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Sacramento, California 95818

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2:01 pm, Apr 20, 2009

Alameda County
Environmental Health

April 17, 2009

Mr. Jerry Wickham
Alameda County Environmental Health
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577

Re: **Quarterly Summary Report – First Quarter 2009**
76 Service Station #11128
4707 First Street
Livermore, California
Fuel Leak Case No. RO0002970

Mr. Wickham:

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

If you have any questions or need additional information, please call:

Ted Moise (Contractor)
ConocoPhillips
Risk Management & Remediation
76 Broadway
Sacramento, CA 95818

Phone: (510) 245-5162
Cell: (925) 596-1454
Fax: (918) 662-4480

Sincerely,

Eric G. Hetrick
Site Manager
Risk Management & Remediation

Attachment

April 13, 2009

Mrs. Jerry Wickham
Alameda County Health Agency
Department of Environmental Health
1131 Harbor Bay Parkway
Alameda, CA 94502-6577

Re: Quarterly Summary Report – First Quarter 2009
76 Service Station No. 11128
4707 1st St
Livermore, California
RO# 2970




Dear Mr. Wickham,

On behalf of ConocoPhillips Company (ConocoPhillips), Delta Consultants (Delta) is submitting the subject report for the above site.

Please contact me at (916) 503-1260 if you have questions.

Sincerely,

Delta Consultants



John Reay, P.G.
Senior Project Manager



Enclosure

cc: Mr. Terry Grayson – ConocoPhillips (electronic copy only)

QUARTERLY SUMMARY REPORT First Quarter 2009

76 Service Station No. 11128, RO# 2970
4707 1st St
Emeryville, California
County: Alameda

SITE DESCRIPTION

The site is an active service station located at 4707 First Street in Livermore, California. The site's current underground storage tank (UST) system configuration includes three fuel USTs and two dispenser islands.

SITE BACKGROUND AND ACTIVITY

1972: Three gasoline Underground Storage Tanks (USTs) existed at the subject site. The tanks consisted of one 10,000-gallon unleaded fuel, one 8000-gallon super unleaded fuel tank, one 6000-gallon regular fuel tank and one 280-gallon waste oil tank.

1985-1986: Nineteen wells were installed on behalf of Chevron at the Chevron service station site, at the subject site, and in the intersection. According to Chevron, no soil samples were collected or analyzed during well installation. Chevron indicated that the USTs at the Chevron station were replaced in January 1985.

1986-2007: Chevron monitored and sampled groundwater at the subject site, at the intersection, and at the Chevron site from 1986 to 2005. In 1991, Chevron shifted from quarterly to semiannual monitoring for some wells. ACEH (1992) indicated that semiannual monitoring was not acceptable, and Chevron resumed quarterly sampling in 1992.

October 7, 1987: A field investigation was conducted at the subject site and consisted of soil sampling and supervision of the removal of the four USTs mentioned above (installed in 1972). All the tanks were steel and appeared to be in good condition. Soil sampling beneath the tanks was performed on the same day as tank removal. The subsurface soils exposed in the excavations consisted primarily of clayey sand. . Excavated soil was stockpiled on the site for further sampling. Sample A1 collected at 15 ft bgs from the tank pit had a TPH level of 260 parts per million (ppm). The TPH level in all other samples from the tank pit ranged from non-detectable to 2.3 parts per million (ppm). Sample WO-1 from the waste oil tank pit had non-detectable levels of all constituents except methylene chloride (4 ppm) and toluene (0.17 ppm). Approximately 500 cubic yards of stockpiled soil at the referenced site was sampled, analyzed and disposed of properly in November 1987.

1987: One 10,000-gallon super-unleaded, one 10,000-gallon regular, one

12,000-gallon unleaded, and one 1,000-gallon waste oil USTs, all tanks fiberglass and double-walled were installed at the subject site.

1990: Chevron (adjacent site) apparently installed a groundwater remediation air stripping unit to an extraction well installed at the subject site (BP site). The system did not appear to have been installed with BP's permission. The system apparently only operated from March 26 to December 6, 1990. . ACEH indicated in 1992 that extracting groundwater from the BP could "exasperate" the extent of the problem by pulling the contaminants away from the Chevron site and toward the subject site. ACEH required that Chevron, at a minimum, "engineer and install a system capable of meeting [the] goal" of controlling the further migration of its plume from the site. In 1992, ACEH stated that passive monitoring of contaminant levels was not appropriate.

1993: Chevron has completely removed the groundwater extraction system and the air stripping unit that was previously located at the subject site (4707 North First Street). Despite previous agency requests for further groundwater remediation, no evidence of resumed efforts to remediate groundwater at the intersection was found in BP or agency files. Letters from ACEH to Chevron indicated that Chevron was responsible for cleanup of contamination at the intersection. The agency required that groundwater remediation be initiated by Chevron, but no treatment system has been installed.

1994: It was noted in a "Baseline Assessment Report" for the subject site that the service bays were formerly used for auto repair. It also noted that the Chevron station (adjacent site) had a confirmed release of approximately 4,000 gallons of gasoline in 1985, and that Chevron was responsible for the cleanup at the intersection of South Front Road and First Street (ACEH, 1992). In 1992, a UNOCAL service station was located north of the site across First Street, and a mall and restaurant were located northwest of the site across First Street. A drainage culvert is located west of the site, and a new road was under construction south of the site in July 1994.

October 21, 1994: EMCON conducted supplemental assessment activities at the subject site. These activities consisted of advancing three exploratory soil borings (THP-1 through THP-3) near the pump islands, UST complex, and waste oil UST, and checking the fuel dispensers for the presence of spill containment boxes and for indications of possible leakage. Spill containment boxes were not observed beneath the four dispensers on site. Stained pea gravel backfill material was observed below the southwest dispenser. PID readings up to 151 ppm were obtained from pea gravel backfill material below each dispenser. Two soil samples from borings THP-1 through THP-3 were selected for laboratory analysis of TPH-G, TPH-D, TPH-O, and BTEX. None of the constituents analyzed for was detected in the analyzed soil samples. Groundwater samples collected

from borings THP-1 and THP-3 were analyzed. Ethylbenzene (0.8 ppb) and xylenes (4 ppb) were detected in the groundwater sample collected from THP-1. TPH-G (up to 79 ppm), TPH-D (up to 360 ppm), and one or more BTEX constituents (up to 0.14 ppm toluene, 0.11 ppm ethylbenzene, and 0.80 ppm xylenes) were detected in soil grab samples TD1 through TD4 collected below the fuel dispensers.

1995: One 1,000-gallon double-walled, fiberglass waste oil UST was removed from the site. The UST was installed in 1987 and was operational until September 1995. The excavation contained no standing water, and no stained soils were observed. The soil was dark gray-black clay. Two soil samples were collected approximately 2 feet below the bottom of the UST pit excavation at a total depth of approximately 9 feet bgs. Other soil samples were collected from a depth of approximately 3 feet bgs from the former hydraulic lift sump excavations and a soil sample was collected from a depth of approximately 4 feet bgs from the former wastewater separator excavation. Analytical results for some soil samples reported concentrations of Di-n-butyl phthalate at 1.2 mg/kg, 0.98 mg/kg, and 1.3 mg/kg, of 1,1-Dichlorobenzene and 1,2-Dichlorobenzene at 16 mg/kg and 20 mg/kg, respectively.

1999: The product piping was removed on September 23, 1999. A visual inspection of the piping revealed that no holes or cracks were seen in the piping and that the integrity of the trench was to LPFD standards. The LPFD required *no* soil samples to be taken.

August 21, 22, 23 and 27, 2007: Six soil borings designated B-1, B-2, B-3, B-4, B-5 and B-6 (see Figure 1, attached) were advanced in the vicinity of the existing fuel USTs and dispensers using geoprobe drilling equipment. Borings were advanced to depths of 25 feet bgs (B-3, B-4 and B-6) and 35 feet bgs (B-1 and B-2) while boring B-5 was terminated at approximately nine feet bgs due to geoprobe refusal. Soil samples were collected at approximate five-foot intervals (when subsurface conditions allowed) for lithological description, field screening using a PID, and for possible laboratory analysis. No soil samples were collected from boring B-5. Groundwater samples were collected from borings B-1, B-2, B-3, B-4 and B-6 after each boring was advanced between three to five feet into groundwater.

February 24 and 25, 2009: Delta advanced seven soil borings (EB-1 through EB-7). The findings were reported in a Delta prepared report entitled *Additional Site Assessment*, dated March 31, 2009. Based on site data, Delta recommended environmental case closure.

SENSITIVE RECEPTORS

No Sensitive Receptor Survey has been conducted.

GROUNDWATER MONITORING AND SAMPLING

This site currently has no monitoring and sampling program.

REMEDIATION STATUS

There has been no recent remediation completed at this site.

RECENT CORRESPONDENCE

No regulatory correspondence were received or sent during this quarter.

THIS QUARTER ACTIVITIES (First Quarter 2009)

- Delta prepared *Additional Site Assessment Report*, dated March 31, 2009.

NEXT QUARTER ACTIVITIES (Second Quarter 2009)

- No monitoring and sampling program is scheduled.

CONSULTANT: Delta Consultants