RO-2432

ROGER L. WOODWARD
P.O. BOX 2688
DUBLIN, CA 94568

January 7, 2005

I declare, under penalty of perjury, that the information and/or recommendations contained in the attached report is true and correct to the best of my knowledge.

Roger L. Woodward

Roger L. Woodward

January 7, 2005

Alameda County Department of
Environmental Health
1131 Harbor Bay Parkway, 2nd Floor
Alameda, CA 94502

Attention: Robert Schultz

Subject: Revised SWI Workplan
Corwood Car Wash UST Site
6973 Village Parkway, Dublin, California

GA Project No. 106-02-04

Ladies and Gentlemen:

Gribi Associates is pleased to submit this workplan addendum on behalf of Mr. Roger Woodward for the underground storage tank (UST) site located at 6973 Village Parkway, in Dublin, California (see Figure 1 and Figure 2). Pursuant to the May 15, 2004 letter from your office, this report amends the previously-submitted soil and water investigation (SWI) workplan to include a conduit/well survey and a site conceptual model (SCM) and a revised SWI workplan.

SITE BACKGROUND

The subject property is located on the southeast corner of the intersection of Lewis Avenue and Village Parkway in Dublin, California. Currently, the site is occupied by an automobile car wash. Corwood Car Wash previously operated two unleaded gasoline USTs, located in a common excavation cavity on the northwest side of the site. The UST system was apparently installed in about 1968, and it is our understanding that diesel fuel was also stored in the USTs at some time in the distant past. In March 1991, the UST system was completely retrofitted with state-of-the-art leak prevention and monitoring devices, including interior tank linings, overfill/overspill protection, and a sophisticated leak detection monitoring system.

Previous investigations at the site included: (1) The drilling and sampling of several borings in the early 1990s immediately adjacent to project site USTs; (2) The installation of three groundwater monitoring wells, MW-1, MW-2, and MW-3, at the site in 1993; and (3) Monitoring of the three project site wells in June 1993 and in October 1995. Results of these investigations indicated some residual diesel-range hydrocarbons in subsurface soils immediately surrounding the project site USTs, but only low concentrations of diesel-range hydrocarbons in groundwater in downgradient (south-southeast) well MW-2, with no significant concentrations of Benzene. Note that soil and groundwater samples from these investigations were not analyzed for MTBE. Based on results of

these previous investigations, regulatory site closure was granted for this site in 1996. The three groundwater monitoring wells were subsequently decommissioned by pressure grouting.

On January 31, 2000, both project site USTs were removed from the site in accordance with Alameda County Department of Environmental Health requirements. In addition, approximately 3,800 gallons of hydrocarbon-impacted groundwater was pumped from the excavation cavity for offsite disposal. Also, approximately 350 tons of hydrocarbon-impacted soil, primarily backfill material, was excavated and removed from the site. After backfilling with clean imported pea gravel, the UST excavation cavity and piping and dispenser excavations were re-surfaced with concrete to match existing surface grade.

Results from soil and groundwater samples collected from the UST removal cavity, together with previous results from soil and groundwater investigations conducted at the site, seem to suggest that although some releases, primarily diesel, occurred from the USTs, these releases remained in the backfill sands for the most part and did not migrate appreciably into native silts and clays surrounding the USTs. Two grab water samples collected from the open UST cavity contained relatively high levels of both diesel- and gasoline-range hydrocarbons, with detections of both Benzene and MTBE. However, given that these samples were collected from an open pit while excavation activities were occurring, we do not believe that these results are representative of true groundwater conditions beneath the site.

Soil samples collected adjacent to removed fuel dispensers indicated no significant releases adjacent to the former west dispenser, and moderate levels of diesel-range hydrocarbons, with no significant level of gasoline-range hydrocarbons, adjacent to the former east fuel dispenser. Given that diesel was only stored in the USTs in the distant past, as well as the apparent aged quality of the gasoline-range hydrocarbons in the east dispenser soil samples, it appears that releases associated with the project site USTs and fuel dispensers occurred in the distant past, prior to UST system upgrades, which included installing secondary containment beneath each dispenser.

On March 3, 2000, Gribi Associates drilled and sampled two soil borings, IB-1 and IB-2, at the site using direct-push coring equipment. Both soil and grab groundwater samples from IB-1, located in an expected downgradient (south-southeast) direction from the former east dispenser island, contained detectable levels of both gasoline- and diesel-range hydrocarbons. In addition, the grab groundwater sample from IB-2, located in an expected downgradient (south-southeast) direction from the former fuel USTs, contained detectable levels of both gasoline- and diesel-range hydrocarbons. However, the laboratory chromatograms for these samples seem to show that the gasoline-range hydrocarbon results in these samples are primarily due to interference from diesel-range hydrocarbons. Thus, soil and groundwater impacts relative the former Corwood Car Wash UST system appear to be primarily related to past diesel releases. Given that diesel was only stored in the USTs in the distant past (probably in the early to mid-1970s), it appears that the majority of releases associated with the USTs occurred in the distant past, prior to UST system upgrades which included installing interior fiberglass linings in both of the USTs.

The only exception to this appeared to be the detection of a low level (0.53 ppm) of MTBE in the IB-2 grab groundwater sample. This MTBE detection was significantly lower than MTBE levels of 5.4 ppm and 1.7 ppm encountered in grab groundwater samples collected from the former UST excavation cavity during tank removal activities. These results seem to suggest minimal downgradient migration of MTBE.

In January 2001, Gribi Associates conducted additional investigation activities at the site that included: (1) The drilling and sampling of two soil borings, IB-3 and IB-4, on the south side of the site using direct-push coring equipment; (2) The collection of one soil vapor sample, VS-1, beneath the car wash cashier's kiosk; and (3) The drilling, installation, and sampling of one groundwater monitoring well, MW-1, at the site. Both soil and groundwater analytical results from this and previous investigations indicate that low-permeability silts and clays beneath the site have resulted in limited impacts to soil and groundwater from past UST-related hydrocarbon releases at the site. The only hydrocarbon constituent detected in downgradient borings IB-3 and IB-4, located near the south project site property line, was low levels of Methyl Tertiary Butyl Ether (MTBE) in grab groundwater samples from these borings. The grab groundwater sample from the easterly boring IB-3, located downgradient (south-southeast) from the former east fuel dispenser, contained 0.390 parts per million (ppm) of MTBE. The grab groundwater sample from the west boring IB-4, located downgradient from the former project site USTs, contained 0.084 ppm of MTBE. These levels of MTBE are relatively low and do not indicate a widespread MTBE problem. This conclusion is bolstered somewhat by the apparent downgradient natural attenuation of MTBE, from 1.7 ppm and 1.8 ppm in the respective former east dispenser and UST areas, to 0.390 ppm and 0.084 ppm in respective downgradient borings IB-3 and IB-4.

The soil vapor sample, VS-1, collected beneath the cashier's kiosk at about three feet in depth contained levels of gasoline constituents that are well below established Risk-Based Screening Levels (RBSLs) for vapors at three feet in depth (*Application of Risk-Based Screening Levels and Decision Making at Sites With Impacted Soil and Groundwater*, San Francisco Bay Regional Water Quality Control Board, August 2000, Table E-2). Vapor sample VS-1 contained only 16 micrograms per cubic meter (ug/m^3) of Benzene, and the RBSL for soil gas immediately below a building floor (commercial receptors, fine grained soils) is 280,000 ug/m^3.

The monitoring well MW-1 was sampled on January 8, 2001, July 27, 2001, and February 5, 2003. Laboratory analytical results from these sampling events show a significant decrease in gasoline-range hydrocarbons, with the MTBE concentration in the MW-1 groundwater samples falling more than 92 percent since January 2001, from 1.70 parts per million(ppm) in January 2001 to 0.13 ppm in February 2003. We believe that this decrease is the result of the combined effect of previous source removal (UST removal and overexcavation) activities conducted in early 2000 and subsequent natural attenuation processes. Also, these results, as well as previous soil and groundwater hydrocarbon results for the site, indicate that the original mass of hydrocarbons released was relatively small.

In May 2002, Alameda County Department of Environmental Health requested that a sensitive receptors survey be conducted as a requirement to evaluate this site for regulatory closure. Results of this survey (*Sensitive Receptor Survey*, Gribi Associates, May 17, 2002) indicate that there are no

water supply wells within at least a 1,500 feet radius from the project site and that the nearest surface water body is more than 700 feet distant from the site. Our review of nearby well logs at Zone 7 has shown that there are no groundwater production wells anywhere near this site (Zone 7 production wells are miles to the south and east and are several hundred feet deep). Weighing these conditions against the limited soil and groundwater impacts, as well as the significant degree of source removal conducted during UST removal activities and the low permeability silts and clays present beneath the site, we believe that this site clearly should be designated as a low risk site and should be granted regulatory closure.

On January 31, 2003, the Alameda County Department of Environmental Health issued a letter directing additional investigative activities at the site, and requested that an investigative workplan be submitted by March 17, 2003. On March 7, 2003, Gribi Associates issued a quarterly groundwater monitoring report (*Report of Groundwater Monitoring Conducted On February 5, 2003*), again requesting regulatory closure for this site due to the demonstrated lack of significant soil and groundwater hydrocarbon impacts. Soil hydrocarbon impacts, as shown on Figure 3, are very limited, with the highest concentrations adjacent to the former east dispenser island and no soil hydrocarbon impacts at the downgradient (south) property boundary. Groundwater hydrocarbon impacts, as shown on Figure 4, are limited primarily to MTBE, and these MTBE impacts are clearly attenuating, both with respect to distance (decrease from WS-2 to IB-2 to IB-4) and time (92 percent decrease in MW-1 from January 2001 to February 2003).

On July 16, 2004, Gribi Associates submitted a workplan (*Workplan to Conduct Additional Site Characterization Activities*) proposing the drilling and sampling of two soil borings to about 40 feet in depth to assess both vertical and lateral MTBE impacts. On May 15, 2004, Alameda County Health Care Services Agency issued a letter requesting a workplan addendum to include: (1) A completed conduit/well survey; (2) a site conceptual model (SCM).

AMENDMENT TO SWI WORKPLAN

In response to the May 15, 2004 letter from your office, the following sections provide results of a conduit/well survey and summarize the SCM for the site.

Conduit Survey

In order to assess potential migratory conduits in the study area, Gribi Associates conducted a visual survey and contracted ForeSite to conduct an electromagnetic survey and prepare a survey map. A copy of the ForeSite survey map is included in Appendix A. Results of these activities indicate the following relative to conduits on the site.

- **Electrical Utilities:** A high voltage electrical line runs below-ground at about 2.5 feet in depth from the southwest corner of the site north towards the former UST excavation, and then east to the car wash building. Another buried electrical line runs adjacent to the south property line at about 1.0 foot in depth. Although these below-ground lines are located

downgradient from the former USTs, they are too shallow to be expected to have acted as a migratory conduit.

- **Water Utilities:** A below-ground water pipe runs along the south side of the site at about 1.5 feet in depth. Although located in a downgradient direction, this pipe is too shallow to have acted as a migratory conduit.

- **Sewer Utilities:** A below-ground sewer pipe, buried at a depth of about 8.5 feet below surface, runs along the south side of the site, from a below-ground water recycling tank west to Village Parkway. This pipe is located in a downgradient groundwater flow direction, and, given its burial depth one to two feet below groundwater depth, this pipe could have acted as a migratory conduit.

- **Stormwater utilities:** There is a stormwater catch basin at the corner of Village Parkway and Lewis Avenue. This catch basin, as well as others in the area, appear to feed to a large stormwater pipe in the middle of Village Parkway. There is also a stormwater drainage ditch on the east side of the property that transmits stormwater northward towards Lewis Avenue. These stormwater conveyances would not be considered to be migratory conduits.

- **Other utilities:** A natural gas line and a telecommunications line are present on the north side of the site at about 2.0 feet in depth. These utility lines would not be considered to act as migratory conduits.

Based on these results, the only possible migratory conduit on the site is the sewer pipe which runs along the south side of the site at about 8.5 feet in depth. However, this utility transects the MTBE groundwater plume approximately 60 feet downgradient (south-southeast) from the former UST source area. Thus, we would expect some attenuation of the MTBE plume prior to reaching this buried utility and, hence, would expect this utility to only minimally, if at all, impact MTBE plume migration.

Well Survey

In order to identify possible downgradient groundwater receptors and assess regional soil lithologies, Gribi Associates reviewed well and boring logs at Alameda County Zone 7 Water Agency (Zone 7) in Pleasanton. A copy of a well location map obtained from Zone 7 is included in Appendix B. Alameda County Zone 7 Water Agency, from whom we obtained the Well Location Map, does not currently allow photo copying of DWR driller's logs due to privacy concerns. Thus, during our review of DWR well logs at Zone 7 offices, Mr. Jim Gribi hand copied selected deeper well and boring logs that showed deeper soil types. These hand copied logs are included in Appendix C. We have also contacted California Department of Water Resources to attempt to obtain copies of the actual DWR logs from the State.

Mr. Wyman Hong of Zone 7 verbally provided the following well identification key to us:

Red ◆ = Groundwater Monitoring Well
Blue ▲ = Water Supply Well
Blue ● = Cathodic Protection Well
Yellow ✚ = Abandoned Well

Review of Zone 7 records indicates the following:

- There are no water supply wells within at least a 1,500 feet radius from the project site. In fact, the closest Zone 7 municipal water production well is located more than two miles southeast from the site near the intersection of Hopyard Road and Parkside Drive. This well is 600 to 900 feet deep (Wyman Hong, Zone 7, personal commun).

- Logs for deeper borings and wells in the immediate vicinity show no evidence of significant shallow aquifer materials. CPT borings by Fluor Daniels GTI at 2341 Scarlett Court showed silt and clay down to 35 feet in depth. In addition, a boring at Lew Doty Cadillac at 5981 Scarlett Court showed clay down to 64 feet in depth, followed by sand to 72 feet, and then clay to 103 feet in depth. Also, a boring at 6085 Scarlett Court showed clay down to 113 feet in depth, with two feet of sand from 62 to 64 feet, and four feet of sand from 70 to 74 feet in depth.

Site Conceptual Model

The following Site Conceptual Model (SCM) has been developed to assist in risk-based decision making. In developing the SCM, we have evaluated actual and potential contaminant sources, migratory pathways, and environmental receptors. To facilitate SCM development and review, we have developed lithologic cross sections, included as Figures Figure 5A and 5B, which summarize subsurface soil hydrocarbons and stratigraphy. The SCM includes the following key elements:

- **Source:** The contaminant of concern for this site is primarily MTBE. The primary source for this MTBE was the unauthorized release of gasoline from the two former gasoline USTs and associated dispensers on the northwest side of the site. Following UST removal, a significant volume of hydrocarbon-impacted soil and groundwater was removed from the UST cavity. Based on these and subsequent investigative results, it appears that the only significant secondary sources remaining at the site are: (1) A small area of soil hydrocarbon impacts associated with the former east fuel dispenser; and (2) Groundwater with relatively low MTBE impacts immediately south-southeast from the former UST and dispenser areas. Further, the steady decrease in MTBE concentrations in immediately downgradient well MW-1 may indicate that the effects from residual secondary sources are decreasing slowly over time.

- **Migration:** Shallow soils beneath the site are dominated by low permeability clays and silts, with thin (one to four feet thick) sand layers. These low permeability soils appear to have resulted in a wide, diffuse MTBE groundwater plume, rather than a thin, gradational plume. Also, it appears that groundwater is generally held under confining pressure, with the first encountered thin sand layer (if present) providing the first groundwater. This thin sand was present in borings IB-1, IB-2, and IB-3 at depths of 6.0 feet, 9.0 feet, and 17.5 feet, respectively, and was not present in borings MW-1 and IB-4. Given the inconsistency in occurrence and depths of this sand, it is not clear that this first sand is continuous between the three borings where it occurs. However, if so, it may help explain the slight disparity between groundwater potentiometric gradient, which is generally to the south-southeast, and the apparent slightly more southeasterly MTBE groundwater migration, as evidenced by the higher MTBE concentration in the IB-3 grab groundwater sample, which contained the sand, than in the IB-4 grab groundwater sample, which did not contain the sand.

  Possible vertical migration of MTBE has not been assessed. However, based on review of area well and boring logs (as summarized in the Well Survey), which indicated no significant aquifer materials to at least 60 feet in depth, we would not expect there to be significant vertical migration of MTBE.

- **Environmental Receptors:** There are no human or environmental receptors in close proximity to the project site. Results of the well survey clearly show no water supply wells in close proximity to the project site. In fact, the nearest municipal water supply well is more than two miles southeast from the project site and is at least 600 feet deep. The closest surface water body is an intermittent stream that flows southward parallel to US Interstate 680 and is located approximately 725 feet west from the project site.

Proposed SWI Workplan

In order to attempt to fully characterize site geology, hydrology, and MTBE impacts, we propose conducting a more comprehensive investigation that will include a greater number of borings and more detailed data collection. Specifically, the SWI will include the drilling and sampling of seven investigative soil borings to approximately 50 feet in depth using direct-push coring equipment. The seven borings will be sited along two separate MTBE plume transect lines. The two transects will be aligned approximately southwest-northeast and will extend successively south-southeast, from the UST source area onto the adjacent Midas Muffler site.

In order to optimize data collection from the borings, we propose to collect field data using a two-person team, to include at least one registered geologist. In addition, rather than simply cutting off a six-inch section of an acetate core tube and preserving for lab analysis, we propose to, first, slice open the full length of the acetate tube core for examination and logging, and then, collect soil samples from specific zones of interest in glass jars with teflon-lined septums. These measures will, we believe, allow for the identification and sampling of specific zones as each boring progresses.

The SWI will include the following workplan elements. All activities will be conducted in accordance with applicable local, State, and Federal guidelines and statutes.

Given the relatively low MTBE impacts currently identified and the clear lack of receptors in the site region, we expect that if the results of the proposed SWI show results that are similar to, or lower than, previous results, with no significant offsite MTBE impacts, then ACDEH will grant regulatory closure for this site.

Prefield Activities

Prior to implementing this workplan, written approval will be obtained from the Alameda County Department of Environmental Health. Also, soil boring permits will be obtained from Alameda County Zone 7 Water Agency, and 48-hour notification will be given to Alameda County Department of Environmental Health prior to implementing field activities. In addition, proposed boring locations will be marked with white paint, and Underground Services Alert (USA) will be notified at least 48 hours prior to drilling. Also, a private underground utility locator will clear proposed boring locations. Prior to initiating drilling activities, a Site Safety Plan will be prepared, and a tailgate safety meeting will be conducted with all site workers.

Location of Borings

Proposed soil boring locations are shown on Figure 6. The seven proposed borings will include one boring (B-1) in the source area, one three-boring transect (B-2 through B-4) about 60 feet south-southeast from the former UST excavation, and a second three-boring transect (B-5 through B-7) about 100 feet south-southeast from the former UST excavation. Based on the currently-identified MTBE groundwater plume shape and the expected south-southeasterly groundwater flow beneath the site, we believe that the proposed boring transects will adequately define the groundwater MTBE plume.

Drilling and Sampling of Borings

The investigative soil borings will be drilled to approximately 50 feet in depth using direct-push hydraulically-driven soil coring equipment. For each boring, continuos soil cores will be collected to total depth in each boring in a clear plastic acetate tube, nested inside a stainless steel core barrel. After each four-foot core barrel is brought to the surface and exposed, the core will be sliced lengthwise to expose the soil core, examined, logged, and field screened for hydrocarbons by a qualified geologist using sight, smell, and an organic vapor monitor (OVM). Following completion, the investigative borings will be grouted to match existing grade using a cement\sand slurry. Soil cuttings generated during this investigation will be stored onsite in sealed DOT-approved containers.

Field data will be collected using a two-person team, to include at least one registered geologist. In addition, each soil core will first be sliced open lengthwise along the length of the acetate tube, allowing full examination and logging of the soil core prior to sampling. Soil samples will then be

collected from specific zones of interest using glass jars with teflon-lined septums as follows: (1) The selected soil interval will be packed tightly into the jar, making sure that air pockets are minimized; (2) The jar will be tightly sealed with a teflon-lined cap; and (3) The sealed soil sample will be labeled and immediately placed in cold storage for transport to the analytical laboratory under formal chain-of-custody. All coring and sampling equipment will be thoroughly cleaned and decontaminated between each sample collection by triple rinsing first with water, then with dilute tri-sodium phosphate solution, and finally with distilled water. Cleaning rinseate will be contained onsite in a sealed drum pending laboratory results.

Approximately two grab groundwater samples will be collected from each boring. In the absence of specific zones of interest identified during lithologic logging, the two grab groundwater samples will include one at first available groundwater (expected to be no deeper that 20 feet), and another at about 45 to 50 feet in depth. The first grab groundwater sample will be collected from the open boring, and the second grab groundwater sample will be collected using a hydropunch-type sampler. The open hole grab groundwater sample will be collected by placing 1-1/4-inch diameter well casing in the boring. The hydropunch-type groundwater sampling method involves pushing a four-foot screened section sheathed in an outer casing to the desired depth, and then retracting the outer casing to expose the screened interval. With both sampling methods, groundwater will then be sampled using a clean small diameter bailer, and poured directly into laboratory-supplied containers. Each sample container will then be tightly sealed, labeled, and placed in cold storage for transport to the laboratory under formal chain-of-custody.

Note that if specific permeable aquifer zones (gravels, sands or sandy silts) are encountered during lithologic logging, then a hydropunch groundwater sample will be attempted in a separate boring located directly adjacent to the lithologic boring.

Laboratory Analysis of Soil and Water Samples

Approximately 14 soil samples and 14 grab groundwater samples will be analyzed for the following parameters:

USEPA 8015M Total Petroleum Hydrocarbons as Gasoline (TPH-G)
USEPA 8020/602 Benzene, Toluene, Ethylbenzene, Xylenes (BTEX)
USEPA 8260B Oxygenates & Lead Scavengers (TBA, MTBE, DIPE, ETBE, TAME, EDB, & 1,2-DCA)

All analyses will be conducted by a State-certified analytical laboratory with two-week turnaround on results.

Preparation of Summary Report

A final SWI report of findings will be prepared for submittal to Alameda County Department of Environmental Health. This report will describe all investigative methods and results, and will include

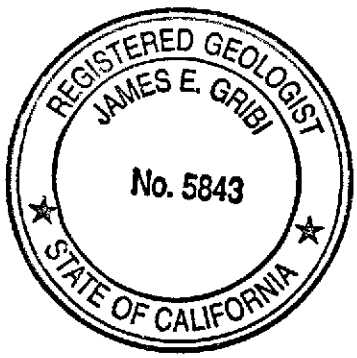
tabulated laboratory analytical results, as well as laboratory reports and chain-of-custody records. The report will also comply with SWI report specifications contained in correspondences from ACDEH.

Given the relatively low MTBE impacts currently identified and the clear lack of receptors in the site region, we expect that if the results of the proposed SWI show results that are similar to, or lower than, previous results, with no significant offsite MTBE impacts, then ACDEH will grant regulatory closure for this site.

We appreciate this opportunity to provide this report for your review. Please contact us if there are questions or if additional information is required.

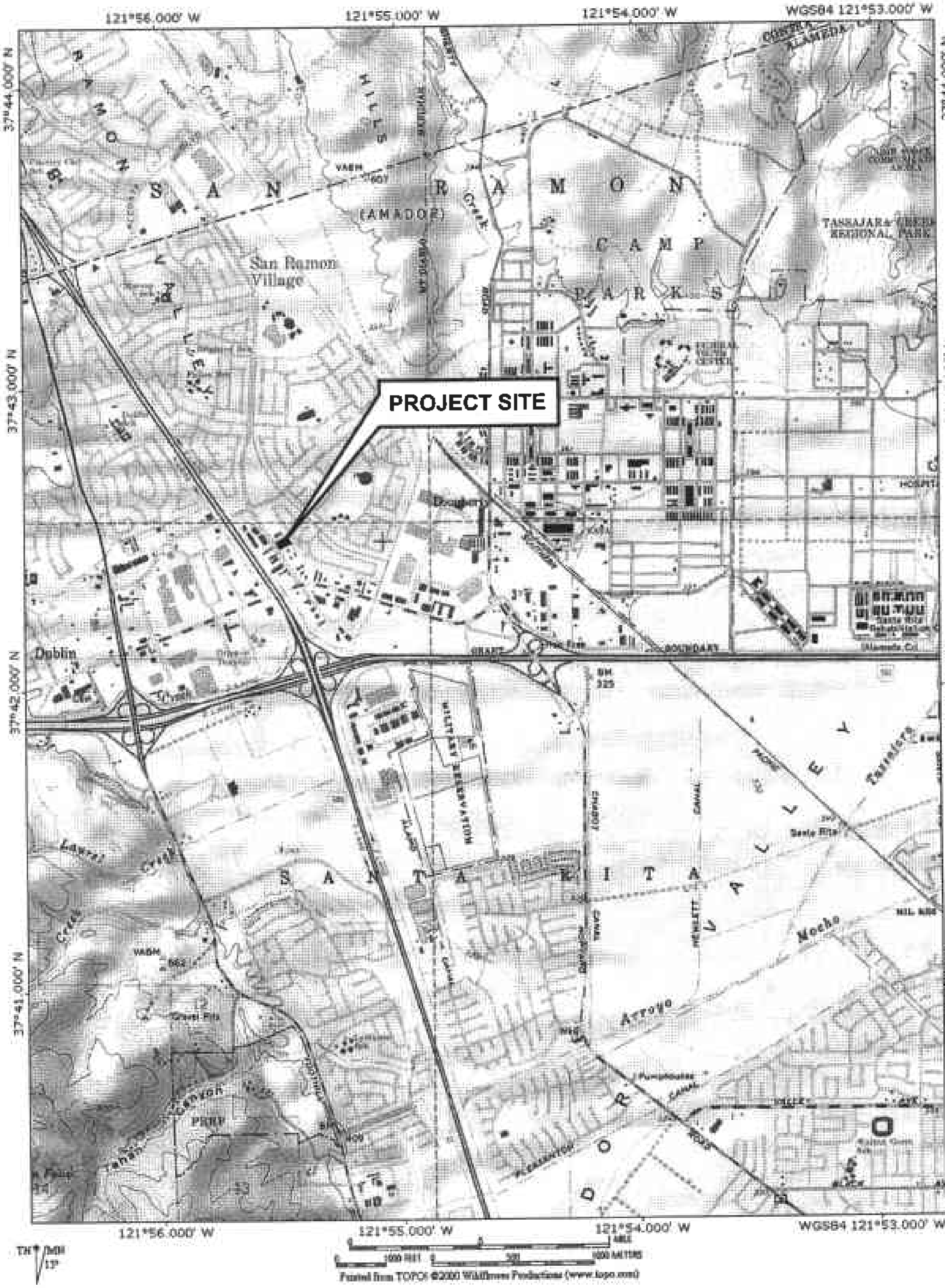
Very truly yours,

James E. Gribi
Registered Geologist
California No. 5843

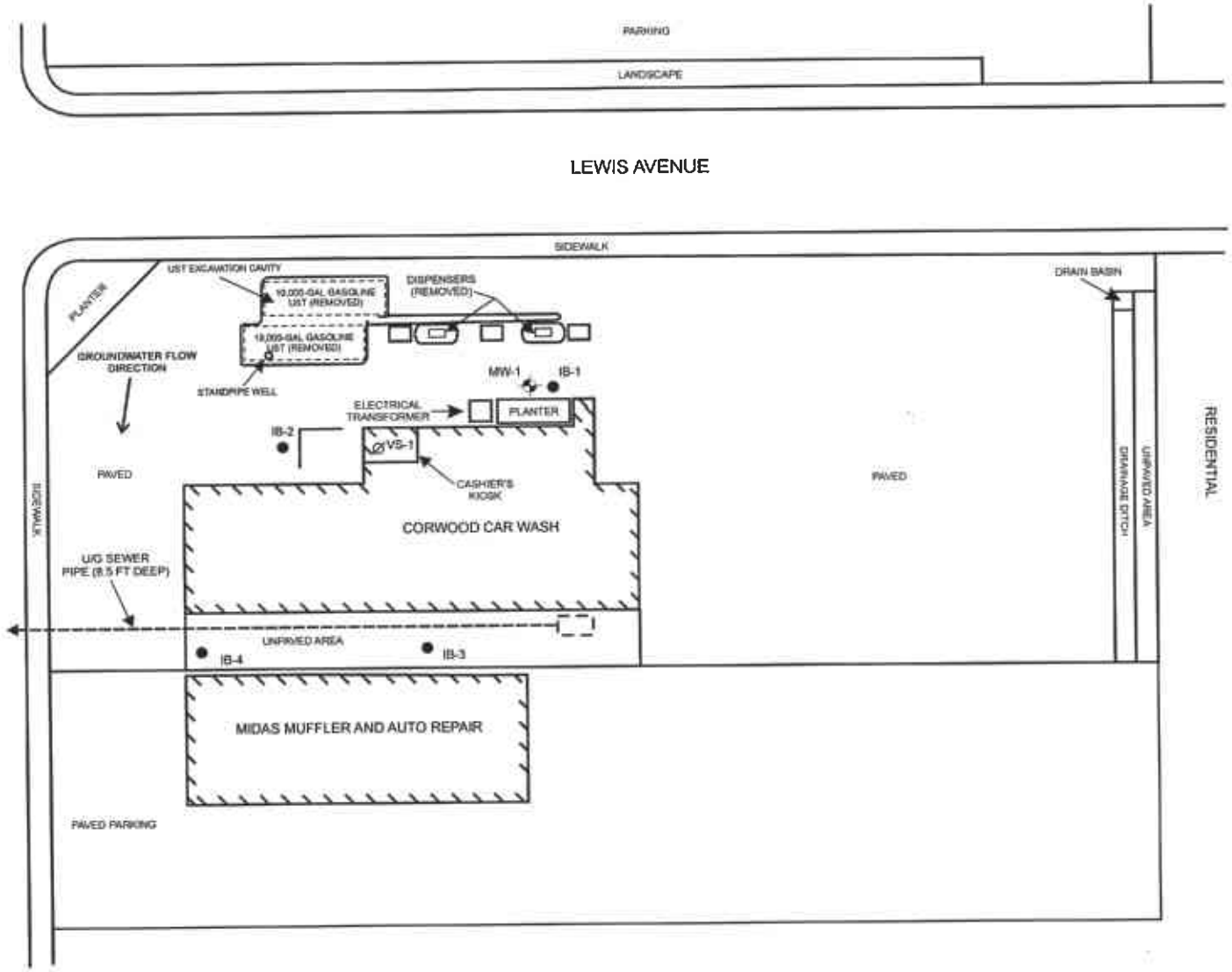


Enclosure

cc: Mr. Roger Woodward



DESIGNED BY:	CHECKED BY:	SITE VICINITY MAP	DATE: 01/07/05	FIGURE: 1
DRAWN BY: EGH	SCALE:	CORWOOD CAR WASH 6973 VILLAGE PARKWAY DUBLIN, CALIFORNIA	GRIBI Associates	
PROJECT NO: 106-02-04				



Ø - SOIL VAPOR SAMPLE LOCATION

⌖ - GROUNDWATER MONITORING WELL LOCATION

● - INVESTIGATIVE BORING LOCATION

0 30 60

APPROXIMATE SCALE IN FEET

N

DESIGNED BY:	CHECKED BY:
DRAWN BY: JEG	SCALE:
PROJECT NUMBER: 106-02-04	

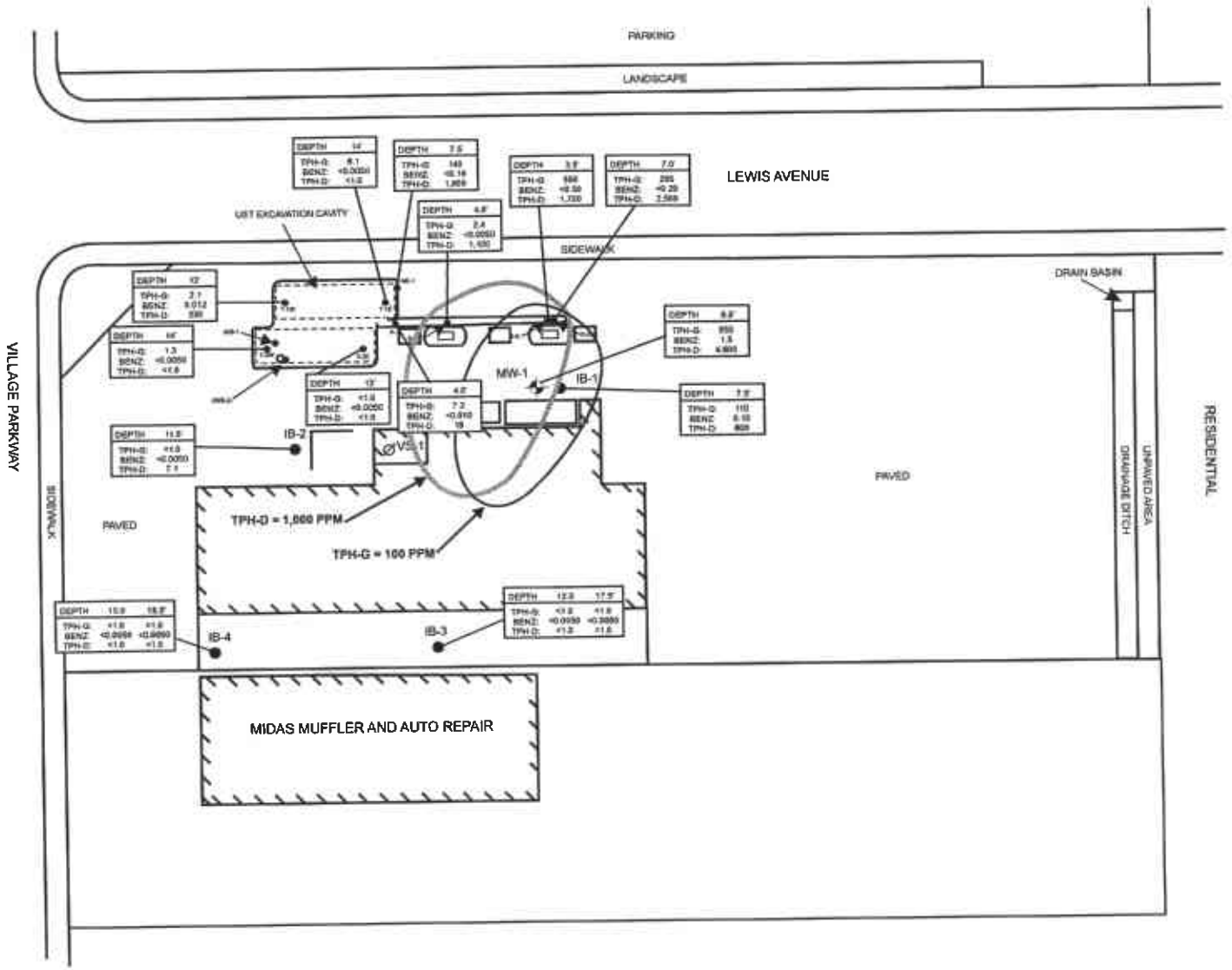
SITE PLAN

CORWOOD CAR WASH
6973 VILLAGE PARKWAY

DATE: 01/07/05

FIGURE: 2

GRIBI Associates



Ø - SOIL VAPOR SAMPLE LOCATION

- GROUNDWATER MONITORING WELL LOCATION

● - INVESTIGATIVE BORING LOCATION

0 40 80

APPROXIMATE SCALE IN FEET

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LABORATORY ANALYTICAL DATA IN MG/KG (PARTS PER MILLION).

DESIGNED BY:	CHECKED BY:
DRAWN BY: JEG	SCALE:
PROJECT NUMBER: 106-02-04	

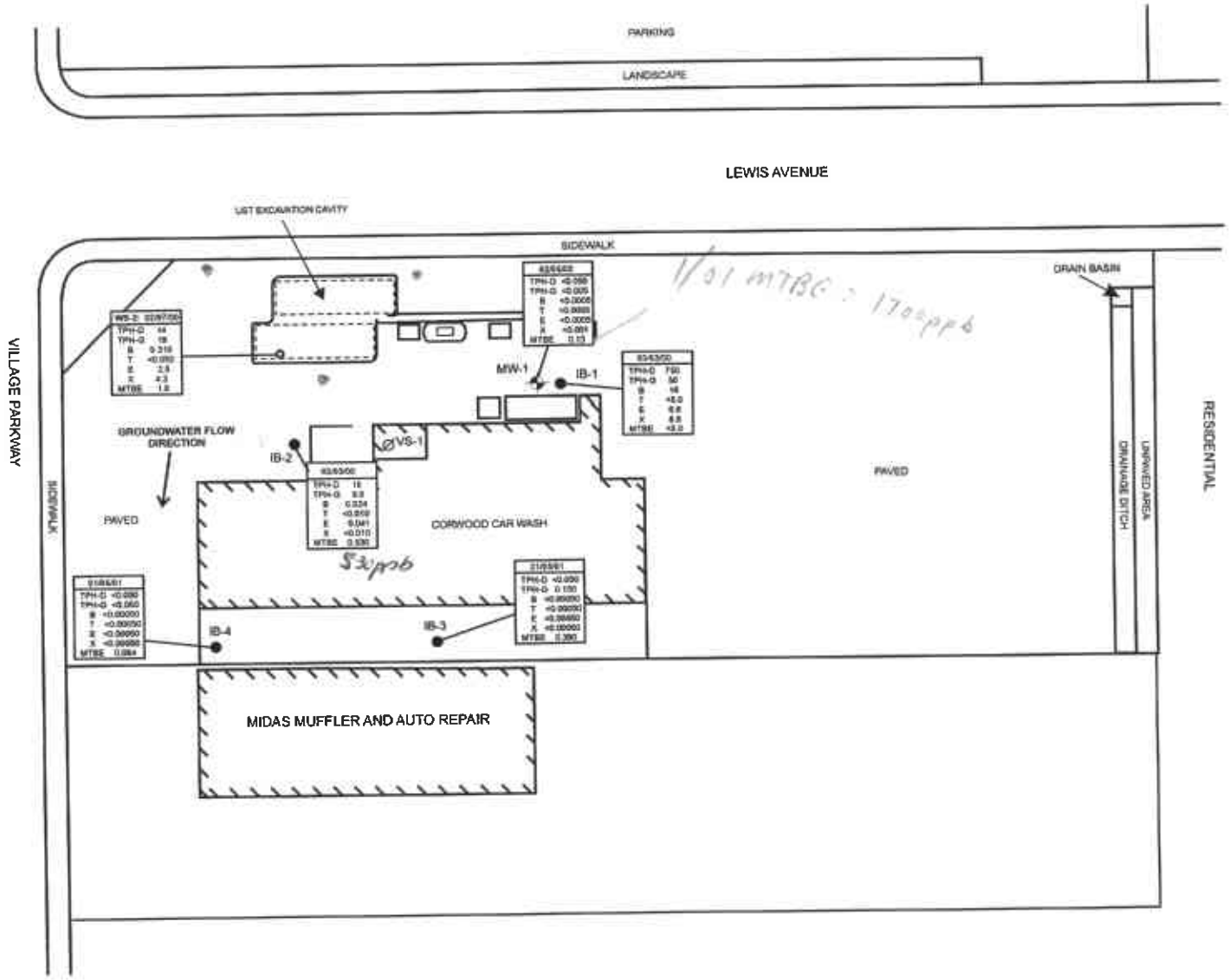
SOIL TPH-G, BENZENE, & TPH-D RESULTS

CORWOOD CAR WASH
6973 VILLAGE PARKWAY

DATE: 01/07/05

FIGURE: 3

GRIBI Associates



- PROPOSED SOIL BORING LOCATION
- SOIL VAPOR SAMPLE LOCATION
- GROUNDWATER MONITORING WELL LOCATION
- INVESTIGATIVE BORING LOCATION

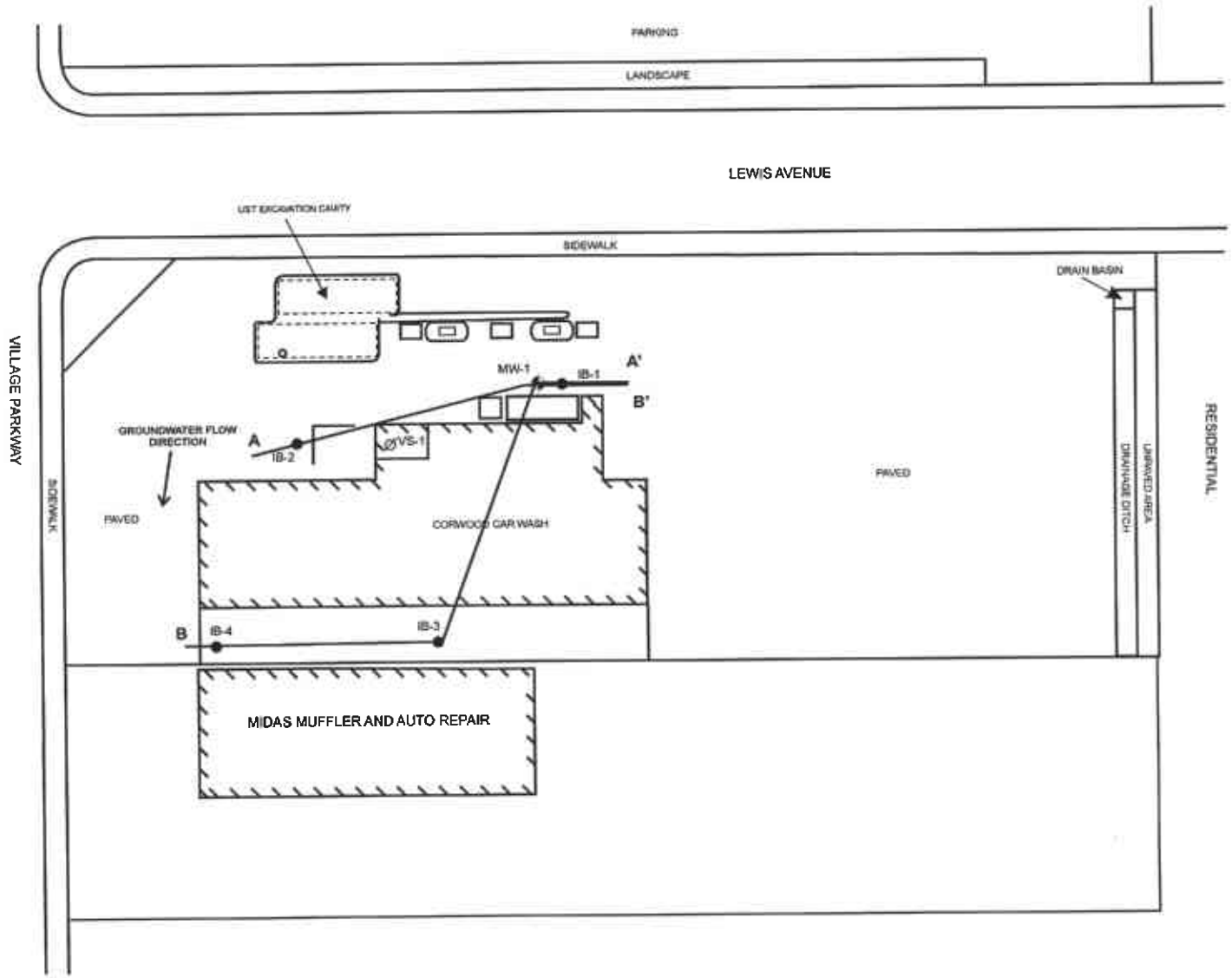
0 40 80

APPROXIMATE SCALE IN FEET

N

LABORATORY ANALYTICAL DATA IN MG/LITER (PARTS PER MILLION).

DESIGNED BY:	CHECKED BY:	GROUNDWATER HYDROCARBON RESULTS CORWOOD CAR WASH 6973 VILLAGE PARKWAY	DATE: 01/07/05
DRAWN BY: JEG	SCALE:		FIGURE: 4
PROJECT NUMBER: 106-02-04			GRIBI Associates



- PROPOSED SOIL BORING LOCATION
- SOIL VAPOR SAMPLE LOCATION
- GROUNDWATER MONITORING WELL LOCATION
- INVESTIGATIVE BORING LOCATION

0 40 80

APPROXIMATE SCALE IN FEET

N

DESIGNED BY:	CHECKED BY:
DRAWN BY: JEG	SCALE:
PROJECT NUMBER: 106-02-04	

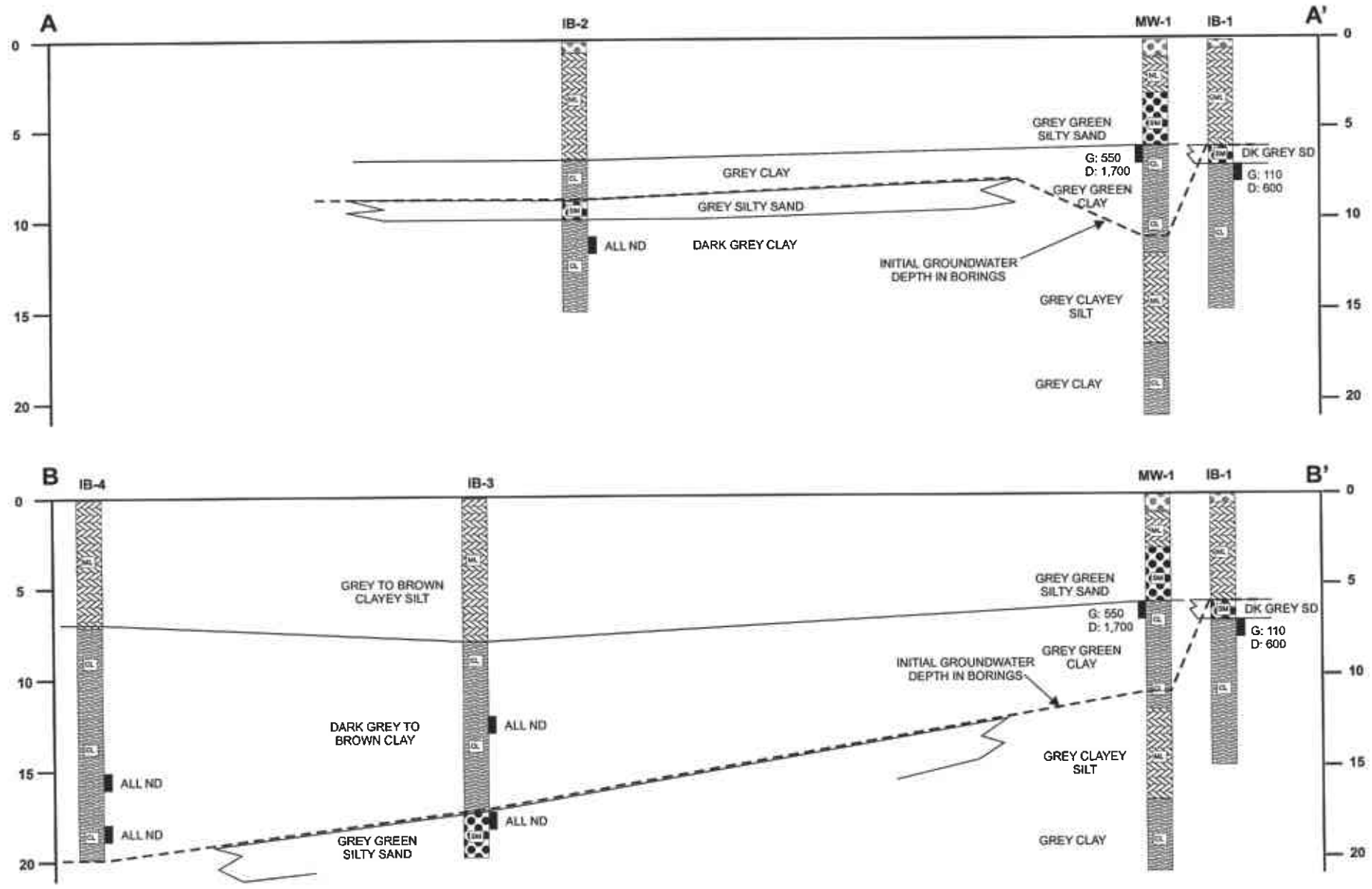
CROSS SECTION LOCATIONS

CORWOOD CAR WASH
6973 VILLAGE PARKWAY

DATE: 01/07/05

FIGURE: 5A

GRIBI Associates



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PROJECT NUMBER: 106-02-04	

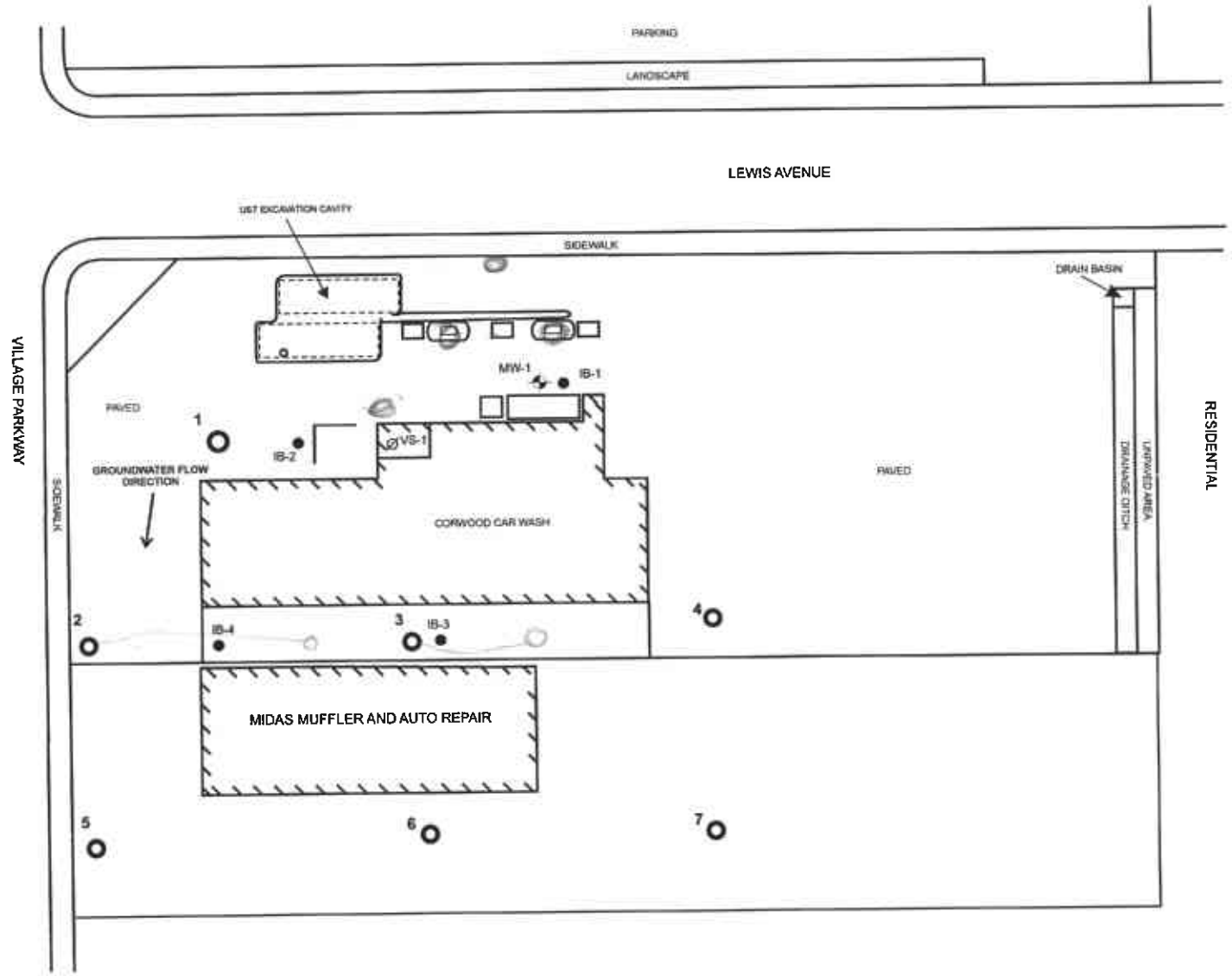
CROSS SECTIONS

CORWOOD CAR WASH
6973 VILLAGE PARKWAY

DATE: 01/07/05

FIGURE: 5B

GRIBI Associates



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PROJECT NUMBER: 106-02-04	

PROPOSED SOIL BORING LOCATIONS

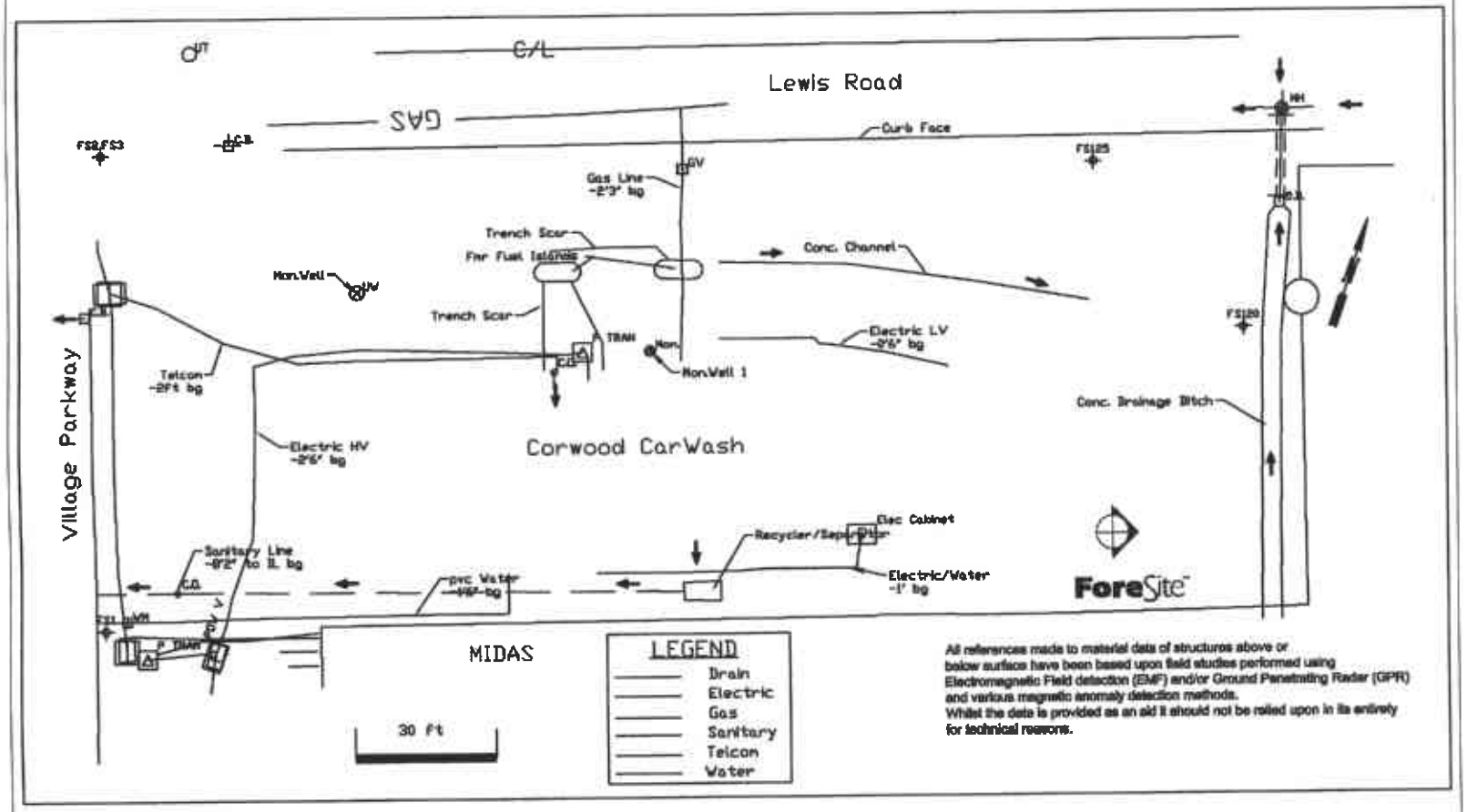
CORWOOD CAR WASH
6973 VILLAGE PARKWAY

DATE: 01/07/05 | FIGURE: 6

GRIBI Associates

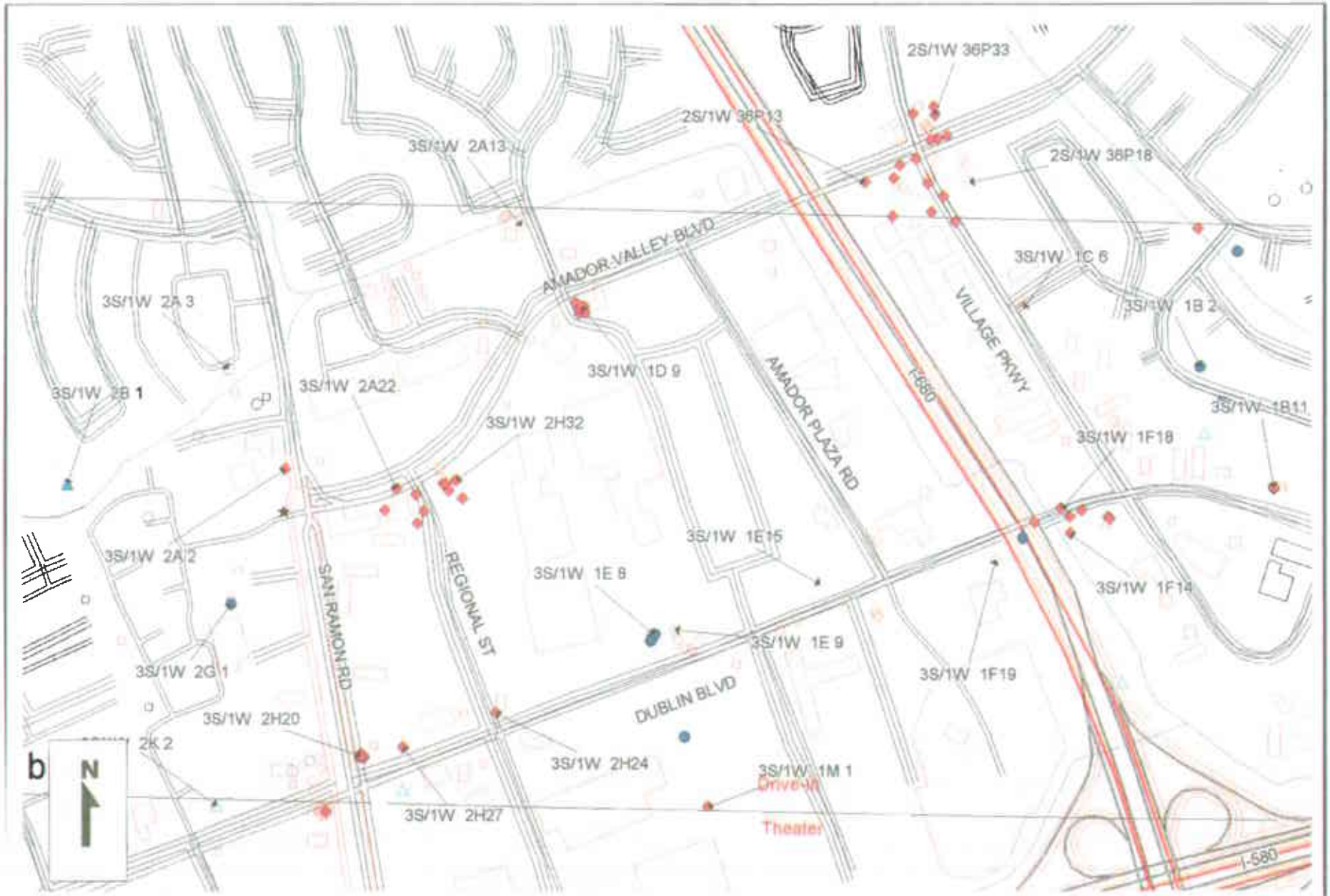
APPENDIX A

FORESITE UTILITIES SURVEY


Lewis Road
C/L
GAS
Curb Face
FS2/FS3
FS125
FS120
Gas Line
-2'3" bg
GV
Trench Scar
Far Fuel Island
Conc. Channel
Mon.Well
Trench Scar
TRAN
Mon.Well 1
Electric LV
-2'6" bg
Telcon
-2Ft bg
Electric HV
-2'6" bg
Conc. Drainage Ditch
Village Parkway
Corwood CarWash
Elec Cabinet
Recycler/Separator
Sanitary Line
-8'2" to IL bg
C.O.
pvc Water
-5'6"-bg
Electric/Water
-1' bg
ForeSite
MIDAS
30 Ft
LEGEND
Drain
Electric
Gas
Sanitary
Telcon
Water
All references made to material data of structures above or
below surface have been based upon field studies performed using
Electromagnetic Field detection (EMF) and/or Ground Penetrating Radar (GPR)
and various magnetic anomaly detection methods.
Whilst the data is provided as an aid it should not be relied upon in its entirety
for technical reasons.

APPENDIX B

ZONE 7 WELL LOCATION MAP



	ZONE 7 WATER AGENCY 5997 PARKSIDE DRIVE PLEASANTON, CA 94588	**WELL LOCATION MAP**	**SCALE: 1"= 600 ft** **DATE: 4/1/03** **TOYOTA/CORWOOD**

APPENDIX C

HAND-COPIED DWR LOGS

Zone 7 well Log Notes EG

Fluor Daniel GTI
2341 Scarlett Ct. 3S 1E 6F 31
CPT-1 & CPT-2
Silt & Clay to 35'

Lew Dotty Cadillac 3S 1E 6G5
~~6061~~ 5981 Scarlett Ct
0-4 Fill
4-25 Yellow Clay
25-42 Sdy yellow Clay
42-64 Yellow Clay
64-72 Yellow Sd
72-82 Yellow clay
82-103 Sdy blue Clay
103-106 Sd w/ gravel
106-130 yellow Clay

6085 Scarlett Ct 3S 1E 6G6
0-50 grey Clay
62 brn "
64 FN brn Sd
70 brn Clay
74 FN brn Sd
85 brn Clay 85-116 grey Clay 116-120 Sd/Gravel

Dublin SR Services Dist Test Hole #3
3S/1W 1B9 to 1B11

0-34 Silty CLAY, tr fN-med sd, grey brn
34-64 Same yellow brn
64-104 Sandy Silty CLAY, low plast, fN-med sd yellowish brn
105-154 Silty SAND, w/ interbedded sdy Silty Clays fN-med SD w/ some cse

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Alam Co Flood Control well
S side Mdle, E side Flood Contr Channel

0-3'	Fill
10	BLK CLAY
16'	yellow clay
20	yellow sdy CLAY w/ gravel
28	Brown-blue clayey SD
40	Blue Clay, Some sd, salt Nodules @ 37'
54	Brn sdy CLAY
56	Gravel 1/4-1/2", little Clay
60	Brown dyy SD w/ some gravel
62	Brnd sdy clay
82	Blue CLAY, grav sdy in parts wtr bearing gravel @ 73'
85	Brn clyy SD
90	Brn sdy clay
100	Blue sdy clay w/ fine gravel
105	Brn sdy clay

1977 Dublin Library 3S/1W-1DZ

0-3 Fill
3-24 Grey brn CLAY stiff
24-29 Lt brn sdy CLAY stiff
29-30 brn sd, fN-cse
30-39 brn silty clay w/ sd lenses
39-42 brn clyy sd, fN-cse some gravel
42-47 Grey CLAY, calcareous
47-50 dK Grey SD, fN-med, some silt

Dub SR Serv Dist 3S/1W 1J1

0-4 Fill
4-8 Clay
8-14 SD
14-40 Clay
40-44 Sd sdy clay-clyy sd
44-47 Clay
47-56 SD, fN
56-57 clay
57-70 SD w/ clay interbeds