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E N V I R O N M E N T A L   C O N S U L T I N G   S E R V I C E S

April 19, 1993

Mr. Jon Amdur  
Port of Oakland  
Environmental Department  
530 Water Street  
Oakland, CA 94607

**SUBJECT: Investigation of Diesel Spill at Keep on Trucking, 370 8th Avenue, Oakland, California**

Dear Mr. Amdur:

Please find enclosed six bound copies of the Investigation of Diesel Spill at Keep on Trucking, 370 8th Avenue, Oakland, California. If you have any questions or require additional information, please do not hesitate to call me at (510) 832-2233.

Sincerely,

Andrew Clark-Clough  
Project Manager  
Uribe & Associates

Enclosure

**Weekly Summary of Investigation Activities at  
Keep on Trucking Company, Inc. Facility  
370 8th Avenue, Oakland  
March 21 through April 3, 1993**

**Introduction**

This summary report documents the progress of Uribe & Associates' (U&A) investigation activities at the Keep on Trucking Company, Inc. (KOT) facility at 370 8th Avenue, Oakland, California. KOT operated an aboveground storage tank (AST) and a diesel dispenser system. The underground piping associated with the AST has been determined to be the source of diesel releases into the adjacent storm drains and ultimately Clinton Basin and the San Francisco Bay. Releases to Clinton Basin were first discovered in October 1992 (a diesel spill to Clinton Basin in October 1991 may have originated from the same source, though unconfirmed). KOT removed the diesel delivery system from service on December 30, 1992.

The Port of Oakland (Port) retained U&A to perform investigations into the source and extent of contamination resulting from the diesel release. U&A prepared a Source Investigation Summary and Workplan to Delineate Soil and Groundwater Contamination (Workplan) dated January 20, 1993. The Workplan presents a summary of previous investigations and outlines the Port's proposed site investigations to delineate soil and groundwater contamination resulting from the release. The Workplan recommends investigations of the source area, upgradient areas, the cannery line, the stormdrain, and the trenches surrounding the storm drain and cannery lines. All laboratory analyses were performed by Clayton Environmental.

**Source Area**

The underground piping associated with the AST was excavated by Bay Area Tank and Marine on February 12, 1993. Soil samples obtained by U&A from around the piping showed high levels of diesel contamination. U&A discovered a leak in the piping and it was determined to be the sole source of diesel released into the main storm drain. U&A also discovered a previously unknown underground storage (UST) approximately four feet below the concrete, adjacent to the former diesel dispenser. The UST was determined not to have contributed to the diesel spill. The UST and the piping associated with the dispenser remain in place. Riedel Environmental Services (Riedel) placed trench plates over the excavation and barricade tape around the affected area.

### Weekly Summary

Riedel pumped fluid from the excavation and the adjacent lateral loop of the storm drain line into the temporary onsite storage tank. The Port intends to develop a schedule for the removal of the UST and the excavation of the surrounding diesel contaminated soil during the week of March 28, 1993. The Port submitted the Report of the Source Area Primary Pathway Investigation at Keep on Trucking on March 31, 1993.

### **Cannery Line**

U&A investigated the cannery line from March 2 through 5. Riedel excavated a trench with a backhoe 100 feet west of the cannery manhole unearthing and rupturing the line. U&A collected a soil sample from the soils around the cannery line, from the material filling the line, and from water in the trench (samples were processed for analysis for diesel and BTEX).

On March 5, 1993, Riedel excavated two additional trenches at the Ninth Avenue Terminal yard in an attempt to locate the cannery line. One excavation, approximately 500 yards from the cannery manhole, struck concrete at three feet deep and was discontinued. Another trench was dug next to the retaining wall at the edge of the pier. U&A did not locate the cannery line in the vicinity of the pier. There does not appear to be an outfall on the west side of the retaining wall for the cannery line. Riedel backfilled the trench adjacent to the retaining wall on March 12, 1993. Pending replacement of the asphalt, Riedel covered the open trench with trench plates.

### Weekly Summary

No additional excavations or sampling was completed during the week of March 21, 1993.

Sediment samples collected from within the broken cannery line contained total petroleum hydrocarbons reported as diesel (TPH-D). The TPH reported as diesel found in the sediments in the cannery line does not match the diesel found in the source area excavation and is most likely from an old source into the line that has been weathered. The cannery line does not appear to be acting as a conduit for diesel spilled from the AST piping at KOT. Soil samples collected from the trench in the central portion of the Ninth Avenue Terminal contained low levels of TPH-D and the soil sample collected from the trench excavated near the retaining wall did not contain detectable levels of TPH-D. A detailed report of findings and a discussion of the results will be provided in

the Investigation of Diesel Spill at Keep on Trucking scheduled for completion during the week of April 12, 1993.

### **Storm Drain**

On March 11, 1993, Riedel uncovered the storm drain line just before its outfall. U&A located the storm drain line nine feet below ground level under approximately one foot of water at high tide. U&A collected one soil and one water sample from the excavation. On March 12, 1993, the trench was backfilled with clean off-site material. Pending replacement of the asphalt surface, Riedel covered the trench with trench plates.

On March 12, 1993, Riedel excavated a trench across the storm drain line approximately 20 feet west of the connection of the lateral loop to the main storm drain line (near the former diesel dispenser). U&A collected two soil samples for analysis (TPH-D and BTEX). On March 15, 1993, Riedel backfilled the trench with clean material. Pending replacement of the asphalt surface, Riedel covered the trench with trench plates.

### Weekly Summary

On March 24 and March 31, 1993, Riedel pumped fluid from the lateral loop of the storm drain line into the temporary onsite storage tank.

Soil samples collected by U&A from around the storm drain line at the outfall to the Oakland Estuary contained detectable levels of TPH-D. The diesel is suspected to have been transported through the storm drain line and into the Estuary. The soil contamination is most likely due to the direct communication of water from the Estuary with soils against the retaining wall. No "pooling" of diesel was detected behind the retaining wall. The storm drain line was acting as a conduit for the spilled diesel but the fill material around the line was found to be low permeability clay and did not appear to be acting as conduit for contamination. A detailed report of findings and a discussion of the results will be provided in the Investigation of Diesel Spill at Keep on Trucking scheduled for completion during the week of April 12, 1993.

### **Soil Borings**

U&A completed nine (9) soil borings around the KOT yard and Ninth Avenue Terminal from March 1 through 3 (one near the retaining wall on the south side of the Clinton Basin, five near the source area on the KOT yard, and three upgradient sites along

Embarcadero Avenue). Great Sierra Explorations (U&A subcontractor) drilled the borings to an average depth of ten feet in an attempt to delineate the contamination at the site. U&A collected soil samples for analysis (TPH-D and BTEX) from each boring. U&A collected water samples when possible. U&A sealed the borings with grout.

#### Weekly Summary

No additional soil borings were completed during the week of March 21, 1993.

Soil samples collected from the boring near the retaining wall on the south side of Clinton Basin did not contain detectable levels of TPH-D or BTEX. The five borings located near the source area contained detectable levels of TPH-D ranging from 0.94 mg/kg to 2,000 mg/kg. Soil samples collected from the upgradient borings also contained low levels of TPH-D. A detailed report of findings and a discussion of the results will be provided in the Investigation of Diesel Spill at Keep on Trucking scheduled for completion during the week of April 12, 1993.

### **Clinton Basin**

#### Weekly Summary

U&A visually inspected the Clinton Basin on March 22, 23, 24, and 26, 1993. No hydrocarbon sheen was present, despite scattered rain showers throughout the week.

### **Waste Disposal**

#### Removed

On March 11, 1993, Riedel removed approximately ten cubic yards of concrete rubble from the KOT yard and transported it to American Rock and Asphalt.

#### Temporarily Stored Onsite

The following waste remain stored on-site:

- One 21,000-gallon Rain for Rent tank with water and diesel. The tank currently contains 4' 4" of liquid.
- 10 cubic yards of soil excavated on 3/2/93 from trench 1 (cannery line on KOT yard). Status: contains diesel.
- 10 cubic yards of soil excavated on 2/12/93 from UST piping area. Status: contains diesel, located in yellow bin #4 on KOT yard.

- 10 cubic yards of soil excavated on 3/3/93 from trench at retaining wall at Ninth Avenue Terminal is contained in yellow bin #1. Status: located at Ninth Ave Terminal; contains low levels of benzene.
- 10 cubic yards of soil excavated from trenches 2 and 3 at Keep on Trucking yard in yellow bin #2. Status: located at Ninth Ave Terminal; contains diesel.
- 10 cubic yards of soil excavated on 3/11/93 from trench at retaining wall at Ninth Avenue Terminal is contained in yellow bin #3. Status: contains diesel.
- Six 55-gallon drums with cuttings from soil borings. Status: contain various levels of diesel.
- One 55-gallon drum of soil extracted from sump. Status: contains diesel.
- Three 55-gallon drums with diesel soaked pads and pigs. Status: contains diesel.
- Two bags filled with diesel soaked pads and trash. Status: contains diesel.
- One diesel dispenser unit removed from Keep on Trucking. One drum of non-hazardous trash located near the Rain for Rent tank

#### Weekly Summary

U&A collected a composite sample from bin #4 (containing the highest levels of diesel contamination). The soils will be characterized by the following laboratory analyses: corrosivity, ignitability, volatile organics (EPA 8240), Title 22 metals, and aquatic toxicity (fish bioassay).