SF ID 4081

EBDA
A Joint Powers Public Agency

EAST BAY DISCHARGERS AUTHORITY
2651 GRANT AVENUE SAN LORENZO, CALIFORNIA 94580-1841
(510)278-5910 FAX (510)278-6547

# FAX TRANSMITTAL PAGE

FAX TO: ROBERT WESTON

COMPANY: DHS pgr. 510/419-9309

FAX NO: (510) 337-9335 PHONE NO: ~~567-6781~~

FAXED FROM: K. Kurt ROYER DATE: 3/2/99

ORIGINAL WILL FOLLOW IN MAIL: YES X NO

SUBJECT: FOSS REPORT

BOB,

- ONCE I RECEIVE THE ORIGINAL I'LL MAIL A CLEAN COPY TO YOUR OFFICE.
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- I'LL GIVE YOU A CALL TOMORROW MORNING. IF YOU WANT TO CONTACT ME SOONER, PLEASE PAGE 419-9309.

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MAR 02 '99 09:44AM FOSS ENVIRONMENTAL P.1

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ENVIRONMENTAL & INFRASTRUCTURE
"Always Ready"

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EAST BAY DISCHARGERS AUTHORITY

March 01, 1999 VIA Facsimile 510-278-6547

East Bay Discharge Authority
3651 Grant Avenue
San Lorenzo, California 94580-1841
Mr. Karl Royer
Operation and Maintenance Manager

Karl-

The following is a brief synopsis of the work performed at the site during the course of excavation activities:

The northwest corner of the building where the diesel spill occurred was overexcavated to a depth of approximately 7.5 feet below grade. Olfactory and visual indicators directed this additional excavation. When a strong diesel odor or color was no longer noted (with the exception of EDBA#2) samples were acquired to garner further information. The enclosed map will delineate the approximate excavation borders and sample locations. This material appeared to be primarily imported fill, consisting of gravels and sands, and other fines and clays. Assumed native material, which appeared to be the type of dense, fine clay often associated with the areas adjacent to the tidal flats, was encountered at the excavation bottom. Approximately fifteen (15) yards of material was removed and stockpiled next to the excavation on 10-mil poly sheeting. Samples were acquired at the excavation bottom (EBDA #3), at the westernmost end of the excavation at a depth of 6.5 feet (EDBA#1) and immediately adjacent to the concrete conduit chase leading to the transformer (EDBA#2) at a depth of 5.0 feet. Sample number one contained 260 parts per million (PPM) of Total Petroleum Hydrocarbons as Diesel (TPH-D), sample number 2 contained 4,700 PPM TPH-D, and sample number 3 contained 3.6 PPM TPH-D.

As suspected, the diesel did not seem to have moved very far laterally, nor did it migrate vertically to any great degree, however, the area surrounding the conduit is still significantly contaminated (EDBA#2). This is consistent with the theory that the conduit chase acted as the path of least resistance and channeled the fuel from the vaulted tank to the subsurface. Additional excavation in the vicinity of the transformer and the concrete conduit chase would prove inherently dangerous without substantial engineering and associated protective measures (underpinning, shoring, and/or transformer relocation). The excavation and the materials comprising the fill is substantially more porous and unstable than the native material, and it would be unwise to excavate further without the aforementioned engineering. While significant contamination appears to remain in the soils immediately surrounding the chase, we have removed and stockpiled for disposal the majority of contaminated soil on the down gradient side of the release point.

I suspect, although I can not say with absolute certainty, that if the excavation was backfilled in the interest of safety, and allowed to lie fallow for a period of a few years, that natural degradation would return the site to a relatively uncontaminated state. This is merely conjecture, but the benefit derived of additional unengineered excavation would not, in my opinion, warrant the safety risk and economic expenditures.

Respectfully submitted,

Kevin Krause
FOSS Environmental and Infrastructure

1605 Ferry Point ■ Alameda, CA 94501
Phone 510.749.1390 ■ 24-HR Hotline 1 800 FE SPILL ■ Fax 510.749.1391

# CHROMALAB, INC.

Environmental Services (SDB)

February 26, 1999 Submission #: 9902315

FOSS ENVIRONMENTAL SERVICES

Atten: KEVIN KRAUSE

Project: EDBA SPILL
Received: February 25, 1999

re: 3 samples for TPH - Diesel analysis.
Method: EPA 8015M

Matrix: SOIL Extracted: February 25, 1999
Sampled: February 24, 1999 Run#: 17562 Analyzed: February 25, 1999

| Spl# | CLIENT SPL ID | DIESEL (mg/Kg) | REPORTING LIMIT (mg/Kg) | BLANK RESULT (mg/Kg) | BLANK SPIKE (%) | DILUTION FACTOR |
|---|---|---|---|---|---|---|
| 230351 | EDBA-1(W) | 260 | 1.0 | N.D. | 89.1 | 1 |
| | Note: Estimated concentration due to overlapping fuel patterns. Unknown hydrocarbons are in the early Diesel range. Surrogate Recoveries biased high due to Hydrocarbon co-elution. | | | | | |
| 230352 | EDBA-2(C) | 4700 | 10 | N.D. | 89.1 | 10 |
| | Note: Estimated concentrations reported due to overlapping fuel patterns. Unknown hydrocarbons are in the early Diesel range. Surrogate Recoveries biased high due to Hydrocarbon co-elution. | | | | | |

Matrix: SOIL Extracted: February 26, 1999
Sampled: February 24, 1999 Run#: 17562 Analyzed: February 26, 1999

| Spl# | CLIENT SPL ID | DIESEL (mg/Kg) | REPORTING LIMIT (mg/Kg) | BLANK RESULT (mg/Kg) | BLANK SPIKE (%) | DILUTION FACTOR |
|---|---|---|---|---|---|---|
| 230353 | EDBA-3(B) | 3.6 | 1.0 | N.D. | 89.1 | 1 |

Carolyn Mouse
Analyst

Bruce Havlik
Analyst

FOSS
ENVIRONMENTAL & INFRASTRUCTURE
A Gray Body

By: K. KRAWSE
Project No. A9098

Date: 2-24-99
Sheet No. 1 of 1

# SAMPLING MAP

1/2" x 1/8"