
SLIP NO. 2
TERMINAL 37
TERMINAL 30
TERMINAL 18
TERMINAL 5
TERMINAL 25
TERMINAL 106 N
TERMINAL 106 NW
TERMINAL 102
TERMINAL 105
TERMINAL 106 W
TERMINAL 108
TERMINAL 107
TERMINAL 115
COAST GUARD MUSEUM
S ATLANTIC ST
S MASSACHUSETTS
SW FLORIDA
SW FRONTAGE RD
BNSF
UP
COLORADO
OHIO AV S
OCCIDENTAL
SEE 595 MAP
SEE 624 MAP
ZIP
AGCS2M001181

Case #

Formal Statement

Name of Source: ASH GROVE CEMENT

Address of Source:

City: SEATTLE, WA. County: KING Zip:

Describe the problem in your own words: what type of pollution (i.e., dust, smoke, odor, etc.), where it is coming from and who do you think is responsible for causing or allowing the pollution. Describe any distress or ill effects caused by the pollution, and attach any physical evidence that you have, including: photographs, videotapes, receipts or estimates for repairs, doctor bills, etc. Attach additional sheets if necessary.

I AM EMPLOYED @ OLYMPIC TUG & BARGE, P-23, SEATTLE, WASHINGTON. SINCE WORKING AT OLYMPIC, I HAVE HAD MY VEHICLE "DUSTED" SEVERAL TIMES. WE WORK FOR ONE WEEK AT A TIME AND LEAVE OUR VEHICLES PARKED AT THE COMPANY OFFICE. WHEN WE RETURN, MORE OFTEN THAN NOUGHT, WE DISCOVER OUR VEHICLES COATED WITH A CEMENT LIKE PRODUCT. AFTER WASHING, AND MORE WASHING, THE PRODUCT DOES NOT COME OFF. AFTER USING A DILUTED VINEGAR/WATER COMBINATION, THE PRODUCT WILL HALF-HEARTILY COME OFF. I HAVE WORKED AT OLYMPIC FOR NEARLY TWO YEARS (STARTING DATE: 2. JANUARY 1999) BEFORE I STARTED, MY 1995 CHEVY 2500 SERIES PU TRUCK, HAD A IMMACULATE PAINT JOB. HIGH GLOSS. I HAVE SEVERAL WITNESSES TO THIS FACT. AFTER WORKING AT OLYMPIC FOR LESS THAN TWO MONTHS, I RECEIVED SEVERAL DUSTINGS AND WAS TOLD "THAT'S JUST THE WAY IT IS" AFTER ABOUT 6 MONTHS I STARTED DOING MY OWN RESEARCH AND FOUND IT TO BE HIGHLY PROBABLE THAT THIS "KLINKER" WAS/IS COMING FROM ASH GROVE.

I HAVE TALKED TO ASH GROVE 3 TIMES PERSONALLY ABOUT THIS

Your Name: Knut Bell

Address: 508 90TH ST SW APT 14A

City: Everett State: WA Zip: 98204

Signing this form releases the Puget Sound Air Pollution Control Agency from any responsibility to protect your anonymity and may require your testimony. This means that, upon request, the Agency may disclose this document and any other complaints you have filed with the Agency regarding this case.

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct:

Knut R. H. Bell
Signature

27. December 2000
Date and Place "LUCY FRANCO" P-23 SEATTLE, WA.

PSAPCA Form No. "B-183 (Rev. 12/98) ehc

AGCS2M001182

MATTER I WAS BLOWN OFF NEARLY BOTH TIMES. IN OCTOBER 2000 I, AND PHIL BRINDLE (OLYMPIC) WERE DUSTED AND DROVE OVER TO ASH GROVE. THEY TOOK SAMPLES AND IN DEC 2000, WE WERE TOLD WE WERE OK'D FOR DETAILING JOBS AS ASH GROVE PRODUCT WAS FOUND IN THE PRODUCT ON OUR VEHICLES. I WAS UNABLE TO STICK IN AT ASH GROVE TO SIGN THE REQUIRED PAPERWORK AS REQUESTED BY JERRY BROWN (ASH GROVE).

ON 21. DECEMBER I CREWED-UP AT OLYMPIC TUG & BARGE. WE CREWED UP AT 0800. I HAD WASHED MY VEHICLE TWO TIMES ON THE 20TH OF DECEMBER. I ALSO REPLACED A BUG-GUARD THAT HAD BEEN RIPPED-OFF DURING A CAR-WASH FROM THE PREVIOUS CREW-OFF. THE TRUCK WAS CLEAN + THE BUG-GUARD BRAND NEW. UPON ARRIVAL AT P-23 ON THE 24. DECEMBER AT 0800 (LUCY FRANCO LOG-BOOK) I WALKED UP TO TAKE A LOOK AT MY VEHICLE. AT THIS POINT THERE WAS SMOKE COMING OUT OF THE TALLEST STACK AT ASH GROVE. THE WIND WAS S-SE. I THEN WENT BACK TO THE BOAT TO GET SOME SLEEP. I AWOKE THE NEXT MORNING AROUND 0700 24. DEC. 2000 AROUND 1200 24. DEC. 2000, I WALKED BACK UP TO MY TRUCK (NOW DAYLIGHT) TO FIND IT TOTALLY DUSTED. THERE WAS BUILDUP ON ALL WINDOWS, PRODUCT HAMMERED UNDER MIRRORS AND LARGE STREAKS OF IT GATHERED AT VARIOUS PLACES.

I MADE A CALL TO THE "PUGET SOUND CLEAN AIR AGENCY" AND WAS TOLD IT HAD BEEN LOGGED, BUT THAT NO ONE WOULD BE IN THE OFFICE UNTIL TUESDAY (26.D THE OLYMPIC TUG "LELA-JOY" WAS ALSO AT P-23 AND THEIR VEHICLES WER ALSO "DUSTED"

"SEE NEXT PAGE"

29.DEC.2000 10:19 2066280293 HAMLET MARINE

[illegible] MATTER COMING FROM THE TALLEST STACK AT ASH-GROVE.

AS FAR AS FOR THIS INCIDENT, I SIGHTED PRODUCT COMING FROM THE STACK THE FOLLOWING TIMES: 24. DEC. 2000
0300
1800-1830
25. DEC. 2000
0100
2300
26. DEC. 2000
0200

I HAVE A LOG STARTED, WITH WITNESSES NAMES AS TO PREVIOUS TIMES WHEN PRODUCT IS SIGHTED.

MY CONCERNS ARE AS FOLLOWS,

1. SINCE WORKING AT OLYMPIC AND HAVING TO DEAL WITH THIS "DUSTING PROBLEM I HAVE WASTED NUMEROUS HOURS OF MY TIME-OFF TRYING TO RETURN MY TRUCK TO IT'S ORIGINAL CONDITION.
   MY PROTECTIVE COATING HAS BEEN EATEN THROUGH, THE PAINT IS WEAK AND DULLED. WHAT IS IT DOING / WHAT HAS IT DONE, TO MY ENGINE TO MY TURBO ON THE DIESEL?

2. TIME LOST TRYING TO BUTT HEADS AND FIND OUT WHO IS RESPONSIBLE AND WHAT SHALL BE DONE?

3. IF THIS IS WHAT IS ON MY VEHICLE, WHAT ARE THE EFFECTS OF THIS MATERIAL TO HUMANS, VIA THE AIR ITSELF, AIR UNITS, AIR CONDITIONING.

AGCS2M001184

I SHALL CONTINUE MY FIGHT TO STOP THIS! ALL THE ABOVE IS TRUE AND I CAN BE CALLED UPON AT ANY TIME FOR ANY MATTER REGARDING THIS DISCOURAGING EVENT.

Kevin A. Bell

OTHERS WHO WITNESSED THIS PARTICULAR INCIDENT

DAVE GORE — LELA JOY
DANNY ~~FRETT~~ TAYLOR — LELA JOY
SHEA CHRISTENSEN — LUCY FRANCO
GARY BENIS — LUCY FRANCO
MARK CARLEA — OLYMPIC

29.DEC.2000 10:20 2066280293

Construction Technology Laboratories, Inc.
5420 Old Orchard Road
Skokie, Illinois 60077
800.522.2CTL (2285)

MAR 22 2001
AIR AGENCY

Client:	Puget Sound Clean Air Agency	**CTL Project No.:**	153668
Project:	Dust fallout analysis	**CTL Proj. Mgr.:**	Ronald Sturm
Contact:	Fred L. Austin	**Analyst:**	Ronald Sturm
Submitter:	Fred L. Austin	**Approved:**	
		Date :	01-Mar-2001

REPORT OF LABORATORY ANALYSIS

One powder samples, provided in a small glass jar, was received on January 10, 2001 from Mr. Fred L. Austin, Air Pollution Engineer for Puget Sound Clean Air Agency, Seattle WA. The sample was provided with a chain-of-custody form that was signed upon receipt. Reportedly, the powder sample represent particulate dust (fallout) settled on the exterior of an automobile at Olympic Tug & Barge, 910 SW Spokane St., Seattle. The following sample identification, descriptions, and location were provided by Mr. Austin:

P.S. Clean Air Sample ID	Sample Description
Nov 36879 # 200500905-1 (Dec 26, 2000)	Fallout dust sample from one car – Automobile License No. LPN 89335-Y

Laboratory analysis of the sample was requested by Mr. Austin to identify the constituents of the dust fallout. Analyses consisted of optical, polarized-light and reflected light microscopy and x-ray diffraction analysis (XRD) and of each sample. Prior to analysis, the sample was split into three portions, each portion given a unique CTL sample number. One split was not analyzed. The samples were split and identified as follows:

P.S. Clean Air Sample	CTL Sample ID	Test Designated
# 200500905-1	328201-1	Microscopy
	328201-2	XRD
	328201-3	Not analyzed

FINDINGS

Microscopy

The following lists provide the identified constituents, in order of relative abundance, within the referenced dust fallout tape samples, as determined by optical, microscopical examination:

CTL ID	P. S. Clean Air ID No.
328201-1	# 200500905-1

Predominant Constituent[1]

- Unhydrated, partially hydrated, and hydrated masses of portland cement clinker (Figs. 1, 2, and 3); mainly small, gray to beige grains and masses (about 30 to 200 µm across). Many of the masses exhibit relics of hydraulic crystalline compounds commonly associated with portland cement clinker, including tricalcium and dicalcium silicate (*alite* and *belite*) crystals bound in a matrix of tetracalcium aluminoferrite (*ferrite*), tricalcium aluminate, and other related compounds (Fig. 3). Such compound assemblage and morphology is typical of hydraulic portland cement clinker. Many of the masses exhibit evidence of partial hydration (reaction with water), resulting in formation of secondary hydration products that have subsequently carbonated. The latter form carbonated hydration rims.

Minor Constituents

- Light gray to buff colored, friable clumps and masses (some up to 150 µm across) of fine-grained carbonate material (suspected to be hydrated portland cement clinker that has subsequently carbonated).
- Miscellaneous mineral grains (10 to 150 µm) including calcite, quartz, feldspar, amphiboles, mica, opaque minerals, and other rocks and minerals (Fig. 1);
- Traces (less than 1% each) of paper and plant fibers, rust flakes, glass-like fragments, and other (unidentified) crystalline and non-crystalline particles.
- A few masses exhibit evidence of partial hydration (reaction with water), resulting in formation of secondary hydration products that have not carbonated, including needle-like crystals of ettringite ($3CaO{\bullet}Al_2O_3{\bullet}3CaSO_4{\bullet}32H_2O$) and suspected occurrences of hydrated alkali sulfates, calcium hydroxides, and other related compounds.

X-ray Diffraction Analysis

Findings of the x-ray-diffraction analysis are provided in the attached data sheets. These analyses are generally consistent with the findings of the optical microscopy. Each dust sample is comprised predominantly of crystalline compounds normally associated with portland cement clinker, including alite (C_3S), belite (C_2S), and ferrite (C_4AF). Calcite ($CaCO_3$) was also identified and likely is attributed to carbonated formed of cement hydration products.

[1] Predominant constituent comprises an estimated 80 to 85% of sample.