SHd 3335

# PORT OF OAKLAND

March 26, 1993

Mr. Paul Smith
Hazardous Materials Division
Department of Environmental Health
Alameda County Health Services Agency
80 Swan Way, Room 200
Oakland, CA 94621

**SUBJECT: FIRST UPDATE ON THE SITE INVESTIGATION ASSOCIATED WITH THE DIESEL SPILL FROM THE KEEP ON TRUCKING, COMPANY, INC. ("KOT") FACILITY AT 370 - 8TH AVENUE, OAKLAND, CA 94606**

Dear Mr. Smith:

As you know, the Port transmitted a letter to you dated March 4, 1992, documenting the Port's proposed revisions to the workplan (the "Workplan") for further investigation of diesel contamination at the KOT site. The original Workplan was part of the source Investigation Summary and Workplan to Delineate Soils and Groundwater Contamination dated January 20, 1993 ("Investigation Summary").

In order to keep all interested parties informed about the progress of the site investigation related to the KOT diesel discharge, the Port will prepare biweekly updates of the Port's activities at the site. These updates will be incorporated into reports that will be transmitted to the appropriate regulatory agencies. Enclosed, you will find a copy of the first update, prepared for the Port by Uribe and Associates, on the progress of the site investigation at KOT.

The Workplan for the site investigation at KOT is extensive with a number of activities that will vary in the amount of time they will take to complete. In order to move the project forward and to supply information to the various regulatory agencies in a timely manner, we propose to submit short reports on each aspect of the Workplan as they are completed. We expect the first of these reports, The Primary Pathway Investigation, to be submitted to you within the next 14 days.

Phase one of the project, the cleanup of the spill in the estuary and storm drains, and the identification and closure of the source, is complete. The Investigation summary has been transmitted to appropriate regulatory agencies.

We are now in phase two, the site soils and groundwater investigation. Although there is localized diesel contamination in the soils and groundwater, we have prevented any further discharge of fuel to the storm drain system or the estuary.

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Please call me at (510) 272-1184 with your question or comments, rather than contacting our consultant, Uribe and Associates directly. Thank you for your cooperation on this project.

Sincerely,

Jon Amdur
Environmental Department

JA/jb

Enclosure

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cc: Mr. Ray Balcom, SFRWQCB, 2101 Webster Street, 5th Floor, Oakland, CA 94612
Mr. Rich Hiett, SFRWQCB, 2101 Webster Street, 5th Floor, Oakland, CA 94612
Mr. Richard Padovani, Terminal Manager, Keep on Trucking Co., Inc., 370 8th Avenue, Oakland, CA 94606
Mr. Michael E. Delehunt, Crosby, Heafy, Roach and May, 1999 Harrison Street, Oakland, CA 94606
Mr. Dale Wong, CA Department of Fish and Game, Office of Oil Spill Preventionn and Response, P.O. Box 944209, Sacramento, CA 94244
Captain J.M. MacDonald, U.S. Coast Guard, Marine Safety Office, Building 14, Coast Guard Island, Alameda, CA 94591-5100
Ensign John Park, MER Division, Building 14, Marine Safety Office, San Francisco Bay, Coast Guard Island, Alameda, CA 94501
Mr. Gil Jensen, Alameda County District Attorneys Office of Consumer and Environmental Affairs, 7677 Oakport Dr., Suite 400, Oakland, CA 94621

Michele Heffes (Legal Department)
Neil Werner (Environmental Department)
David Adams (Marine Terminals)
Robert Cathey (Marine Terminals)

**Weekly Summary of Investigation Activities at**
**Keep on Trucking Company, Inc. Facility**
**370 8th Avenue, Oakland**
**March 7 through March 20, 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, though unconfirmed, may have originated from the same source). 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 their 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 storm drain, and the trenches surrounding the stormdrain 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 storm drains. U&A also discovered a previously unknown underground storage (UST) approximately four feet below the concrete, adjacent to the former diesel dispenser. The UST and the piping associated with the dispenser remain in place. Approximately 10 cubic yards of soil removed from around the dispenser and UST were placed on and covered with visquine sheeting. Riedel Environmental Services (Riedel) placed trench plates over the excavation and barricade tape around the affected area.

Soil samples collected from the sidewalls of the excavation by U&A were determined by laboratory analysis to contain diesel and BTEX. A summary report of the source area investigation is scheduled for completion during the week of March 29, 1993.

## Cannery Line

U&A investigated the cannery line from March 2 through 5. It was unclear how far west the line travelled, and whether it acted as a conduit for contamination. Subtronics (U&A subcontractor) inserted a cable probe as far as possible (approximately 35 feet) westward in the cannery line from the cannery manhole located adjacent to the KOT warehouse. The probe would go no further due to an obstruction in the pipe. 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 and from the material filling the line. The samples were prepared for laboratory analysis for diesel and BTEX. Riedel inserted twelve-inch packers into the line on either end of the breakage to preempt possible contamination to the surrounding soils if the sediments within the pipe are determined to contain diesel. U&A collected water samples from recharging water in the trench (samples were processed for analysis for diesel and BTEX).

The trench adjacent to the KOT warehouse was five to six feet deep, so shoring was used to brace the walls of the excavation before anyone was allowed to work in the trench. Riedel covered the open trench with trench plates. 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.

Soil and water sample results are still pending and will be provided in subsequent reports.

## Storm Drain

On March 11, 1993, the trench that Riedel dug in an attempt to uncover the cannery line near the retaining wall was lengthened to reach the storm drain line just before its

outfall. U&A located the stormdrain 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. Pending replacement of the asphalt surface, Riedel covered the trench with trench plates.

Soil and water sample results are still pending and will be provided in subsequent reports.

## 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.

Soil and water samples are still pending and will be provided in subsequent reports.

## Secondary Pathway

Riedel excavated two additional trenches on March 3 over the lateral loop near the location of the former fueling system in an effort to determine whether a secondary pathway for contamination exists in the soils directly surrounding the lateral loop and storm drain lines. Riedel covered the trenches with trench plates. U&A collected soil samples from underneath the lateral loop pipe (analyzed for TPH-D and BTEX). The pipe was not damaged during excavation.

Soil sample results are still pending and will be provided in subsequent reports.

**Waste Disposal**

Removed

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

Temporarily Stored Onsite

The following wastes remain stored on-site:

- One 21,000-gallon Baker tank with water and diesel. The tank currently contains 2' 11" of liquid.
- 10 cubic yards of soil excavated on 3/2/93 from trench 1 (cannery line on KOT yard). Status: pending sample results.
- 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; pending sample results.
- 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; pending sample results.
- 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: pending sample results.
- Six 55-gallon drums with cuttings from soil borings. Status: pending sample results.
- One 55-gallon drum of soil extracted from sump. Status: pending sample results.
- 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 Baker tank