PORT OF OAKLAND

June 15, 1993

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

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

Dear Mr. Johnson:

Enclosed, you will find a copy of the Summary of Investigation Activities at Keep on Trucking, Inc. Facility, 370 8th Avenue, Oakland California, April 3 through May 28, 1993. If you have any questions regarding this report or any activities associated with this project, please contact me at (510) 272-1184.

Sincerely,

Jon Amdur
Environmental Scientist

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
Ensign John Park, MER Division, Building 14, Marine Safety Office, San Francisco Bay, Coast Guard Island, Alameda, CA 94501
Mr. Richard Padovani, Terminal Manager, Keep on Trucking' Co., Inc., 370 8th Avenue, Oakland, CA 94606
Mr. Gil Jensen, Alameda County District Attorneys Office of Consumer and Environmental Affairs, 7677 Oakport Dr., Suite 400, Oakland, CA 94621
Mr. Dale Wong, CA Department of Fish and Game, Office of Oil Spill Prevention and Response, P.O. Box 944209, Sacramento, CA 94244
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Ms. Michele Heffes (Legal Department}
Mr. Andrew Clark-Clough, Uribe and Associates, 2930 Lakeshore Ave. Suite 200, Oakland, CA 94610
Mr. Neil Werner (Environmental Department)
Mr. Dave Adams (Marine Terminals)

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Summary of Investigation Activities at
Keep on Trucking Company, Inc. Facility
370 8th Avenue, Oakland
April 3 through May 28, 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. As proposed in the Workplan, U&A supervised investigations of the source area, upgradient areas, the cannery line, the storm drain, and the trenches surrounding the storm drain and cannery lines from February 12 to May 28, 1993.

U&A submitted two additional reports discussing these investigations. The first report entitled *Report of the Source Area Primary Pathway Investigation at Keep on Trucking* dated March 30, 1993 covered the source area investigation and was submitted to the County on March 30, 1993. The second report entitled *Investigation of Diesel Spill at Keep on Trucking* dated April 20, 1993 covered the storm drain and cannery line investigations, secondary pathway investigations, and soil borings. This report was submitted to the County on April 20, 1993.

This summary report is the third of its kind to be prepared by U&A during the course of this project. These summaries are intended to update the Port and other interested parties regarding the status of on-going field work.

Source Area

The underground piping associated with the AST was excavated by Bay Area Tank and Marine on February 12, 1993. 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 tank (UST) approximately four feet below the concrete, adjacent to the former AST diesel dispenser. The UST was filled with diesel originating from the pipe leak. Riedel Environmental Services (Riedel) removed the product from the tank with a vacuum truck in February soon after its discovery. The UST was determined not to have contributed to the diesel spill since it was filled with diesel and red dye originating from the AST dispenser system.

Summary of Recent Activities

Source Area Underground Storage Tank Removal

U&A personnel supervised Riedel's removal of the 1,000-gallon UST on April 27, 1993. The removal was witnessed by a representative of the Oakland Fire Department and Britt Johnson of Alameda County Health Care Services Agency (ACHCSA). Riedel excavated approximately 10 cubic yards of soil and debris along with the UST. The soil was stockpiled on-site on a sheet of 10-millimeter visquine. Petroleum Recycling Corporation (PRC) vacuumed approximately four inches of diesel off the bottom of the tank before its removal. Riedel evacuated vapors with dry ice and loaded the UST onto a truck for transportation to Erickson, Incorporated, Richmond, California. The tank appeared to be in good condition, with no holes or signs of corrosion.

Excavation of Contaminated Soils in Source Area

On April 28 through May 6, 1993, Dillard Environmental Services (Dillard) personnel, supervised by U&A, excavated approximately 450 cubic yards of soil from the source area. The excavation was witnessed by a representative of the Oakland Fire Department and Britt Johnson of ACHCSA. The soil was stockpiled on-site on 10-millimeter sheets of visquine and covered with visquine each night. A six-foot chain-link fence surrounded the excavation. An on-site laboratory provided by the Smith-Emery Company conducted soil sample analyses for diesel with a 40 minute turn-around rate. U&A personnel collected all soil samples. An action level of 100 mg/kg diesel determined the progress of the excavation. Dillard backfilled the portion of the excavation closest to Building H-213 on April 29, 1993, to avoid undermining the foundation. The remainder of the site was backfilled with clean soil on May 6, 1993.

Site Clean-up

On May 18, 1993, Dillard placed a geo-textile mat over the backfilled soils. The area was covered with asphalt on May 27, 1993. Trench Plate Company picked up their trench plates on May 28, 1993, which had been used to cover open trenches during the site investigations.

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 to investigate the condition of the pipe and nature of the fill material. On March 5, 1993, Riedel excavated two additional trenches at the Ninth Avenue Terminal yard in an attempt to locate the cannery line. One trench, approximately 500 yards from the cannery manhole, struck concrete at three feet deep and was discontinued. This trench was backfilled immediately. Another trench was dug next to the retaining wall at the edge of the pier. Riedel backfilled the trench adjacent to the retaining wall on March 12, 1993.

Summary of Recent Activities

During the excavation of the source area (April 28 to May 5, 1993), Dillard removed the section of the cannery line exposed in the excavated area. The end of the line heading westward was plugged, rendering the remaining line abandoned and inoperable.

On April 29, 1993, Dillard removed the packers from the two broken ends of the cannery line pipe in the trench 100 feet west of the source area and backfilled it with clean soil. Dillard covered the backfilled trench with asphalt on May 27, 1993.

Dillard covered the trenches in the Ninth Avenue Terminal yard with asphalt on May 27, 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.

Summary of Recent Activities

The remaining packers were removed from the storm drain on May 5, 1993. Dillard covered the trench near the storm drain outfall with asphalt on May 27, 1993. No other activities occurred regarding the storm drain investigation.

Waste Disposal

Removed

Approximately 450 cubic yards of soil were excavated from the source area and delivered to the Port's bio-remediation site (located at Langely Street and Doolittle Drive at the Metropolitan Oakland International Airport, Oakland) from April 29 to May 6, 1993. The concrete and wood debris removed from the excavation (approximately 56 cubic yards) were disposed at BFI landfill by Dillard on May 18, 1993.

During the site investigations, liquid filling the excavation was pumped into the 21,000-gallon temporary storage tank on-site. On April 26, Erickson Trucking removed 9,500 gallons of liquid from the temporary storage tank and transported it to the PRC facility in Patterson, California. The following day, April, 27, 1993, Erickson removed an additional 2,000 gallons. PRC removed 1,040 gallons of fluid from the excavation pit, UST, and on-site temporary storage tank on April 27, 1993 (also to PRC facility).

The 1,000-gallon UST and dispenser unit was transported to Erickson Incorporated, Richmond, CA by Riedel on April 27, 1993.

Hydro-Chem Services emptied the on-site temporary storage tank on May 14, 1993 and delivered the liquid (2,500 gallons) to Gibson Recycling, Bakersfield, California. Rain for Rent removed the temporary storage tank on the same day.

The four yellow bins containing soils excavated during the storm drain and cannery line investigations were taken off-site on May 17, 1993 by Sturgeon, Richmond California, and delivered it to Forward landfill, Stockton, California.

The seven 55-gallon drums containing soil cuttings from the borings and lateral loop sump were taken by All Chemical Disposal Inc. (All Chem), San Jose, California to the Port's bio-remediation site on May 21. The drums were cleaned and will be taken to Markovitz and Fox (a scrap metal facility in San Jose, California).

The two drum liners containing diesel soaked pads were compacted into the three existing 55-gallon drums on site with "hazardous waste" labels. Chemical profiles for these drums were signed by Jon Amdur of the Port May 18, 1993, and sent by All Chem to Waste Management on May 21, 1993, for acceptance at their Kettleman City Class I disposal facility. The drums remain on-site awaiting notice of acceptance to the disposal facility.

Temporarily Stored On-site

Three drums containing diesel soaked absorbant pads remain on-site awaiting acceptance to Waste Mangement's Kettleman City Class I disposal facility as explained above. All three drums are labeled with "hazardous waste" labels.