IT CORPORATION

ATTACHMENT 3

Spill 4 Feb. 1984

SLIC

May 8, 1984

Mr. Fred L. Huston
Winning Action Investments Inc.
7045 Dublin Boulevard
Dublin, California 94566

Dear Mr. Huston:

SUBJECT: FUEL SPILL INVESTIGATION
AMERICAN TRUCK STOP
6117 Dougherty Road
Dublin, California

This report summarizes the investigation and determination of appropriate mitigation measures conducted by IT Corporation at the American Truck Stop in Dublin, California. On February 15 three monitor wells were installed in the area of the pump island where a piping leak had been discovered. These wells were to determine if a large plume of fuel was in the soils in the vicinity of the pump island. A report on the drilling, soils encountered, and well construction is attached to this letter.

The initial impression during the drilling was that there was a significant amount of fuel in the ground. This interpretation was only tentative and was influenced by the spread of fuel on the partially flooded site. Very heavy rain showers were passing through the area on the day the wells were drilled. IT Corporation removed soil that was contaminated with fuel and established a collection trench along the south side of the property extending from the pump island to the west for about 100 feet. Water and fuel oil were pumped intermittently from this trench for the next few days.

A meeting was held on the site on February 23 with Mr. Bruce H. Wolfe, Water Resources Control Engineer for the California Regional Water Quality Control Board, to determine the extent of mitigation that would be required for the site. The site was dry at the time, and the trench bottom contained only small pools of water with some oil sheen on the pools. A thin layer of soil beginning three to six inches below the ground surface and extending downward for another six to eight inches was clearly contaminated with fuel. This contaminated layer appeared to be restricted to the north side of the collection trench and did not appear to extend under the adjacent property to the south. There was no evidence that there was a subsurface pool of fuel in the soils as there was no seepage into the trench from either side.

IT Corporation recommended to Mr. Wolfe that if the soils with visible oil staining in the area between the pump island and the fence on the west side of the property were removed, there would be no further need for mitigation at the site. Mr. Wolfe concurred that excavation was the most likely solution to the problem and requested that he be informed of the time when the excavation was to be conducted so he could inspect the site to be sure that all the contamination was removed.

IT Corporation submitted a bid for the soils removal; however, we were not selected for the job, and thus we had no further involvement in the mitigation effort.

We trust that this information is responsive to your needs at this time. If you have any further questions, please feel free to call me at our Martinez, California, office (415) 228-8400.

Very truly yours,

Robert M. Galbraith

Robert M. Galbraith
Manager, Geotechnical Engineering

RMG:jc

BALBI & CHANG ASSOCIATES
Geotechnical Consultants • Materials Testing
125 Grobric Court, Cordelia, Ca.94585 (707)864-2020

February 15, 1984
File No. 1209-1

Mr. Robert Galbriath
IT Enviroscience
1815 Arnold Drive
Martinez, CA. 94553

Subject: Results of Test Borings
American Truck Stop
6117 Dougerty Road
Dublin, California

Dear Mr. Galbriath:

This letter contains our observations of subsurface soil conditions made on February 15, 1984 at the subject site. A total of 3 monitor wells and 3 auger borings were completed to determine the extent of subsurface seepage of fuel oils. The approximate location of the test areas are shown on the Boring Location Plan, Plate No. 1, attached. The test locations were determined in the field by IT personnel.

Field Exploration

The test borings were completed with a 550 Dig-R-Mobile trailer mounted drill rig using 4" diameter continuous flight augers. The materials encountered within the borings were visually classified in the field by our engineer who maintained a continuous log. These logs are presented as Plate Nos. 3 through 8, with a Boring Legend and Soil Classification Chart shown on Plate No. 2. Due to flooding of the site during drilling, as a result of heavy rains, no log was obtainable form B-2. No samples were obtained. Borings B-1 through B-3 were completed as monitor wells for future water sampling.

Subsurface Conditions Encountered

Borings B-1 through B-3, located on the southwest portion of the site, were quite similar in nature. They generally consisted of several inches of asphalt concrete pavement overlying about 9 inches of base rock. Underlying the base rock, and extending to nearly 4 feet below existing grade, was a very silty fine sand layer that was very moist to saturated. This zone had varying amounts of fuel oil contamination. Beneath the sand stratum, the borings encountered a moderately to highly plastic silty clay layer. This clay was very moist, had no obvious indications of oil contamination, and extended to the maximum depth explored in this area, 8 feet below existing grade. Groundwater appeared to be perched above the clay stratum.

The remaining borings, Nos. B-4 through B-6, were completed near the north east corner of the property, in an area that had evidence of surface disposal of old motor oils and fluids. These three profiles were very similar, and consisted of a surface layer of sandy gravels and small cobbles that extended to a depth of 6" to nearly 18" below existing grade. Underlying the surface layer was silty clay to the maximum depth explored in this area, 8.5 feet. The oil seepage appeared to be limited to the surface gravel layer; no indication of contamination was observed in the clay stratum. No groundwater was observed in these last three test borings.

Our conclusions presented in this letter report are based upon the field observations, data from the six test borings, and our present knowledge of the contamination problem. Our firm has conducted this study in accordance with generally accepted geotechnical engineering practices and makes no other warranties, either expressed or implied, as to the professional conclusions provided under the terms of this agreement and as described in this report.

We appreciate the opportunity of working with you on this project and hope that the information provided is adequate for your site evaluation. If there are any questions concerning the above data, or if we may be of further service, please contact us at your convenience.

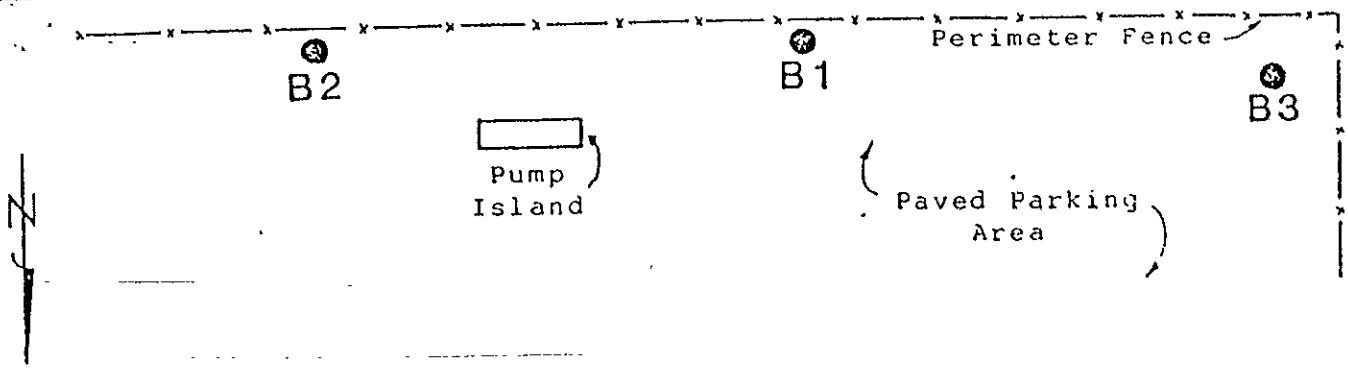
Very truly yours,

BALBI & CHANG ASSOCIATES

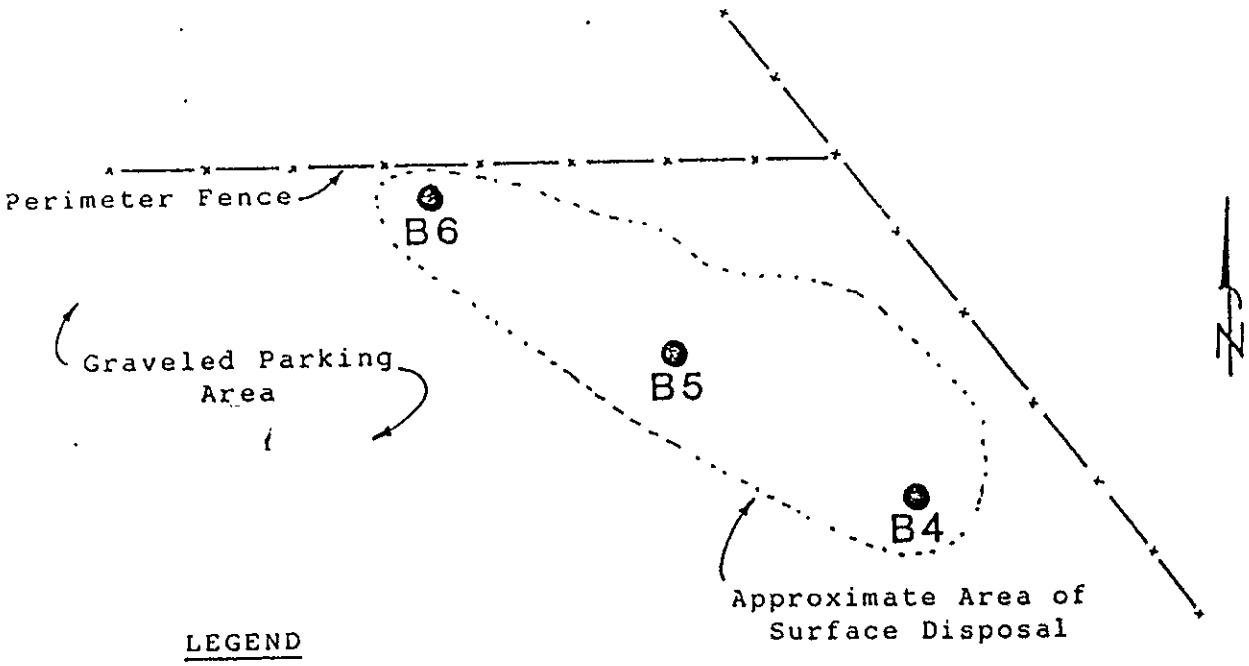
Thomas C. Ries

Thomas C. Ries, P.E.
Principal Engineer

TCR:lcb



Southwest Area Scale: 1"=30'



LEGEND

B3 Denotes number and approximate location of monitor well or test boring.

Northeast Area Scale: 1"=30'

TRUCK TERMINAL 6117 DOUGERTY ROAD DUBLIN, CALIFORNIA	BORING LOCATION PLAN	
Balbi & Chang Associates	PROJECT NO. 1209-1	PLATE 1

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS		LTR	DESCRIPTION
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	GW	Well-graded gravels or gravel sand mixtures, little or no fines.
		GP	Poorly-graded gravels or gravel sand mixture, little or no fines.
		GM	Silty gravels, gravel-sand-clay mixtures.
		GC	Clayey gravels, gravel-sand-clay mixtures.
	SAND AND SANDY SOILS	SW	Well-graded sands or gravelly sands, little or no fines.
		SP	Poorly-graded sands or gravelly sands, little or no fines.
		SM	Silty sands, sand-silt mixtures.
		SC	Clayey sands, sand-clay mixtures.

MAJOR DIVISIONS		LTR	DESCRIPTION
FINE GRAINED SOILS	SILTS AND CLAYS LL<50	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
		OL	Organic silts and organic silt-clays of low plasticity
	SILTS AND CLAYS LL>50	MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays.
		OH	Organic clays of medium to high plasticity.
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils.

Standard penetration split spoon sample

Modified California sampler

Shelby tube sample

Water level observed in boring

No recovery

NFWE No free water encountered

NOTE: The lines separating strata on the logs represent approximate boundaries only. The actual transition may be gradual. No warranty is provided as to the continuity of soil strata between borings. Logs represent the soil section observed at the boring location on the date of drilling only.

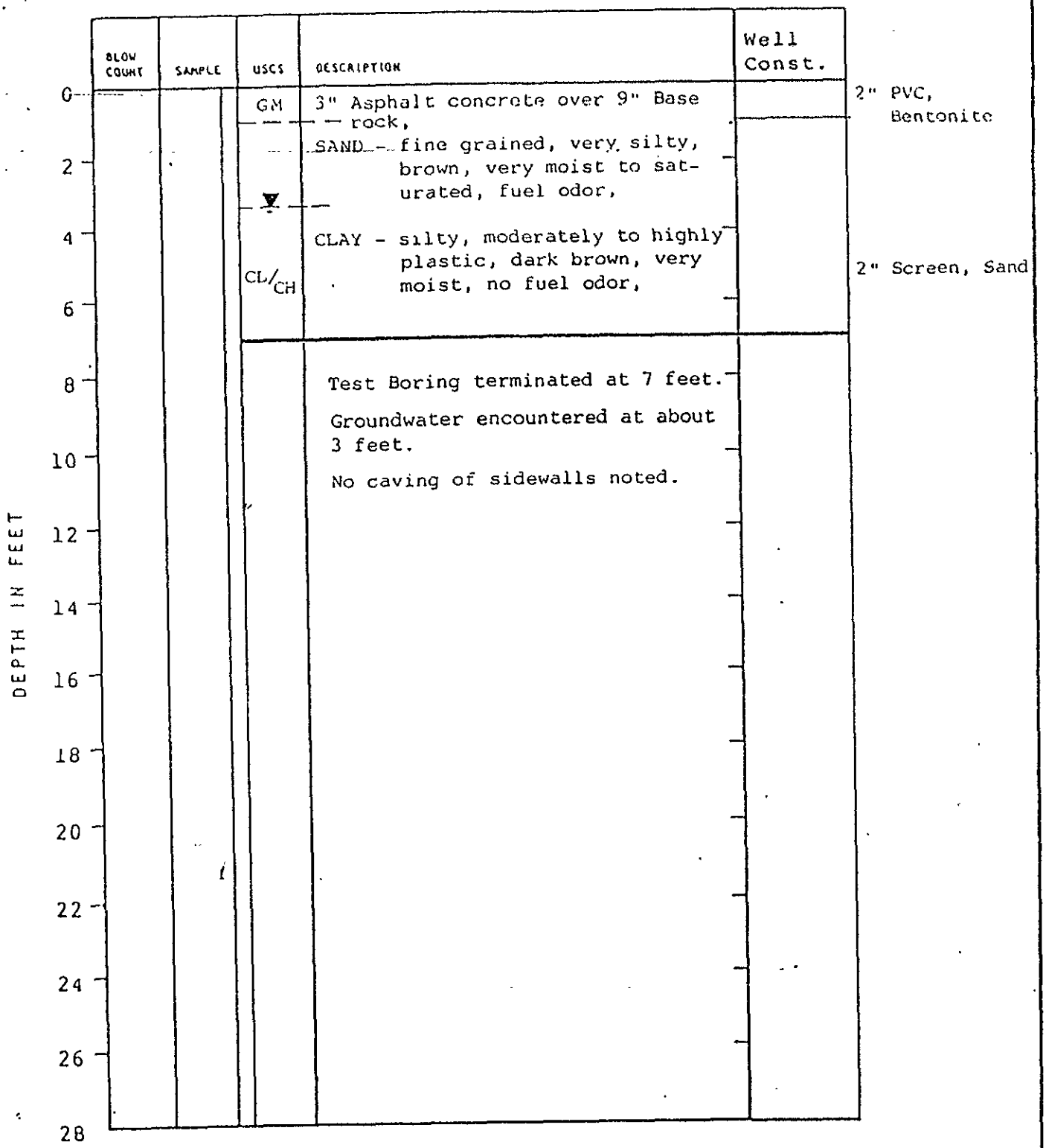
TRUCK TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

BORING LOG LEGEND

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 2



Date Drilled: Feb. 15, 1984

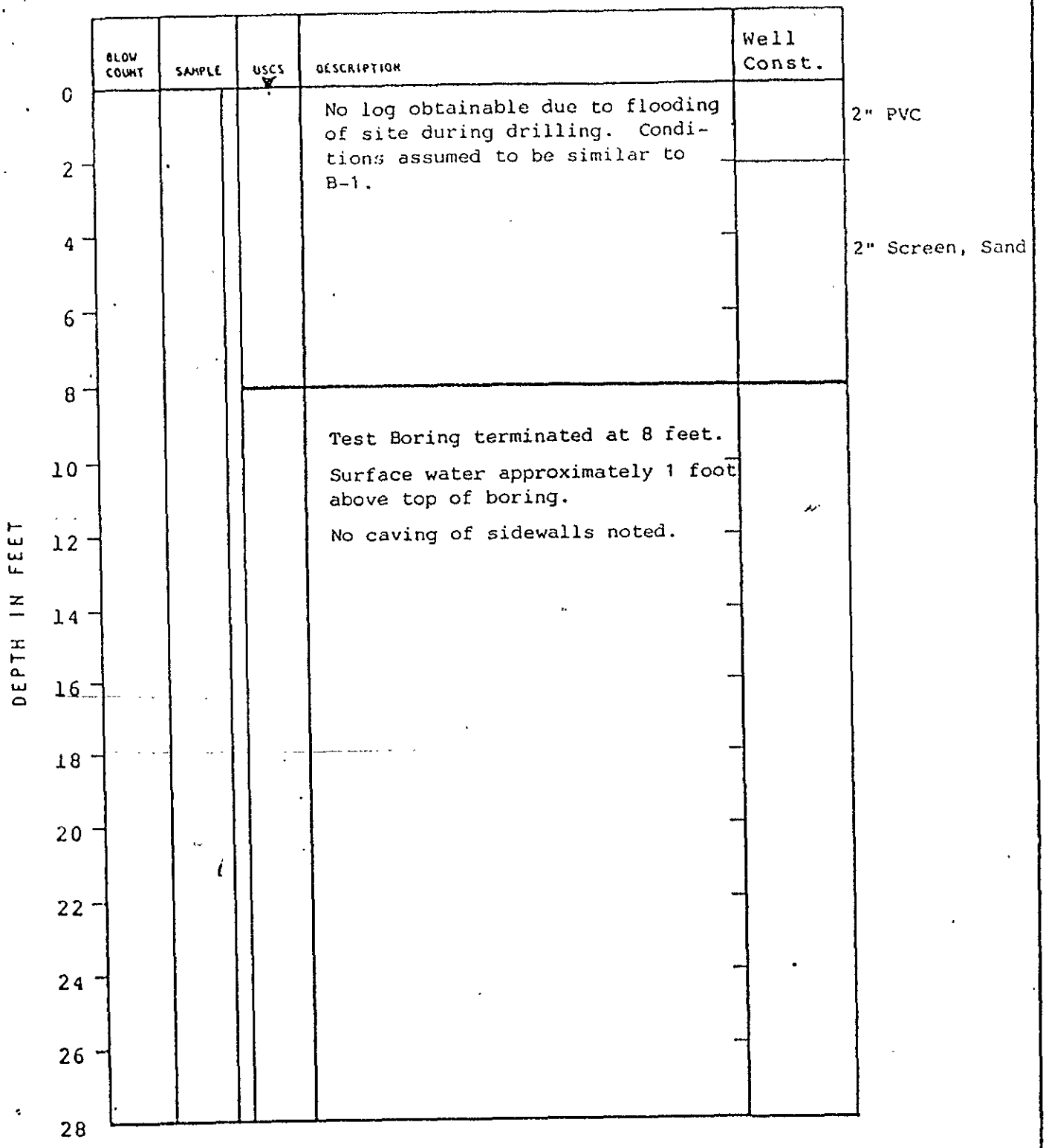
TRUCK TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

LOG OF WELL NO. B-1

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 3



Date Drilled: Feb. 15, 1984

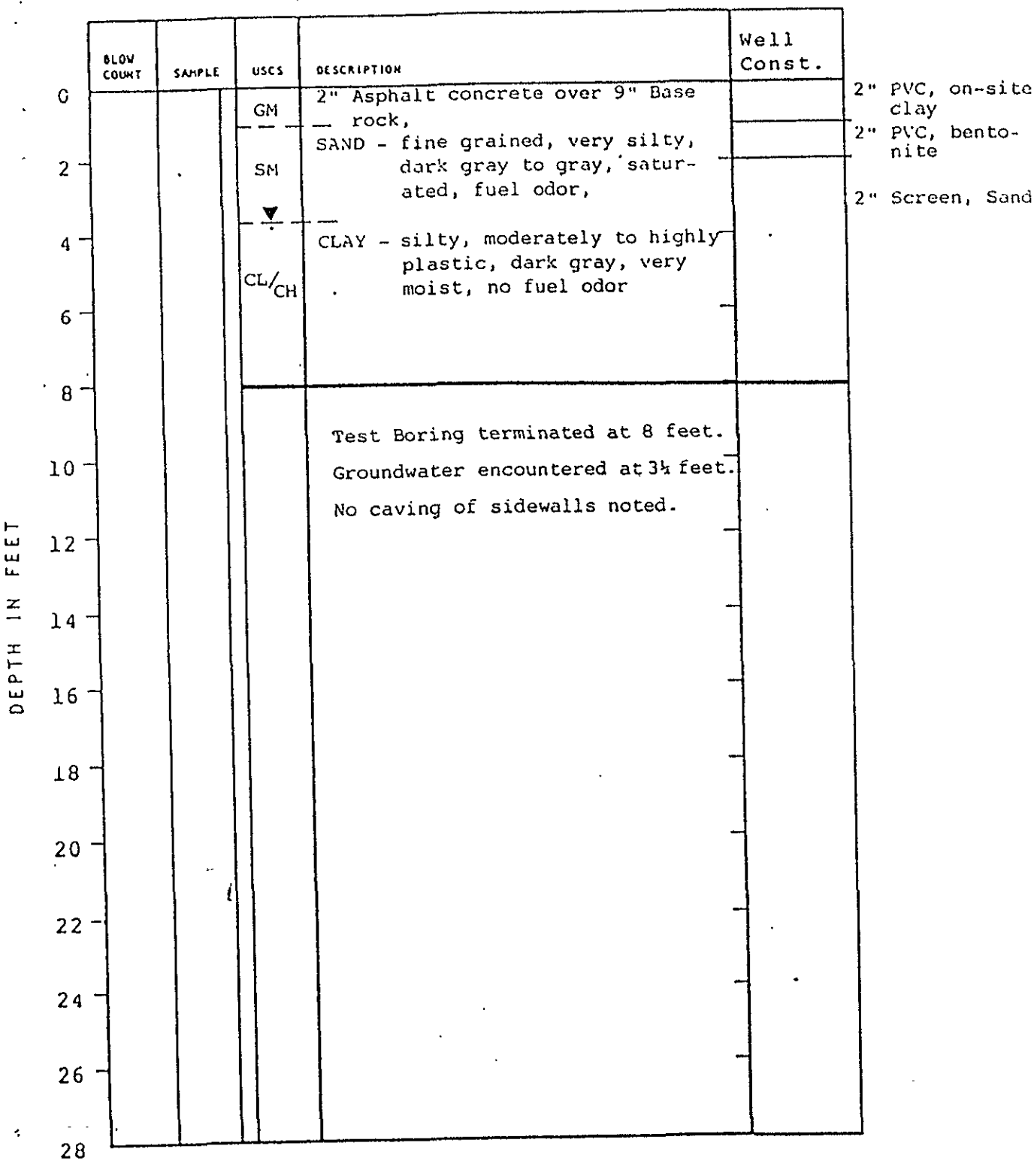
TRUCK TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

LOG OF WELL NO. B-2

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 4



Date Drilled: Feb. 15, 1984

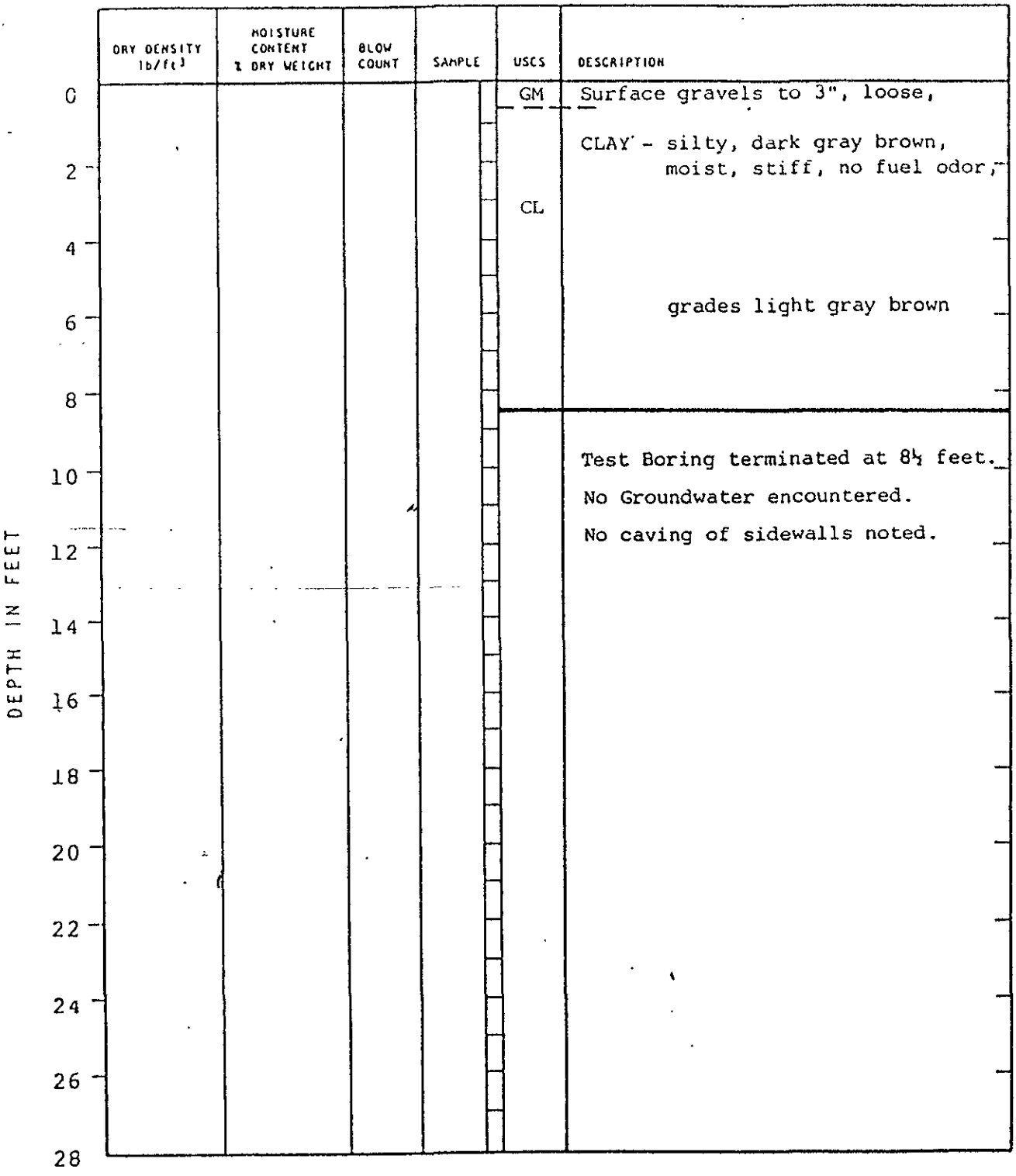
TRUCK—TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

LOG OF WELL NO. B3

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 5



Date Drilled: Feb. 15, 1984

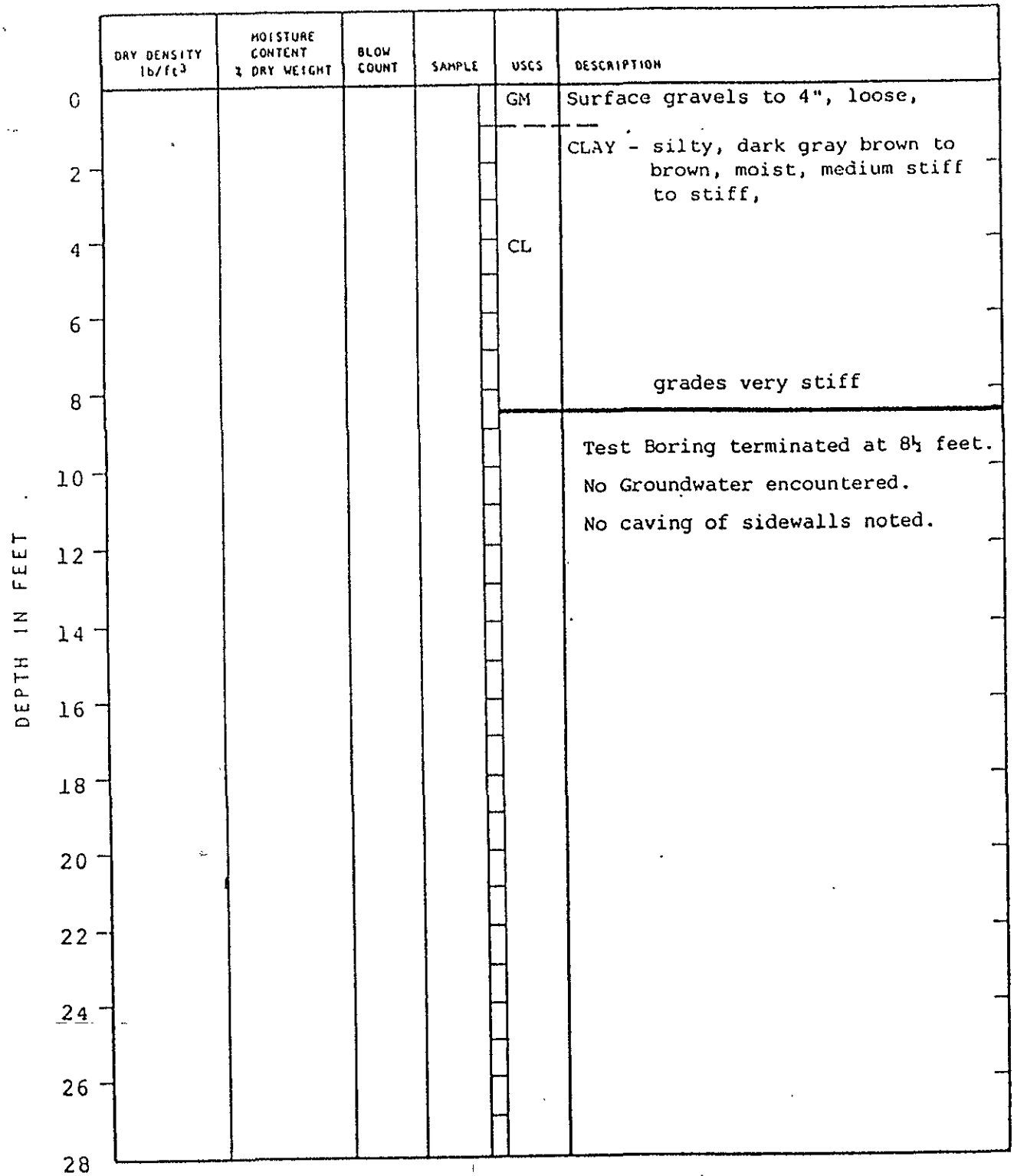
TRUCK TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

LOG OF BORING NO. B4

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 6



Date Drilled: Feb. 15, 1984

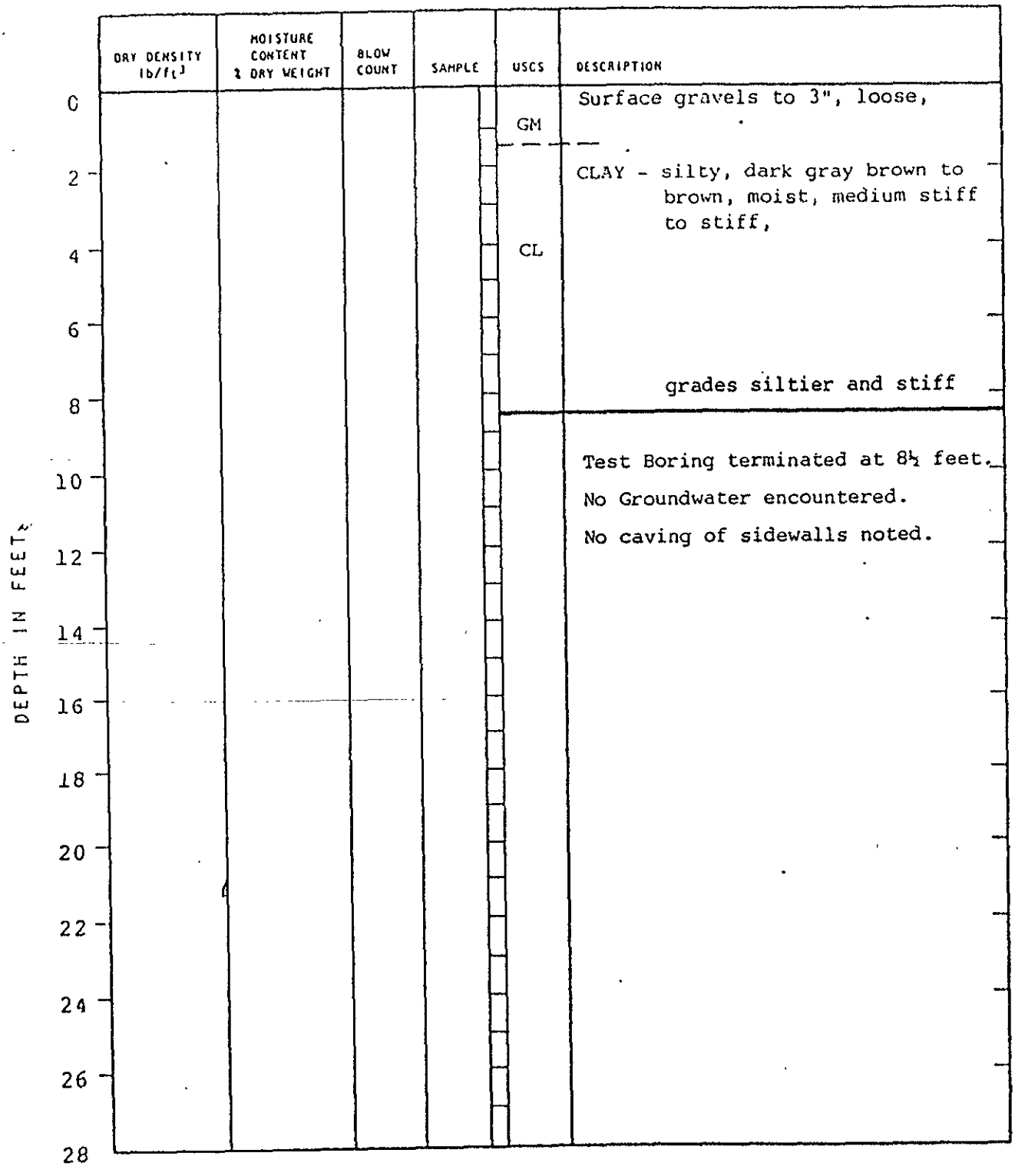
TRUCK TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

LOG OF BORING NO. B5

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 7



Date Drilled: Feb. 15, 1984

TRUCK TERMINAL
6117 DOUGERTY ROAD
DUBLIN, CALIFORNIA

LOG OF BORING NO.B6

Balbi & Chang Associates

PROJECT NO. 1209-1

PLATE 8

CITY OF DUBLIN

ATTACHMENT 4

P.O. Box 2340
Dublin, CA 94568

(415) 829-4600

June 13, 1984

CERTIFIED MAIL

Bruce Wolfe
Regional Water Quality Control Board
1111 Jackson Street, Room 6040
Oakland, California 94607

Re: American City Truck Stop Oil Spill
Our File No. PA 84-006

Dear Mr. Wolfe:

The IT Corporation report on the oil spill at American City Truck Stop concluded that the excavation of the contaminated soil was the most likely solution to the spill. In my phone conversation with you on June 13, 1984, you agreed with this conclusion. You also noted that the excavation has been done to your satisfaction. However, you indicated that a detailed drainage system needs to be developed for the property.

Unless we hear differently from you within the next 10 days, we will consider the above to be your official position on the oil spill.

If you have any questions please call me.

Sincerely,

Thomas DeLuca

Thomas P. DeLuca
Associate Planner

TPD/mm

Enclosure

ALAMEDA COUNTY
HEALTH CARE SERVICES
CARL N. LESTER AGENCY
Agency Director

ATTACHMENT 5

DIVISION OF ENVIRONMENTAL HEALTH

470-27th Street, Third Floor
Oakland, California 94612
(415) 874-6434

March 27, 1984

Dublin Planning Department
City of Dublin
P.O. Box 2340
Dublin, CA 94568

Attention: Mr. Thomas DeLuca

Gentlemen:

This is a belated reply to your February 14, 1984, transmittal of a Conditional Use Permit review for a truck stop on Dougherty Road (your File No. PA 84-006). We would like to advise your Department of this Agency's position relative to the review of plans and specifications for underground storage tanks for hazardous substances (Sher bill A.B. 1362) proposed or planned for installation within the City of Dublin.

We have been advised by a staff member of the State Water Resources Board that this Agency need not take any action at the present time until the State Board has adopted regulations pertaining to the implementation of A.B. 1362. We, therefore, have concluded that local building or permitting agencies need not, for the present, require applicants for permits to install tanks, to submit any plans to this Agency.

We appreciate your concern and we shall keep you advised as the County program progresses.

Very truly yours,

T. M. Gerow
Public Health Engineer

TMG:cb

cc: Gerald H. Winn, Director
Robert Castell, Chief of Operations
Tak Shirasawa, Chief of Administration

ATTACHMENT 6

ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
1404 CONCANNON BOULEVARD ♦ LIVERMORE, CALIFORNIA 94550 ♦ (415) 443-9300

February 21, 1984

Mr. Larry Tong, Planning Director
City of Dublin
P.O. Box 2340
Dublin, CA 94568

Attn: Mr. Thomas DeLuca

Dear Mr. Tong:

Reference is made to your February 14, 1984 transmittal of a Conditional Use Permit review for a truck stop on Dougherty Road (your file no. PA 84-006). Our Hayward office will be sending you a copy of our previous comments (dated June 8, 1983) regarding this site, but we wish to restate the following:

1. No structures or improvements shall be allowed within the District water line easement which would interfere with the operations or maintenance of the 24" buried steel pipeline.

2. Well no. 3S/1E 6C5, or any other wells on site, shall be properly maintained free of debris or other polluting substances. The well site areas shall be kept clear, protected, and well marked. If the wells are not properly maintained, they shall be properly destroyed in accordance with a permit to be obtained from the Zone 7 office.

In addition to these comments, we would like to call your attention to State Assembly Bill 1362 (Sher) concerning the permitting and monitoring of underground tanks and reporting leaks. This bill, which we believe was recently adopted, would required tank owners to monitor for leaks and submit an annual report on unauthorized releases. Mr. Gerald Winn, of the County Health Care Services Agency, can supply you with more details of the bill.

Thank you for giving us the opportunity to review this project.

Very truly yours,

Mun J. Mar
General Manager

By
Vincent Wong
Supervising Water Resources Engineer

RECEIVED
FEB 24 1984
DUBLIN PLANNING

VW:bkm
cc: Mr. Gerald Winn, ACHCSA
Mr. Angelo Isquierdo, IAC

WINNING ACTION
INVESTMENTS, INC.

June 4, 1984

ATTACHMENT 2

City of Dublin
Planning Department
P.O. Box 2340
Dublin, CA 94568

Re: PA 84-006
Conditional Use Permit

Gentlemen:

On or about February 11, 1984, a five gallon oil can was knocked over by a large truck. The oil ran onto the ground. The same day a truck owner whose truck was parked on the premises drained his crank case onto the ground. The amount of oil from the crank case is estimated to be seven gallons.

During the day, heavy rains came and saturated the ground with water. This 12 to 15 gallons of oil rose to the top of the water and ran past our property out to Dougherty Road, just as it always does.

This appeared to be a big oil spill, when in fact only 12 to 15 gallons maximum over a piece of land covering five acres was spilled.

The city officials interceded and called IT Corporation to clean it up. In fact, if nothing had been done, the oil would have dried up. The cost to the owners was $32,000.

In the meantime, it was discovered that a small underground diesel leak had developed. In no way could the leak have affected the water table that is three feet below land level. The reason is that the vein of seepage was about 12 inches thick.

Six water wells were drilled all over the property and it shows the gas did not go down to water level.

Mr. Wolf of the Water Control Board watched the work and determined that we had corrected the problem that existed. After Mr. Wolf inspected the work done, we filled up the trench with new soil.

Sincerely,

Fred L. Houston

FRED L. HOUSTON

FLH:dh

7045 DUBLIN BLVD. • DUBLIN, CA 94568 • 415-828-4253