

FACT SHEET



Clooney Loop Remediation and the Interstate Highway 10 Bridge over the Calcasieu River

Timeline

- 1994** – EDC leaked from an above-ground pipeline, recovery of EDC and remediation of area followed soon after.
- 1995** – Design and construction of a temporary groundwater recovery and treatment system.
- 1996** – Groundwater monitoring at Clooney Loop conducted under LDEQ Compliance Order No. WE-C-96-0011; this effort continues today on a semi-annual basis, which includes reporting semi-annually to LDEQ.
- 1999** – Startup of current groundwater treatment plant that annually treats millions of gallons of recovered groundwater and recycles recovered EDC.
- 2007** – Completed groundwater and soil sampling related to potential future DOTD construction for the Sampson Street and I-10 expansion north of the Clooney Loop marine docks.
- 2009** – Completed investigation beneath marsh north of I-10.
- 2010** – Installed additional recovery wells south and north of Isle of Capri Boulevard.
- 2011** – Began quarterly monitoring of wells in north Clooney Loop near bridge construction area.
- 2012** – Submitted Risk Evaluation Corrective Action Program (RECAP) reports to LDEQ seeking approval of cleanup standards.
- 2013** – LDEQ approved RECAP cleanup standards.
- 2016** – Evaluating the feasibility of biological, chemical, physical and thermal remediation methods to enhance ongoing site remediation. Phillips 66 has been testing various remediation methods to enhance site cleanup since 2008.

In 1994, ethylene dichloride (EDC) leaked from an aboveground pipeline operated by what was then the Conoco refinery in Westlake. Since then, Phillips 66 Company and its predecessors have been working with the U.S. Environmental Protection Agency (EPA) and Louisiana Department of Environmental Quality (LDEQ) to address the impact of the release.

Phillips 66 operates a comprehensive groundwater recovery and treatment system and regularly collects samples from monitoring wells in accordance with plans approved by LDEQ. This system has been in operation since shortly after the incident and has been highly successful at recovering product and cleaning up the area.

The Louisiana Department of Transportation and Development (DOTD) has proposed two construction projects (for replacement of the I-10 bridge across the Calcasieu River and for the Sampson Street Interchange).

Continued on back



Area of planned remediation of soil and groundwater near proposed bridge and interchange construction.

What is EDC?

EDC is an ingredient used in the production of a variety of plastic and vinyl products, including furniture, automobile upholstery and parts, wall coverings and housewares.

Phillips 66 regularly collects groundwater samples from monitoring wells in accordance with plans approved by LDEQ. Chemical concentrations north of the existing bridge – a potential area of new bridge construction – are already well below the LDEQ approved cleanup standards and no remediation is necessary in this area. In fact, most of the samples taken from this area since November 2011 show that the groundwater even meets EPA standards for drinking water. Phillips 66 will continue its monitoring and recovery efforts in any affected areas under the guidance of LDEQ.

As a valued member of this community, Phillips 66 is committed to being a part of the solution for this project in a manner that is consistent with the ongoing federal environmental review process. We support the “In For 10” campaign that stresses the need to build a new I-10 bridge.

the north, and has implemented remediation activities in these areas. Phillips 66 will continue its monitoring and recovery efforts in any affected area under the guidance of LDEQ. In addition, Phillips 66 will continue to evaluate the feasibility of various remediation methods to enhance the ongoing groundwater recovery and treatment efforts under the direction of the LDEQ.

Phillips 66 has cooperated with LDEQ and DOTD to ensure that the environmental impact of the incidents are fully understood.

Our employees have much to gain from the construction of the new bridge and

Phillips 66 has completed extensive subsurface investigation and monitoring of its Clooney Loop Marine Docks area and the area immediately to

interchange, and Phillips 66 remains committed to supporting this construction effort and working with our neighbors in Westlake.

Looking Ahead

DOTD

- Completion of Environmental Impact Study (EIS) for bridge construction.
- Public hearings on the Environmental Impact Study.
- Federal Highway Administration (FHWA) will decide on the appropriate design alternative for the bridge and interchange projects at the conclusion of the EIS process.
- Bridge design approval from FHWA.

Phillips 66

- Evaluate feasibility of various remediation methods to enhance site cleanup efforts.
- Select contractor to begin the enhanced site cleanup effort in small area near the proposed Sampson Street interchange.
- Complete remediation around the Sampson Street interchange area prior to bridge construction.

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