



July 22, 1997

ENVIRONMENTAL HEALTH SERVICES
ENVIRONMENTAL PROTECTION (LOP)
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577
(510) 567-6700
FAX (510) 337-9335

REMEDIAL ACTION COMPLETION CERTIFICATION

Mr. John Prall
Environmental Department
Port of Oakland
530 Water Street, 5th Floor
Oakland, California 94607

RE: Can Transport - 196 Burma Road, Oakland, CA 94607
SLIC # 2286

Dear Mr. Prall:

This letter confirms the completion of site investigation and remedial action for the crankcase oil discharge into surface soil in 1989 at the above described location. Enclosed is the Case Closure Summary for the referenced site for your records.

Based upon the available information, including the current land use, and with the provision that the information provided to this agency was accurate and representative of site conditions, no further investigation or cleanup action is required regarding the crankcase oil release.

If you have any questions concerning this letter, please contact me at (510) 567-6780.

Sincerely,

Susan L. Hugo
Senior Hazardous Materials Specialist

Enclosure

c: Mee Ling Tung, Director, Environmental Health
Gordon Coleman, Chief, Environmental Protection Division
Steve Morse, San Francisco Bay RWQCB
Leroy Griffin, Oakland Fire Department
Thomas Peacock, Manager, LOP
SH - files

ALAMEDA COUNTY
HEALTH CARE SERVICES

AGENCY
DAVID J. KEARS, Agency Director



R0# 2654

June 3, 1997

ENVIRONMENTAL HEALTH SERVICES

1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577
(510) 567-6700
(510) 337-9335 (FAX)

Mr. John Prull
Port of Oakland
530 Water Street, 5th Floor
Oakland, California 94607

RE: Case Closure - CAN Transport (SLIC# 2286)
196 Burma Road, Oakland, California 94607

Dear Mr. Prull:

The Alameda County Department of Environmental Health, Environmental Protection Division has recently received concurrence from the Regional Water Quality Control Board regarding this office determination that no further action is required concerning the investigation / remediation related to the crankcase oil discharge into surface soil at the above referenced site.

Please be advised that the groundwater monitoring well (MW-CTI) at the site must be properly decommissioned before our agency will issue the "Remedial Action Completion Certification" (closure letter) for the subject site. A report must be submitted documenting the abandonment of the monitoring well. Additionally, you will need to notify this office 72 hours in advance of the well abandonment field activities.

If you have any questions concerning this letter, please contact me at (510) 567-6780.

Sincerely,

Susan L. Hugo
Senior Hazardous Materials Specialist

c: Mee Ling Tung, Director, Environmental Health
Gordon Coleman, Chief, Environmental Protection Division
Sum Arigala, San Francisco Bay RWQCB
Rhodora del Rosario, Baseline Environmental, 5900 Hollis St., Suite D, Emeryville, CA 94608
SH / files

CASE CLOSURE SUMMARY

I. AGENCY INFORMATION

Agency Name: **Alameda County -HazMat**
City/State/Zip: **Alameda, CA 94502**
Responsible Staff Person: **Susan L. Hugo**

DATE: **November 19, 1996**
Address: **1131 Harbor Bay Parkway**
Phone: **(510) 567-6700**
Title: **Senior HazMat Specialist**

II. CASE INFORMATION

Site Facility Name: **CAN Transport**

Site Facility Address: **196 Burma Road, Oakland, California 94607**

RB Lustis Case No: **N/A**

Local Case No./LOP Case No: **N/A**

URF Filing Date: **6/20/90**

SLIC# **2286**

SWEEPS No: **N/A**

Responsible Parties

Addresses

Phone Numbers

1) Port of Oakland c/o Mr. John Prull	530 Water Street, 5th Floor Oakland, California 94607	(510) 272-1373
2) CAN Transport c/o Mr. Don Penner	1155 3rd Street Oakland, California 94607	

<u>Tank No:</u>	<u>Size in gal.:</u>	<u>Contents</u>	<u>Closed in-place or Removed ?</u>	<u>Date:</u>
N/A	N/A	N/A	N/A	N/A

III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: **Discharge of used crankcase oil into the surface soil**

Site Characterization Complete? **YES**

Date approved by oversight agency: **5/8/89**

Monitoring wells installed? **YES** Number: **One (1)**

Proper screened interval? **YES, 4' to 14' bgs**

Highest GW depth below ground surface: **4.21'** Lowest depth: **4.44'**

Flow direction : **Regional groundwater flow direction is to the west towards the SF Bay**

Most sensitive current use: **Industrial**

Are drinking water wells affected: **NO** Aquifer Name: **N/A**

Is surface water affected? **NO** Nearest affected surface water: **N/A**

Off-site beneficial use impacts (addresses/locations) : **None**

Report(s) on file? **YES** Where is report (s) filed ? **Alameda County**

1131 Harbor Bay Parkway, Alameda, CA 94502

Treatment and Disposal of Affected Materials:

<u>Material</u>	<u>Amount</u>	<u>Action (Treatment or Disposal w/ destination)</u>	<u>Date</u>
Soil	576 cubic yards	Disposed at Forward Inc. Landfill 9999 South Austin Rd., Manteca, CA 95336	12/18/93 to 12/24/93

CASE CLOSURE SUMMARY

Maximum Documented Contaminant Concentrations - - Before and After Cleanup

Contaminant	Soil (ppm)		Water (ppb)	
	<u>Before</u>	<u>After</u>	<u>Before</u>	<u>After</u>
TPH gasoline	ND	-	-	-
TPH diesel	780	<20	610	390
TPH oil and grease	28,000	1,800	<5,000	-
TPH motor oil	-	9,400	<1,300	<300
TPH kerosene	ND	-	-	-
Benzene	ND	-	-	-
Toluene	ND	-	-	-
Ethyl Benzene	ND	-	-	-
Xylene	ND	-	-	-
Lead	9	39	610	4.6
Other Metals	See Table 7		See Table 6	

Comments (Depth of Remediation, etc.):

****See Section VII, Additional Comments, etc. ****

IV. CLOSURE

Does Completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? **UNDETERMINED**

Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan? **UNDETERMINED**

Does corrective action protect public health for current land use? **YES**

Site management requirements: **NONE**

Should corrective action be reviewed if land use changes? **YES**

Monitoring wells decommissioned? **No, pending site closure**

Number Decommissioned: **None** Number retained: **One**

List enforcement actions taken: **Notice of violation was issued by ACDEH on 3/24/89 to CAN Transport following a complaint inspection where evidence of oil spillage and other California Health and Safety Code violations were found at the site.**

List enforcement actions rescinded: **N/A**

V. LOCAL AGENCY REPRESENTATIVE DATA

Name: **Susan L. Hugo**

Title: **Senior Hazardous Materials Specialist**

Signature: *Susan L. Hugo*

Date: *November 20, 1996*

CASE CLOSURE SUMMARY

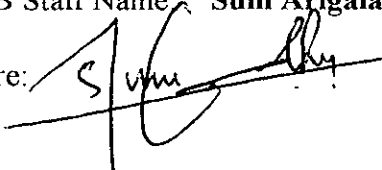
VI. RWQCB NOTIFICATION

Date Submitted to RB: **November 20, 1996**

RB Response: *Concur*

RWQCB Staff Name: **Sum Arigala**

Title: **Water Resources Control Engineer**

Signature: 

Date: *5/1/97*

VII. ADDITIONAL COMMENTS, DATA, ETC.

The subject site is located in the Oakland Army Base, formerly leased by Port of Oakland and sub-leased by CAN Transport, Inc. The site is underneath the new Cal Trans Highway 880 interchange, currently used for industrial activity and **now owned by Cal Trans (per Mr. John Prull)**.

In March 1989, evidence of surface contamination (discharge of used crankcase oil in soil) was discovered along the northern property boundary near the fence line during an inspection conducted by this office. Contaminated soil (approximately 100 cubic yards) was excavated in May 1989 to depths ranging from 2.5 feet to 3.5 feet below ground surface (bgs). Eighteen soil samples were subsequently collected at 20 foot- linear intervals along the excavation trench (see Figure 2). TPH gasoline, TPH kerosene, benzene, toluene, ethylbenzene, and xylene were not identified above detection levels. However, TPH diesel (up to 780 ppm) and oil and grease (up to 28,000 ppm using SMWW 503E method) were found in soil samples collected from the trench (see Table 1). To determine the background levels of oil and grease at the site, two samples (BG1 and BG2) were collected at 2' and 4' bgs near the site entrance. Oil and grease was not present in both background samples. One additional verification soil sample (#1) was collected in the excavated trench at 4.5' bgs (soil/water interface) and identified up to 1,600 ppm oil and grease (Table 1). In addition to petroleum hydrocarbon contamination, soluble lead at 9 ppm was found in the shallow soil at the site.

Further excavation (approximately 150 cubic yards of soil) was conducted in February 1991 along the entire length of the trench. The trench was enlarged to a depth of about five feet bgs to groundwater and about two feet southeastward (away from the property boundary). Ten verification soil samples were collected at intervals of 36 feet from the southern sidewall at groundwater interface and found oil and grease ranging from nd to 4,500 ppm (Table 2). Three of the ten verification samples have oil and grease above 1,000 ppm. These hot spots (>1000 ppm oil & grease) were excavated in March 1991, thus enlarging the trench two feet southeastward. Four confirmation soil samples were collected at soil/groundwater interface and found oil and grease ranging from 430 ppm to 830 ppm (Table 3).

CASE CLOSURE SUMMARY

On August 11, 1995, a shallow groundwater monitoring well was installed within the previously excavated areas impacted by oil and grease and lead, about 25 feet south of the northwest fence (Figure 3). The well (MW-CTI) was constructed to a total depth of 14 feet and screen interval extended from 4 feet to 14 feet bgs. Groundwater was first encountered at 4.5 feet bgs. Soil sample collected from the boring at 4 feet to 4.5 feet bgs found 9,400 ppm TPH as motor oil (by method 8015M) and 1,800 ppm oil and grease (by SMWW 5520BF method). Groundwater sample from the well identified the presence of TPH diesel at 610 ppb (Table 8). Lead at 39 ppm was found in the soil but was not detected in the groundwater. Other metals were detected in soil and groundwater samples (seeTable 7).

Electrical conductivity values for the underlying shallow groundwater was measured at 6,500 umhos/cm to 7,000 umhos/cm which exceeded the 5,000 umhos/cm limit for potable water per State Water Resource Control Board (SWRCB) Resolution 88-63.

Groundwater monitoring well (MW-CTI) was sampled again in April 1996. TPH diesel in groundwater was found at low concentration (390 ppb). However ,a groundwater sample subjected to a silica gel cleanup showed no detectable level of TPH diesel (Table 4).

This agency recommends that further investigation or cleanup actions related to the crankcase oil spill that occurred in March 1989 at the subject site is not required at this time. The rationale for recommending case closure for the site are as follows:

- 1) Aggressive source removal has occurred at the site. Approximately 576 cubic yards of contaminated soil was excavated, sampled and disposed off site.
- 2) The site has been adequately characterized. Residual petroleum hydrocarbon contamination in Soil and groundwater appeared to be limited in extent.
- 3) The TPH diesel plume in groundwater appeared to be stable and very low in concentration.
- 4) Shallow groundwater at the site does not appear to be a drinking water source (exceeded the 5,000 umhos/cm limit for potable water). Deeper drinking water aquifers and surface water are not likely to be impacted.
- 5) The site does not appear to present a significant risk to human health, safety and the environment. Most sensitive current use of the property is for industrial activity. BTEX was not detected in soil and groundwater samples collected at the site.