December 6, 2013

Mr. Keith Nowell
Alameda County Health Care Services Agency
1131 Harbor Bay Parkway, Suite 250
Alameda, CA 94502-6577

Subject: **Draft Fact Sheet**

Site: **76 Station No. 5191/5043**
449 Hegenberger Road
Oakland, California
Fuel Leak Case No. RO0000219

Dear Mr. Nowell;

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

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

Walter T. Sprague
Pacific Convenience & Fuel
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Sincerely,

PACIFIC CONVENIENCE & FUEL

WALTER SPRAGUE
Director of Retail Services

Attachment

December 6, 2013

PUBLIC NOTICE

SUBJECT SITE:

76 Station No. 5191/5043
449 Hegenberger Road, Oakland, Alameda County, CA
GeoTracker Global ID # T0600101476
Alameda County LOP # RO0000219

SUMMARY:

This fact sheet has been prepared to inform the community members and other interested stakeholders of the status of environmental work at the 76 Station No. 5191/5043 (the Site), located at 449 Hegenberger Road in Oakland, CA (**Figure 1**).

This fact sheet contains information concerning site background, results of recent investigation activities, planned interim cleanup activities, and information contacts.

SITE BACKGROUND:

The Site is a 76 branded gasoline station located on the southwestern corner of Hegenberger Road and Edgewater Drive in Oakland, CA. The Site contains six fuel dispensers on two islands under a single canopy, three fuel underground storage tanks (USTs) on the north side of the site, a carwash facility on the west side of the site, and a station building in the central portion of the site.

ENVIRONMENTAL IMPACTS:

Environmental investigation commenced at the Site in 1991 to evaluate the potential for subsurface impacts associated with the USTs and underground product piping. Additional investigations have been performed at the Site to evaluate the extent of subsurface impacts across the property. The investigations identified that total petroleum hydrocarbons as gasoline (TPHg), total petroleum hydrocarbons as diesel (TPHd), and volatile organic compounds (VOCs) were detected in the subsurface at concentrations greater than applicable regulatory agency screening levels. The VOCs found beneath the Site include benzene, toluene, ethylbenzene, total xylenes (BTEX), methyl tert-butyl ether (MTBE), tertiary-butyl alcohol (TBA), and naphthalene.

Maximum concentrations of TPHg, TPHd, and VOCs in soil and groundwater were detected east of the product dispenser islands and southwest of the station building. The impact observed to the east of the dispenser islands is believed to have been the result of leaking underground product piping that has since been replaced. The impacts observed to the southwest of the station building are thought to be the result of an unknown party disposing of petroleum products directly into the groundwater monitoring well (MW-6) located in the area.

VOCs are able to move in the environment, from soil to groundwater, from groundwater to soil, and from groundwater or soil to air. The shallow groundwater in this area is not used for drinking water or other household/industrial purposes. At this time, vapor intrusion to indoor air is not a concern at the Site, based on the State Water Board's Low-Threat Underground Storage Tank Case Closure Policy. This policy states that "exposures to petroleum vapors associated with historical fuel system releases are comparatively insignificant relative to exposures from small surface spills and fugitive vapor releases that typically occur at active fueling facilities".

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INTERIM REMEDIATION ACTIVITIES:

Alternative #1-Soil Excavation:

The current land owner of the Site is in the process of coordinating a site reconfiguration. This presents the opportunity to conduct soil excavations in the areas of greatest subsurface impact during the site reconfiguration. Excavation of soils in the source areas of the subsurface impact will likely reduce the overall impact to the Site and the potential impact to surrounding properties. After the soils have been excavated and removed, an oxygen release compound will be applied to the excavated areas prior to backfilling. The application of the oxygen release compound is designed to help promote biodegradation of residual impacts not removed during the excavation.

Approximately 1,700 cubic yards of soil containing petroleum impact is planned to be removed from two excavations, one on the east side of the dispenser islands (approximately 250 cubic yards) and one southwest of the station building (approximately 1,450 cubic yards).

Confirmation soil samples will be collected from the floor and sidewalls of the excavation to demonstrate that established remedial action objectives have been achieved.

Excavated soils will be placed into covered trucks during the excavation and hauled to a designated disposal facility. A truck staging will be designated during the planning stages of the project, however, at this time it is proposed to be in the large parking lot to the north of the site across Edgewater Drive. One truck at a time will enter the site from the north entrance along Edgewater Drive. Flag persons will be located at the Site to assist the truck drivers to safely drive onto the Site and exit the Site. Transportation will be coordinated in such a manner that on-site and off-site trucks will be in communication with the Site trucking coordinator. Trucks will depart the Site from the east and turn right onto Hegenberger Road and make the first left onto Hegenberger Loop. Trucks will follow Hegenberger Loop around and turn right back onto Hegenberger Road and then merge onto Interstate 880 and proceed until arrival of the disposal facility. Prior to exiting the site, the trucks will be swept (as needed) to remove extra soil from areas not covered or protected. This cleanup or decontamination area will be set up as close to the loading area as possible so as to minimize the potential for spreading impacted soil. As the trucks leave the Site, the flag person will assist the truck drivers so that they can safely merge with traffic on Hegenberger Road.

Excavation activities are anticipated to begin between April and June of 2014 and take approximately two weeks to complete.

Alternative #2-In-Situ Chemical Oxidation (ISCO):

The remediation of groundwater contamination using ISCO involves injecting oxidants and potentially co-amendments or activators directly into the source zones and the down gradient and lateral gradient plume areas. In order to determine the efficacy of a full-scale remediation effort using ISCO injections, a pilot test would need to be implemented in targeted areas to measure the true potential of injecting a slurry amendment solution into the formation. The use of ISCO to remediate the groundwater and soil impacts at the Site has a moderate probability of success. Injection points will be advanced using a direct push drill rig. The slurry amendment will be mixed onsite. Impacts to traffic along Hegenberger Road and Edgewater Drive would be limited to the work vehicles entering the Site in the morning and exiting the site at the end of the work day. Exclusion zones will be set up on Site during the injections to protect both the field crew and customers of the station. Any derived wastes produced during the injections will be stored in properly labelled 55-gallon drums onsite. Wastes will be profiled and transported to an approved disposal facility. Following the injection event, monitoring and sampling of the groundwater monitoring wells located on the Site will be conducted at set intervals to assess the efficacy of the ISCO application as a viable remediation solution.

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ISCO pilot test activities are anticipated to begin after regulatory approval of a remedial design implementation plan. Upon approval, the pilot test would take approximately one week to complete the injections and three months for post injections monitoring and sampling.

HOW TO GET MORE INFORMATION:

The proposed interim remediation activities are presented in the *Corrective Action Plan* (CAP), dated November 22, 2013, prepared by Antea Group on behalf of Pacific Convenience & Fuel. The CAP as well as the entire case file can be viewed over the internet on the ACEH website at http://www.acgov.org/aceh/lop/ust.htm or at the State of California Water Resources Control Board Geotracker website at http://geotracker.swrcb.ca.gov.

For additional information, please contact:

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