GSI GeoStrategies

June 26, 1997

Ms. Tina Berry
Tosco Marketing Company
2000 Crow Canyon Road, Suite 400
San Ramon, California 94583

Subject: **Incident Report**
Unocal Service Station No. 5325
3220 Lakeshore Avenue
Oakland, California

FILE # 5325 SS ✓ BP ____
RPT ____ QM ____ TRANSMITTAL ____
1 ____ 2 ____ 3 ____ 4 ____ 5 ____ 6 ✓

Ms. Berry:

This letter was prepared to notify you of the accidental breaching of a water line at the above site on June 23, 1997, during installation of a tank backfill well. Work was performed in accordance with the GSI work plan dated May 5, 1997.

A current as-built map was requested from Mr. Dave DeWitt of 76 Products Company (dba Tosco) by GSI personnel on March 26, 1997, but no map was known to be available. Balch Petroleum was also contacted for access to a map, but none was available. The approximate location of the well was approved by the Tosco Project professional and by Mr. Barney Chan of Alameda County Health Care Services Agency. The exact location of the well was then selected by GSI personnel and agreed upon by a Gettler-Ryan (G-R) construction manager as far enough from the UST to insure that no damage to the UST would occur. The location of the well was then marked with white paint. No trench scars, utility vaults, or other indicators of buried utilities were noted in the area around the proposed well. GSI personnel notified USA North on June 16, 1997. The USA ticket number is 157951.

A 18- by 18-inch opening was cut in the 6 inch thick UST drive slab by G-R personnel on the morning of June 23, 1997, and Woodward Drilling personnel set up a hollow stem drill rig over the opening. The opening was probed using a 6-foot long by 1/2-inch diameter steel rod. Hand augering was ineffective due to the presence of pea gravel (the UST backfill material) sloughing into the auger hole. No utilities or obstacles were encountered during the probing of the location. The drill rig then advanced a 10-inch diameter auger to a depth of approximately 16 feet below ground surface (bgs). The 4-inch well casing was

placed in the auger stem and the auger was removed, allowing the pea gravel to slough around the casing. There were no indications of encountering a buried utility or obstruction during or after drilling. G-R personnel later set a traffic-rated well box over the casing and cemented it in place slightly above original grade.

At 7 AM on June 24, 1997, GSI personnel returned to the site to remove traffic barricades from around the well. It was noted that water was flowing from expansion joints in the drive slab around the well location. The manager of the station and a representative from The Tyree Organization (Tyree - station dispenser maintenance) were present. A turbine sump alarm had gone off at approximately 2:08 AM in the station building and had subsequently shut down the fuel dispensers. The Tyree representative restarted the dispenser system at approximately 7 AM. The station manager and GSI representative immediately located the water line meter and valve and shut off the on-site water lines. Water flowing up from the expansion joints began to slowly recede within 15 minutes. By 8:15 AM, the water flow had ceased except from the expansion joint along the driveway drain (topographic low side of the site) Upon shutting off the water supply, the GSI representative contacted the GSI project manager to notify the Tosco project professional and to arrange for a vacuum truck to remove the water from the UST backfill and facilitate the necessary repairs, and coordinate with the G-R construction manager to schedule immediate repair of the water source. The Tosco station maintenance manager, Brian Huseman, was notified of the site status by the on-site GSI representative at 10:10 AM.

(Compliance Specialist) →

At 11 AM, the first vacuum truck from Rust Industrial Cleaning Services (Rust) arrived and started removing water from the UST backfill well and turbine sumps. A representative from Balch arrived at the site at 2:30 PM and informed the GSI representative that a live copper water line ran from the northeast corner of the station parallel to the sidewalk and then angled to the north dispenser island. This water line was stubbed off before it reached the island. At 4:30 PM, the first vacuum truck left the site for the Unocal Refinery in Rodeo, California to dispose of approximately 5,000 gallons of water and the G-R repair crew arrived. By the time the second vacuum truck arrived at 5:30 PM, an approximately 4- by 5-foot area around the well had been broken out, exposing the pea gravel backfill material. A crimped and broken 3/4" diameter copper water line was discovered at 6:30 PM at a depth of 24" bgs. The water line appeared to run approximately 2 to 3 inches north (sidewalk side) of the well casing. A 45 degree elbow was located approximately 4 inches west of the well casing. The auger had pulled the pipe apart at the elbow. The pipe was capped off and water pressure was returned to the on-site lines. The repaired end of the water line held pressure without leaking and all other water sources were functioning properly. The second vacuum truck left for the Unocal Refinery with a 3,000 gallon load and the third vacuum truck immediately began removing water from the backfill area while the G-R personnel were repairing the water line. The repairs were completed and the hole backfilled with pea gravel to subgrade by 7:30 PM. The G-R personnel left the site. The third vacuum truck remained to collect a

full load of water, then left for the Unocal Refinery. Approximately 13,000 gallons of water were removed from the UST backfill area during site activities.

On June 25, 1997, G-R personnel returned to the site to repair the concrete tank slab. The sides of the hole were saw cut for a neat appearance. The hole was then backfilled with cement that was poured and screted to original grade.

All standard precautions were followed to conduct safe and clean operation during drilling and construction activities.

If you have any questions, please call me at (415) 893-1515.

Sincerely,

Clyde J. Galantine
Project Geologist

David J. Vossler
Project Manager