CALIFORNIA REGIONAL WATER
MAY 10 1989
QUALITY CONTROL BOARD

SH

Geo-Environmental Technology
260 Cristich Lane
Campbell, CA 95008
(408)559-1220

New Case
Co-01

April 27, 1989

Mr. John Tounger
Di Salvo Trucking
660 Mariposa Street
San Francisco, California 94107

Subject: UNDERGROUND TANK REMOVAL
4919 Tidewater Ave.
Oakland, California 94612

Dear Mr. Tounger:

On March 16 and 27, 1989, GEO-ENVIRONMENTAL TECHNOLOGY (G.E.T.), removed four underground storage tanks from the subject property located at 4919 Tidewater Avenue in Oakland, California (see Plate 1, Site Map). The scope of the work included: completion and submission of the tank closure plan and site safety plan as required by the Alameda County Department of Environmental Health; obtaining the permit to excavate the underground tanks as required by the City of Oakland Fire Prevention Bureau; providing for the excavation and the removal of the tanks and associated piping; performing the inspection of the tanks and piping; the excavation of contaminated soil surrounding the former location of the underground tanks; the collection of the appropriate samples from the excavation created by the removal of the tanks and piping; and providing for the proper disposal of the tanks and excavated piping. This letter summarizes the history of the tanks, the procedures and the results of the inspection, subsurface sampling, and laboratory testing.

TANK HISTORY AND DESCRIPTION

It was reported to G.E.T. that three underground tanks exist on the subject property. All the tanks were reported to have been installed before 1973 with the last known use in March of 1989. A buried fourth tank was discovered during the excavation of contaminated soil on March 23, 1989. On March 16, 1989 (prior to the tank removal), H & H Ship Service removed, transported, and disposed of all of the residual fluids from within tanks 1,2 & 3.

The underground tanks removed from the property were of the following estimated capacities: Tank 1 was an approximately 10,000 gallon, metal tank. Tank 2 was an approximately 5,000 gallon, metal tank. Both tank 1 and 2 were last used to store diesel fuel. Tank 3 was an approximately 280 gallon, metal tank used to store waste automotive oil. Tank 4 (the discovered tank) was an approximately 550 gallon, metal tank apparently used to store petroleum fuel products. The tanks contained less than one inch of residual product at the time of their removal.

Job Name: DISALVO TRUCKING April 27, 1989

TANK REMOVAL; FIELD OBSERVATIONS

On March 16, 1989, the top of tanks 1, 2 & 3 were exposed for excavation. Continuous air monitoring of the site and excavation was performed using portable field instrumentation; a Gastechtor Hydrocarbon Surveyor to monitor the ambient total petroleum hydrocarbons and lower explosive limit (LEL). The tanks were purged with approximately 100 pounds of dry ice in the 10,000 gallon tank and 100 pounds of dry ice in the 5000 gallon tank. No dry ice was required in the 280 gallon waste oil tank as the tank was inert when initially monitored. Steven Hallert, Fire Safety Inspector for the City of Oakland Fire Prevention Bureau, and Ariu Levi from the Alameda County Health Agency, were present to witness the tank removal and sampling operations.

Once the tanks were inerted to a LEL below 10%, permission was given by the fire department to remove the tanks from the excavation. The outside surfaces of the tanks were cleaned of soil, measured, and visually inspected. The surfaces of the tanks were coated or wrapped with a tar-like material. Visual examination suggested that the tanks were intact with no obvious holes. The native soil backfill material that formerly surrounded the tanks appeared to be stained and had a petroleum-like odor. Diesel product was observed in the backfill of the tank pit.

On March 16, 1989, the fill and product piping found associated with the tanks was exposed and removed. The vent lines from the tanks were removed to the edge of the excavation. The tanks and the removed piping were transported by a State-licensed hazardous waste hauler, H and H Ship Service, to their treatment, storage and disposal facility located in San Francisco, California.

On March 27, 1989, Tank 4 was purged (and inerted) with 50 pounds of dry ice to obtain an LEL of 2%. No residual product was in the tank when discovered. Fire Inspector Hallert was present to witness the removal of Tank 4 and the recovery of the soil sample taken from below the tank. The tank appeared to have two obvious holes in it. One hole in the side and one hole in the end near the fill. The tank and all associated piping was removed and transported by H & H Ship Service to their disposal facility in China Basin, San Francisco.

SAMPLING PROCEDURE

On March 16, 1988, G.E.T. recovered three soil samples from beneath the former locations of tanks 1,2 & 3 as instructed by Mr. Ariu Levi. One sample was recovered from beneath the east end of the 10,000 gallon tank (designated as DST-1), one sample

from the west end of the 5,000 gallon tank (designated as DST-2), and one from beneath the center of the 550 gallon waste oil tank (designated DST-3). The samples were recovered two feet below the bottom of the former tanks.

On March 27, 1989, one soil sample (designated as sample DST-1) was recovered from beneath the center of the former location of the 550 gallon fuel tank. The sample was collected from two feet below the bottom of the tank.

The samples from beneath all of the tanks were recovered using a backhoe. Upon the excavation of the soil materials to the surface, a clean, brass 3-inch by 2-inch tube was driven with a mallet into the soils in the backhoe bucket until there was no observable head space in the tube. Immediately upon the recovery of all the samples, the ends of the brass tube were sealed with aluminum foil, a plastic cap, secured with aluminized tape, then placed on ice for transport to Trace Analytical Laboratory, Inc., of Hayward, California, for analysis. A chain of custody form was completed for all samples.

LABORATORY ANALYSIS

The laboratory analyses were to test samples DST-1 and DST-2 for the presence of total petroleum hydrocarbons (TPH) as diesel and benzene, toluene, ethylbenzene and xylene (BTEX) distinction. Sample DST-3 was analyzed for petroleum oil and grease, TPH as diesel, and volatile organic compounds. The sample taken from beneath Tank 4 was analyzed for (TPH) as diesel and BTEX distinction. The laboratory analysis result sheets are shown in the attachment to this report.

The sample results indicate that there was no detectable BTXE in the samples. Sample DST-1, taken at a depth of 9' below grade at the north-east side of tank 1, had 240,000 parts per billion (ppb) of TPH as diesel. Sample DST-2, taken at a depth of 8' below grade at the north-west side of tank 2, had 110,000 ppb of TPH as diesel. Sample DST-3 taken at a depth of 29" on the west side of tank 3 had 110,000 ppb TPH as diesel, 15,000 ppb of oil and grease, and no detectable volatile organic compounds. The sample from beneath tank 4 (DST-1 from March 27), had no detectable concentrations of TPH as diesel or BTEX.

The laboratory results of samples collected from beneath tanks 1,2, and 3 indicate that the levels of TPH as diesel are above the guideline levels of the Regional Water Quality Control Board (RWQCB).

EXCAVATION OF CONTAMINATED SOIL

Diesel product was observed in the backfill of the tank pit during the removal of the tanks. The free product was pumped out of the tank pit with a pump truck by H & H Ship Service of San Francisco, California. Excavation of diesel contaminated soil commenced immediately from around the former location of the underground tanks. Approximately six to eight feet of clay fill material containing wood, sawdust, debris, and rubble was encountered. At a depth of six to eight feet, a dense gray clay was encountered which extended to the bottom of the excavation at a maximum depth of approximately 12 feet. The diesel contaminated soil appears to have been confined above the dense clay layer.

Approximately 3000 cubic yards of fill material and clay was removed from the area underlying and surrounding all four tanks. The soil was stockpiled on plastic sheeting on an asphalt surface, then covered with plastic sheeting. Upon the authorization of DiSalvo Trucking, G.E.T. can provide an addendum to this report documenting the disposition of the stockpiled soil.

At the conclusion of the excavation, water with floating diesel product was observed flowing into the pit from the fill layer at the northeastern corner of the excavation from a depth of four feet. No water leak was detected on the property. Storm runoff from a buried former drainage course is believed to be flowing into the excavation. The water is carrying floating diesel product into the excavation from an unknown source located to the east and up gradient of the former tank location. During the excavation of contaminated soil, an abandoned 8 inch cast iron pipe containing diesel product was encountered crossing the excavation and property. It is believed that a former petroleum refinery was previously located in the area of the subject site.

EXCAVATION LIMIT SAMPLING

On March 24, 1989, six soil samples (designated DS-1 to DS-6), were taken from the limits of the excavation. All the samples were analyzed for TPH as diesel with BTXE and two of the samples were analyzed for petroleum oil and grease. The sample results indicate that there was no detectable BTXE in any of the samples. Samples DS-1, DS-2, DS-3, DS-5, and DS-6 had no detectable concentrations of TPH as diesel. Sample DS-4, taken at a depth of 84" in the south end sidewall had 64,000 parts per billion (ppb) of TPH as diesel. Oil and grease results indicate that sample DS-2, taken at a depth of 72" on the east sidewall, had

59,000 ppb. Sample DS-1, taken at a depth of 72" on the south sidewall, had 29,000 ppb oil and grease.

All of these levels are below the clean up action level generally recommended by the Regional Water Quality Control Board. The majority of the soil contamination associated with the former underground storage tanks appears to have been removed. No samples were recovered from the northeastern corner of the excavation where storm water and diesel product is flowing into the pit.

BACKFILL OF THE EXCAVATION

The surface of the clay layer forming the bottom surface of the excavation was sloped towards a product recovery pit at the northeastern corner of the excavation. Slotted PVC casing was installed in the pit to allow skimming of free diesel product. On April 10-11, 1989, clean imported pea gravel and soil fill was used as backfill, then machine compacted. The excavation area is to be resurfaced with baserock and asphalt.

LIMITATIONS

The conclusions and professional opinions presented herein were developed in accordance with generally accepted practice as outlined in the guidelines of the California Regional Water Quality Control Board for addressing fuel leaks from underground tanks. The chemical analysis results are based on data collected at the sampling locations only, therefore G.E.T. cannot have complete knowledge of the underlying conditions. Conditions at the project site will change with time due to natural processes or the works of man. Accordingly, the findings of this report apply to the present conditions only; the opinions expressed herein are subject to revisions in light of new information, and no warranties are expressed or implied.

Job Name: DISALVO TRUCKING April 27, 1989

G.E.T. is pleased to have been of service to you on this project. To comply with State and local environmental laws, G.E.T. recommends that a copy of this report be forwarded to the Alameda County Department of Environmental Health, and the Regional Water Quality Control Board as soon as possible for review. If you have any questions, please feel free to give me a call at (408) 559-1220. Thank you.

Respectfully submitted,
GEO-ENVIRONMENTAL TECHNOLOGY

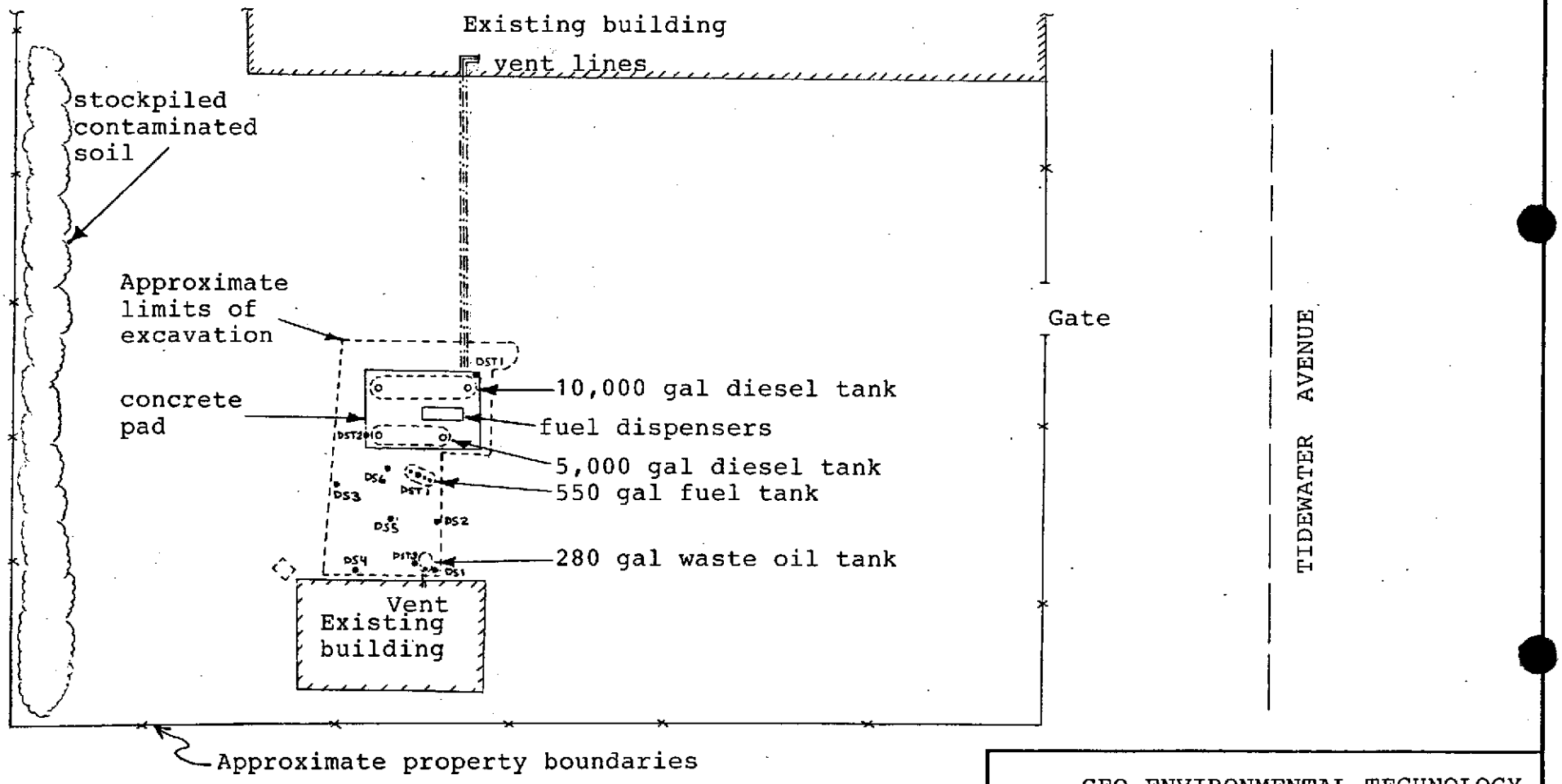
Mark Youngkin
Engineering Geologist

Stuart G. Solomon / M K Burgess Senior Vice President

Stuart G. Solomon
Principal

Attachments: Certificate of Disposal, Hazardous Waste Manifest, Laboratory Result Sheets, Chain of Custody forms

copies: addressee (3)



✱ Approximate locations of soil samples

GEO-ENVIRONMENTAL TECHNOLOGY		
SCALE: none	Site map	DRAWN BY TM
DATE: 28 Apr		REVISED
DiSalvo Trucking		
		DRAWING NUMBER Plate 1

11 X 17 PRINTED ON MIL 1000H CLEARPRINT ®

H & H
SHIP SERVICE COMPANY
W. J. HARRIS

220 CHINA BASIN, P.O. BOX 77363 · SAN FRANCISCO, CA 94107 · DAY AND NIGHT: 543-4835

CERTIFICATE OF DISPOSAL

MARCH 20, 1989

H & H Ship Service Company hereby certifies to ENVIRONMENTAL TECH. that:

1. The storage tank(s), size(s) 1-10,000 GALS., 1-5,000 GALS. AND 1- 280 GALS.

   removed from the DE SALVO TRUCKING

   facility at 4919 TIDEWATER

   OAKLAND, CALIFORNIA

   were transported to H & H Ship Service Company, 220 China Basin St., San Francisco, California 94107.

2. The following tank(s), H & H Job Number: 9857 have been steamed cleaned, cut with approximately 2' X 2' holes, rendered harmless and disposed of as scrap metal.

3. Disposal site: LEVIN METALS CORPORATION, RICHMOND, CALIFORNIA.

4. The foregoing method of destruction/disposal is suitable for the materials involved, and fully complies with all applicable regulatory and permit requirements.

5. Should you require further information, please call (415) 543-4836.

Very Truly Yours,

Cleveland Valrey
Q. A. & Safety Coordinator

H & H
SHIP SERVICE COMPANY

220 CHINA BASIN, P.O. BOX 77363 · SAN FRANCISCO, CA 94107 · DAY AND NIGHT: 543-4835

CERTIFICATE OF DISPOSAL

MARCH 29, 1989

H & H Ship Service Company hereby certifies to ENVIRONMENTAL TECH. that:

1. The storage tank(s), size(s) ONE (1) 550 GALS.
   removed from the DI SALVO TRUCKING
   facility at 4919 TIDEWATER
   OAKLAND, CALIFORNIA
   were transported to H & H Ship Service Company, 220 China Basin St., San Francisco, California 94107.

2. The following tank(s), H & H Job Number 9949 have been steamed cleaned, cut with approximately 2' X 2' holes, rendered harmless and disposed of as scrap metal.

3. Disposal site: LEVIN METALS CORPORATION, RICHMOND, CALIFORNIA.

4. The foregoing method of destruction/disposal is suitable for the materials involved, and fully complies with all applicable regulatory and permit requirements.

5. Should you require further information, please call (415) 543-4836.

Very Truly Yours,

Cleveland Valrey
Q. A. & Safety Coordinator

State of California—Health and Welfare Agency
Form Approved OMB No. 2050—0039 (Expires 9-30-
Please print or type. (Form designed for use on elit -pitch typewriter).

See Instructions on Back of Page 6 and Front of P 7

Department of Health Services
Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No. CAD981670516 | Manifest Document No. 513317

2. Page 1 of 1 | Information in the shaded areas is not required by Federal law.

3. Generator's Name and Mailing Address
Di Salvo Trucking
4919 Tidewater Ave. Oakland Ca. 94601

A. State Manifest Document Number 8823133 7 FK

B. State Generator's ID

4. Generator's Phone (415) 533-1201

5. Transporter 1 Company Name: H&H Ship Service Co | 6. US EPA ID Number: CAD0104771168

C. State Transporter's ID 003757

D. Transporter's Phone 415-543-4835

7. Transporter 2 Company Name | 8. US EPA ID Number

E. State Transporter's ID

F. Transporter's Phone

9. Designated Facility Name and Site Address
H&H Ship Service Co.
220 China Basin St.
San Francisco Ca 94107 | 10. US EPA ID Number: CAD0104771168

G. State Facility's ID

H. Facility's Phone 415-543-0906

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste No.
a. Waste Combustible Liquid, NOS, NA 1993	0101	TT	0625610	G	State 133 / EPA/Other N/A
b.					State / EPA/Other
c.					State / EPA/Other
d.					State / EPA/Other

J. Additional Descriptions for Materials Listed Above
ASBOX
Diesel 98%
Water 1%
Soil Sludge 1%

K. Handling Codes for Wastes Listed Above
a. 01 | b. | c. | d.

15. Special Handling Instructions and Additional Information
Proper protective Clothing

16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

GENERATOR

Printed/Typed Name: X Gary L. DellaVecchia | Signature: X Gary L. DellaVecchia | Month Day Year: 03/15/89

TRANSPORTER

17. Transporter 1 Acknowledgement of Receipt of Materials
Printed/Typed Name: Edward B. Mudno | Signature: Edward B. Mudno | Month Day Year: 03/15/89

18. Transporter 2 Acknowledgement of Receipt of Materials
Printed/Typed Name | Signature | Month Day Year

FACILITY

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19
Printed/Typed Name: Ronan Shaclou | Signature | Month Day Year: 03/15/89

IN CASE OF AN EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA CALL 1-800-852-7550

8823133 7 FK

DHS 8022 A (1/88)
EPA 8700—22
(Rev. 9-88) Previous editions are obsolete.

Do Not Write Below This Line

White: TSDF SENDS THIS COPY TO DOHS WITHIN 30 DAYS
To: P.O. Box 3000, Sacramento, CA 95812

State of California—Health and Welfare Agency
Form Approved OMB No. 2050-0039 (Expires 9-30-[illegible])
Please print or type. (Form designed for use on elite (12-pitch typewriter).

See Instructions on Back of Page 6 and Front of P[illegible] 7

Department of Health Services
Toxic Substances Control Division
Sacramento, California

UNIFORM HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No.	Manifest Document No.	2. Page 1 of 1	Information in the shaded areas is not required by Federal law.
CAD981670516	000911		

3. Generator's Name and Mailing Address
DISALVO TRUCKING
4919 TIDEWATER AVE OAKLAND CA 94601
4. Generator's Phone 415 533-1201

A. State Manifest Document Number 88231255

B. State Generator's ID

5. Transporter 1 Company Name: H&H SHIP SERVICE
6. US EPA ID Number: CAD004771168
C. State Transporter's ID: 003752
D. Transporter's Phone: 543-4811

7. Transporter 2 Company Name
8. US EPA ID Number
E. State Transporter's ID
F. Transporter's Phone

9. Designated Facility Name and Site Address
H&H SHIP SERVICE
220 CHINA BASIN
SAN FRANCISCO, CA
10. US EPA ID Number: CAD004771168
G. State Facility's ID: CAD004771168
H. Facility's Phone: 543-0906

11. US DOT Description (Including Proper Shipping Name, Hazard Class, and ID Number)	12. Containers No.	12. Containers Type	13. Total Quantity	14. Unit Wt/Vol	I. Waste No.
a. NA9189 WASTE HAZARDOUS LIQUID NOS ORM-E 00111		TT	9,450	G	State 135 / EPA/Other
b.					State / EPA/Other
c.					State / EPA/Other
d.					State / EPA/Other

J. Additional Descriptions for Materials Listed Above
95% WATER
3% SOLIDS
2% PETROLEUM PRODUCT (DIESEL)

K. Handling Codes for Wastes Listed Above
a. 01 b.
c. d.

15. Special Handling Instructions and Additional Information
GLOVES

16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.

If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment; OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.

Printed/Typed Name	Signature	Month	Day	Year
Douglas P. Weinard		03	16	89

TRANSPORTER

17. Transporter 1 Acknowledgement of Receipt of Materials

Printed/Typed Name	Signature	Month	Day	Year
STEVE MESQUITE		03	16	89

18. Transporter 2 Acknowledgement of Receipt of Materials

Printed/Typed Name	Signature	Month	Day	Year

FACILITY

19. Discrepancy Indication Space

20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19

Printed/Typed Name	Signature	Month	Day	Year
Rishan Shackleford		03	16	89

GENERATOR

IN CASE OF AN EMERGENCY OR SPILL, CALL THE NATIONAL RESPONSE CENTER 1-800-424-8802; WITHIN CALIFORNIA CALL 1-800-852-7550

88231255 DOH# 0962

DHS 8022 A (1/88)
EPA 8700—22
(Rev. 9-88) Previous editions are obsolete.

Do Not Write Below This Line

White: TSDF SENDS THIS COPY TO DOHS WITHIN 30 DAYS
To: P.O. Box 3000, Sacramento, CA 95812

Trace Analysis Laboratory, Inc.
3423 Investment Boulevard, #8 • Hayward, California 94545 *(415) 783-6960*

TAL

DATE: 4/13/89

LOG NO.: 7140

DATE SAMPLED: 3/16/89

DATE RECEIVED: 3/17/89

CUSTOMER: Environmental Technology

REQUESTER: Todd Murray

PROJECT: DiSalvo Trucking

Sample Type: Soil

Method and Constituent	Units	DST-1 Concentration	DST-1 Detection Limit	DST-2 Concentration	DST-2 Detection Limit	DST-3 Concentration	DST-3 Detection Limit
DHS Method:							
Total Petroleum Hydrocarbons as Diesel	ug/kg	240,000	5,000	110,000	5,000	110,000	5,000
Modified EPA Method 8020:							
Benzene	ug/kg	< 20	20	< 20	20		
Toluene	ug/kg	< 20	20	< 20	20		
Xylenes	ug/kg	< 50	50	< 50	50		
Ethyl Benzene	ug/kg	< 40	40	< 40	40		
Standard Method 503E, Hydrocarbons:							
Oil and Grease	ug/kg					15,000	10,000

DATE: 4/13/89
LOG NO.: 7140
DATE SAMPLED: 3/16/89
DATE RECEIVED: 3/17/89
PAGE: Two

Sample Type: Soil

Method and Constituent	Units	DST-3 Concentration	DST-3 Detection Limit
EPA Method 8010:			
Benzyl chloride	ug/kg	< 50	50
Bis (2-chloroethoxy) methane	ug/kg	< 50	50
Bis (2-chloroisopropyl) ether	ug/kg	< 50	50
Bromobenzene	ug/kg	< 50	50
Bromodichloromethane	ug/kg	< 50	50
Bromoform	ug/kg	< 50	50
Bromomethane	ug/kg	< 50	50
Carbon tetrachloride	ug/kg	< 50	50
Chloracetaldehyde	ug/kg	< 50	50
Chloral	ug/kg	< 50	50
Chlorobenzene	ug/kg	< 50	50
Chloroethane	ug/kg	< 50	50
Chloroform	ug/kg	< 50	50
1-Chlorohexane	ug/kg	< 50	50
2-Chloroethyl vinyl ether	ug/kg	< 50	50
Chloromethane	ug/kg	< 50	50
Chloromethyl methyl ether	ug/kg	< 50	50
Chlorotoluene	ug/kg	< 50	50
Dibromochloromethane	ug/kg	< 50	50
Dibromomethane	ug/kg	< 50	50
1,2-Dichlorobenzene	ug/kg	< 50	50
1,3-Dichlorobenzene	ug/kg	< 50	50
1,4-Dichlorobenzene	ug/kg	< 50	50

DATE: 4/13/89
LOG NO.: 7140
DATE SAMPLED: 3/16/89
DATE RECEIVED: 3/17/89
PAGE: Three

Sample Type: Soil

Method and Constituent	Units	DST-3 Concentration	DST-3 Detection Limit
EPA Method 8010, Continued:			
Dichlorodifluoromethane	ug/kg	< 50	50
1,1-Dichloroethane	ug/kg	< 50	50
1,2-Dichloroethane	ug/kg	< 50	50
1,1-Dichloroethylene	ug/kg	< 50	50
trans-1,2-Dichloro-ethylene	ug/kg	< 50	50
Dichloromethane	ug/kg	< 50	50
1,2-Dichloropropane	ug/kg	< 50	50
1,3-Dichloropropylene	ug/kg	< 50	50
1,1,2,2-Tetrachloro-ethane	ug/kg	< 50	50
1,1,1,2-Tetrachloro-ethane	ug/kg	< 50	50
Tetrachloroethylene	ug/kg	< 50	50
1,1,1-Trichloroethane	ug/kg	< 50	50
1,1,2-Trichloroethane	ug/kg	< 50	50
Trichloroethylene	ug/kg	< 50	50
Trichlorofluoro-methane	ug/kg	< 50	50
Trichloropropane	ug/kg	< 50	50
Vinyl chloride	ug/kg	< 50	50

DATE: 4/13/89
LOG NO.: 7140
DATE SAMPLED: 3/16/89
DATE RECEIVED: 3/17/89
PAGE: Four

Sample Type: Soil

Method and Constituent	Units	DST-3 Concentration	DST-3 Detection Limit
EPA Method 8020:			
Benzene	ug/kg	< 70	70
Chlorobenzene	ug/kg	< 60	60
1,2-Dichlorobenzene	ug/kg	< 90	90
1,3-Dichlorobenzene	ug/kg	< 60	60
1,4-Dichlorobenzene	ug/kg	< 90	90
Ethyl benzene	ug/kg	< 80	80
Toluene	ug/kg	< 60	60
Xylenes	ug/kg	< 100	100

Dan Farah

Dan Farah, Ph.D.
Supervisory Chemist

DF:vs

Trace Analysis Laboratory, Inc.
3423 Investment Boulevard, #8 • Hayward, California 94545 *(415) 783-6960*

TAL

DATE: 4/5/89

LOG NO.: 7185

DATE SAMPLED: 3/24/89

DATE RECEIVED: 3/27/89

CUSTOMER: Environmental Technology

REQUESTER: Mark Youngkin

PROJECT: DiSalvo Trucking

Sample Type: Soil

Method and Constituent	Units	DS - 1 Concentration	DS - 1 Detection Limit	DS - 2 Concentration	DS - 2 Detection Limit	DS - 3 Concentration	DS - 3 Detection Limit
DHS Method:							
Total Petroleum Hydrocarbons as Diesel	ug/kg	< 3,000	3,000	< 3,000	3,000	< 3,000	3,000
Modified EPA Method 8020:							
Benzene	ug/kg	< 20	20	< 20	20	< 20	20
Toluene	ug/kg	< 20	20	< 20	20	< 20	20
Xylenes	ug/kg	< 100	100	< 100	100	< 100	100
Ethyl Benzene	ug/kg	< 40	40	< 40	40	< 40	40
Standard Method 503E, Hydrocarbons:							
Oil and Grease	ug/kg	29,000	10,000	59,000	10,000		

DATE: 4/5/89
LOG NO.: 7185
DATE SAMPLED: 3/24/89
DATE RECEIVED: 3/27/89
PAGE: Two

Sample Type: Soil

Method and Constituent	Units	DS - 4 Concentration	DS - 4 Detection Limit	DS - 5 Concentration	DS - 5 Detection Limit	DS - 6 Concentration	DS - 6 Detection Limit
DHS Method:							
Total Petroleum Hydrocarbons as Diesel	ug/kg	64,000	3,000	< 3,000	3,000	< 3,000	3,000
Modified EPA Method 8020:							
Benzene	ug/kg	< 20	20	< 20	20	< 20	20
Toluene	ug/kg	< 20	20	< 20	20	< 20	20
Xylenes	ug/kg	< 100	100	< 100	100	< 100	100
Ethyl Benzene	ug/kg	< 40	40	< 40	40	< 40	40

Dan Farah

Dan Farah, Ph.D.
Supervisory Chemist

DF:kl

Trace Analysis Laboratory, Inc.
3423 Investment Boulevard, #8 • Hayward, California 94545 *(415) 783-6960*

TAL

DATE: 4/17/89

LOG NO.: 7187

DATE SAMPLED: 3/27/89

DATE RECEIVED: 3/27/89

CUSTOMER: Environmental Technology

REQUESTER: Mark Youngkin

PROJECT: DiSalvo Trucking

Method and Constituent	Units	Sample Type: Soil DST-1 Concentration	Detection Limit
DHS Method:			
Total Petroleum Hydrocarbons as Diesel	ug/kg	< 3,000	3,000
Total Petroleum Hydrocarbons as Gasoline	ug/kg	< 500	500
Modified EPA Method 8020:			
Benzene	ug/kg	< 30	30
Toluene	ug/kg	< 30	30
Xylenes	ug/kg	< 100	100
Ethyl Benzene	ug/kg	< 50	50

Dan Farah

Dan Farah, Ph.D.
Supervisory Chemist

DF:mln

P.O. NUMBER: 7552

CHAIN OF CUSTODY RECORD AND ANALYSIS REQUEST FORM

COMPANY: ENVIRONMENTAL TECHNOLOGY, 260 CRISTICH LANE, CAMPBELL, CA PHONE: 408-559-1220

PROJECT NAME: DiSaloc Trucking	LOCATION: 4
PROJECT CONTACT: Gary DellaVecchia	TURNAROUND TIME: 10 WORK DAYS / DATE DUE: 3-26-89

SAMPLE I.D.	DATE	TIME	CONTAINER	MATRIX	DEPTH	LOCATION	ANALYSIS
DST-1	3-16-89	2:55pm	2" x 3" liner	Soil	9' below grade	North East corner of tank pit, Tank #1	TPH as diesel with BTEX
DST-2	3-16-89	3:10pm	2" x 3" liner	Soil	8' below grade	North West corner of tank #2	TPH as diesel with BTEX
DST-3	3-16-89	3:20pm	2" x 3" liner	Soil	29" below grade	North West corner of tank #3	TPH as diesel, total oil and grease (SM503E), EPA 8240.

PRESERVATIVE: None SAMPLER: Todd Murray

WITNESS: Arin Levi, Alameda County Health Agency

CHAIN OF POSSESSION

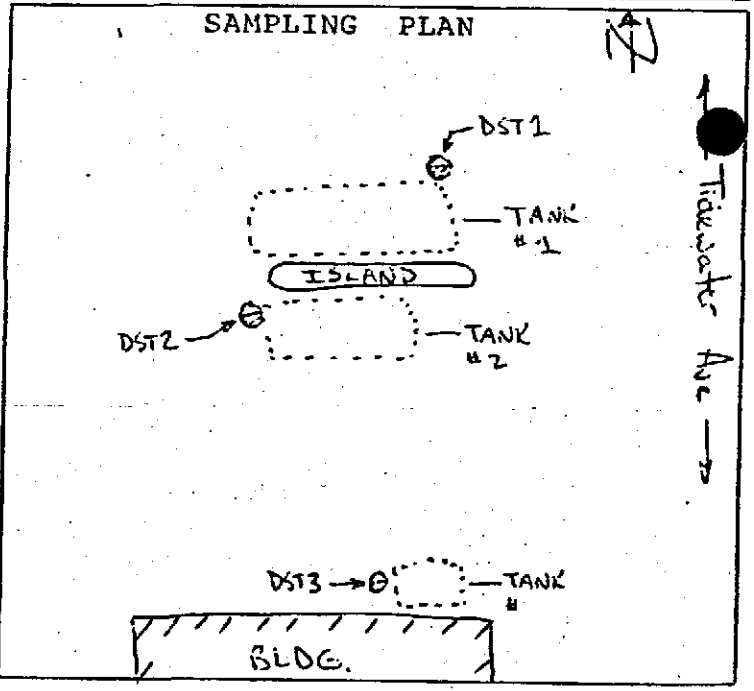
		DATE	TIME
RELINQUISHED BY SAMPLER	Todd B Murray	3-17-89	8:30Am
RECEIVED BY	AFFILIATION	DATE	TIME
		3-17-89	8:30 AM
RELINQUISHED BY		DATE	TIME
RECEIVED BY LABORATORY	Jacque Pahl for TAL	3/17/89	930Am

LAB NAME: Trace Analysis Laboratory CONTACT:

ADDRESS: 3423 Investment Blvd. #8

REMARKS: Soil is stained with strong odor

SAMPLING PLAN



P.O. NUMBER: 7567 CHAIN OF CUSTODY RECORD AND ANALYSIS REQUEST FORM PAGE 1 OF 1

COMPANY: ENVIRONMENTAL TECHNOLOGY, 260 CRISTICH LANE, CAMPBELL, CA PHONE: 408-559-1220

PROJECT NAME: DiSALVO TRUCKING	LOCATION: 4919 TIDEWATER AVENUE	
PROJECT CONTACT: GARY DELLA VECCHIA	TURNAROUND TIME: 2 WORK DAYS	DATE DUE: 3/28/89

SAMPLE I.D.	DATE	TIME	CONTAINER	MATRIX	DEPTH	LOCATION	ANALYSIS
DS-1	3/24/89	12:00 pm	2"x3" liner	Soil	72"	Excavation Sidewall	Total Oil & Grease TPH as diesel, BTXE
DS-2	3/24/89	12:10 pm	2"x3" liner	Soil	72"	Excavation Sidewall	Total Oil & Grease TPH as diesel, BTXE
DS-3	3/24/89	12:20 pm	2"x3" liner	Soil	84"	Excavation Sidewall	TPH as diesel, BTXE
DS-4	3/24/89	12:30 pm	2"x3" liner	Soil	84"	Excavation Sidewall	TPH as diesel, BTXE
DS-5	3/24/89	12:40 pm	2"x3" liner	Soil	96" below grade	Excavation Bottom 1' below bottom	TPH as diesel, BTXE
DS-6	3/24/89	12:50 pm	2"x3" liner	Soil	96" below grade	Excavation Bottom 1' below	TPH as diesel, BTXE

PRESERVATIVE: NONE SAMPLER: MARK YOUNGKIN - Todd Murray

WITNESS: Stuart Solomon, GARY BELLAVECCHIA

CHAIN OF POSSESSION

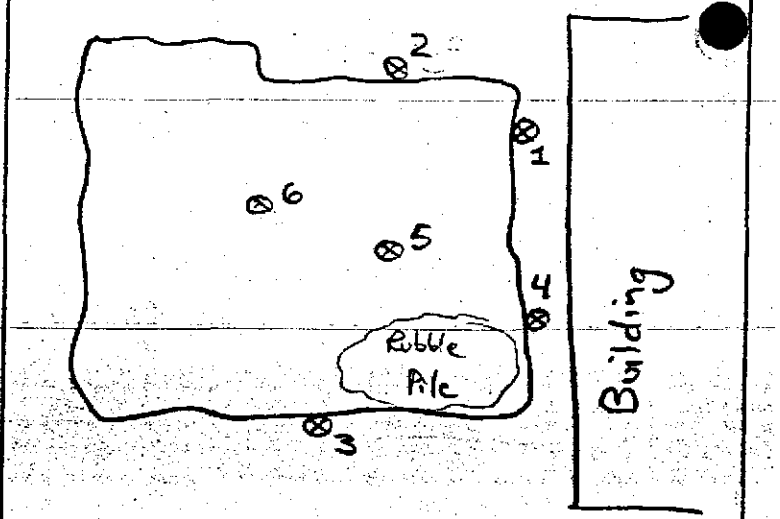
		DATE	TIME
RELINQUISHED BY SAMPLER	Mark Youngkin	3/27/89	10:24
RECEIVED BY	AFFILIATION	DATE	TIME
Alex Darush	TAL	3/27/89	10:24
RELINQUISHED BY		DATE	TIME
RECEIVED BY LABORATORY		DATE	TIME

LAB NAME: TRACE ANALYSIS LAB CONTACT: DARIUSH

ADDRESS: 3423 INVESTMENT BLVD, HAYWARD, CA

REMARKS: Clay soil, no odor, no staining

SAMPLING PLAN



P.O. NUMBER: 7572

CHAIN OF CUSTODY RECORD AND ANALYSIS REQUEST FORM

COMPANY: ENVIRONMENTAL TECHNOLOGY, 260 CRISTICH LANE, CAMPBELL, CA PHONE: 408-559-1220

PROJECT NAME: DiSalvo Trucking	LOCATION: 4919 Tidewater Ave., Oakland, CA
PROJECT CONTACT: Gary DellaVecchia	TURNAROUND TIME: 10 WORK DAYS / DATE DUE: 4-7-89

SAMPLE I.D.	DATE	TIME	CONTAINER	MATRIX	DEPTH	LOCATION	ANALYSIS
DST-1	3/27/89	12:00pm	2" x 3" liner	Soil	1 foot	Below bottom of tank	TPH as Gas, TPH as diesel and BTEX

PRESERVATIVE: None SAMPLER: Todd Murray

WITNESS:

CHAIN OF POSSESSION

		DATE	TIME
RELINQUISHED BY SAMPLER	Todd Murray	3-27-89	1:05pm
RECEIVED BY	AFFILIATION	DATE	TIME
RELINQUISHED BY		DATE	TIME
RECEIVED BY LABORATORY	Shaque Khell	3/27/89	1070

LAB NAME: Trace Analysis CONTACT:

ADDRESS: 3423 Investment Blvd., Hayward, CA

REMARKS: Tank contained unkown fuel. Gray clay underneath tank.

SAMPLING PLAN