United Heckathorn Five-Year Review Site Inspection Report

a. Date of Visit: July 26, 2022

b. Location: Richmond, CA

c. Purpose: A site visit was conducted to visually inspect and document the conditions of the remedy, the site, and the surrounding area.

d. Inspector: Cynthia Wetmore, EPA, Five-Year Review Coordinator

e. Participants:

EPA: Karen Jurist, Rusty Harris-Bishop, Josh Wirtschafter, Grace Elam (EPA intern) and Courtney Fung (EPA intern)

Contractor for EPA, CH2M Hill/Jacobs: Leslie Harlander

Levin Richmond Terminal: James Holland, Malcolm Whyte

Levin Enterprises, President and CEO: Chris Schaeffer

Outside Counsel for Levin Richmond Terminal, Farella, Braun + Martel: Chris Locke

Consultant for Levin Richmond Terminal, CDIM Engineering: Scott Bourn

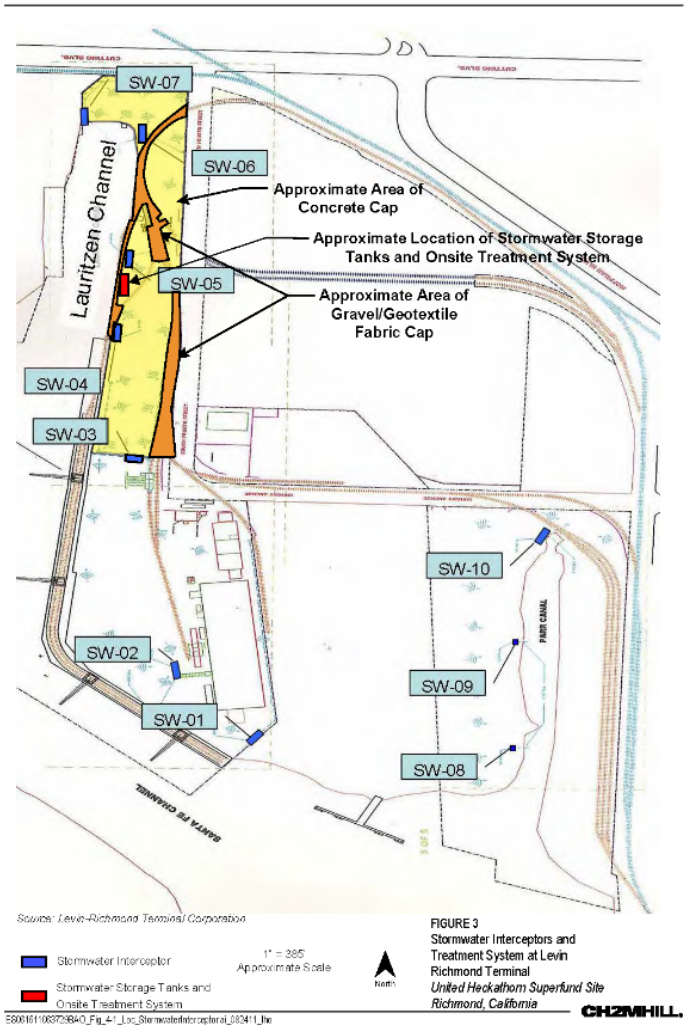
A site visit to the United Heckathorn Superfund Site was conducted on July 26, 2022. The inspection included visual observation of overall site conditions and inspection of various components of the remedy. The inspection evaluated the upland concrete cap (Figure 1. yellow shaded area) and the fence/security of the Site.

Ms. Wetmore arrived at the United Heckathorn Superfund Site at 9:30 AM. The weather was overcast and cool initially, but fog cleared by then of the inspection. Prior to meeting the participants at 10 AM, Ms. Wetmore walked around the property along the public streets to inspection the fencing and signage. The ship loading gate was fully opened, but a staffed by a guard while opened. Appropriate signage was at all entrances (Photo 2). No evidence of vandalism was noticed. The fence was in good condition.

At 10 AM, the participants received safety/security review and an overview of the site and the remedial history. The current operations include unloading coal from trucks or petroleum coke from rail and loading the material to ship oversees. As part of the process, coal or/petroleum coke is temporarily stored in piles over the Site prior to loading. All stormwater over the cap is collected via a stormwater collection system, treated and then discharged to Lauritzen Channel. The treated water meets current drinking water standards.

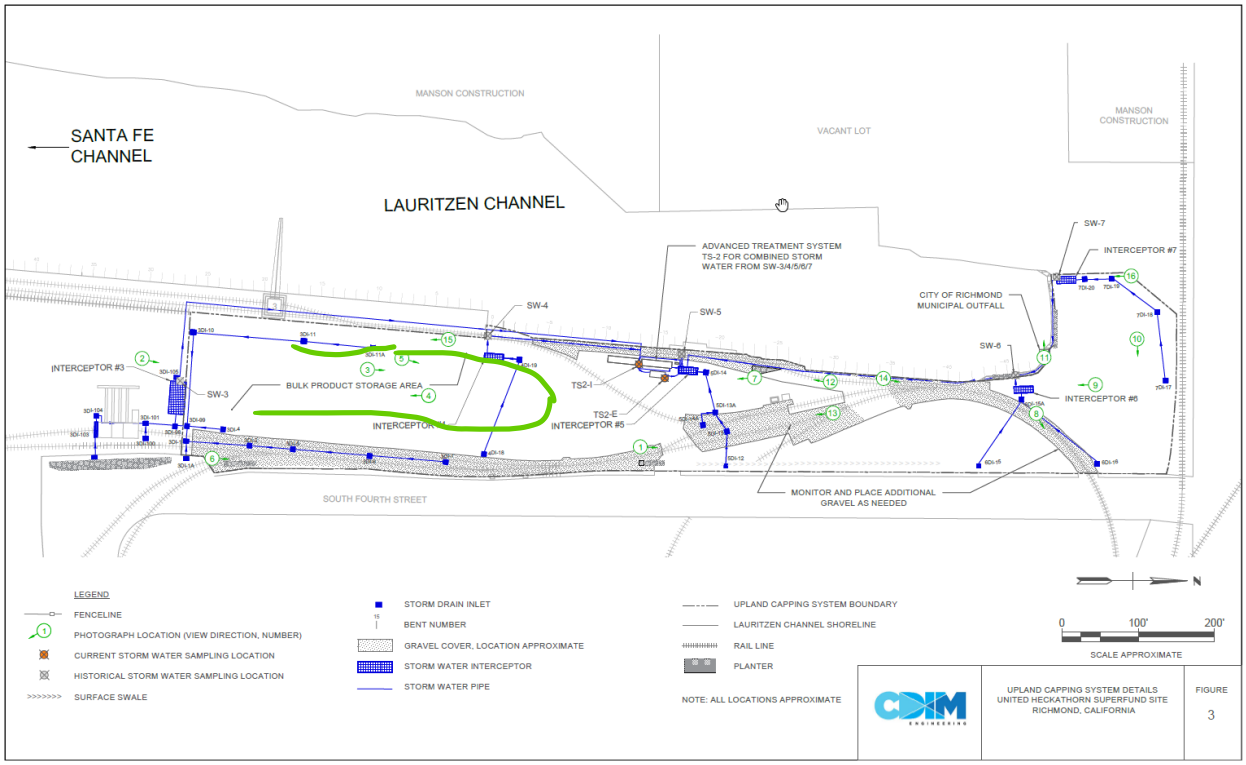
The upland cap consists of either an asphalt or a reinforced concrete cap, with a gravel and an underlying geotextile fabric around the railroad tracks, The Site operations and maintenance program includes inspection/maintenance of the concrete cap, inspection and cleaning of the stormwater collection and drainage system, stormwater monitoring, and installing additional ballast around the tracks as necessary. Settlement surveys are conducted periodically, and no settlement has been noted.

Figure 1. Site Map



After the meeting, the participants went to the southern edge of the upland cap at SW-3 (Photo 3). From there, the participants continued walking north. Large containers are stacked around the edges from about SW-3 to SW-5, creating a wind barrier for the area enclosed (see green line in Figure 2). Within this wind barrier area, a large pile of petroleum green coke was stored. The asphalt area within this wind barrier area had evidence of multiple cracks, and multiple repairs (Photos 4- 8). There was no evidence of soil exposure in the cracked areas. Mr. Bourne indicated that the cracks are repaired as needed, to prevent exposure of the underlying soil.

Figure 2. Estimated Extent of Wind Barrier (green line)



The participants then walked along the Lauritzen Channel along SW-4, to observe the concrete cap and the connection between the asphalt cap and concrete cap. Although there was evidence of cracking, it surficial and limited. There was evidence of previous repairs. The connection between the asphalt cap and concrete cap was in good condition. (Photos 9-11) .

Although not part of the selected remedy, EPA walked around the treatment plant area, and no damage was noted. (Photo 12). Further north around the train tracks, was the gravel cover. There were no bare patches, nor evidence of exposure of the geomembrane fabric. (Photos 13 – 15).

EPA then walked around the shoreline around near the City Outfall is located. The shotcrete was in good condition, and there was no evidence of seeps. Mr. Bourne stated that the shotcrete was about 8-10 years old. He also stated that there are still occasional seeps, but only during low tides. The tide was high during the inspection.

The final area inspected was the concrete cap at the furtherest north of the Site (referred to as the hump). The concrete was in good shape with minimal cracking.

All components of the remedial action for the United Heckathorn Site are in good condition and are well-maintained.

Photo 1. Fence entrance standing in office parking lot

Photo 2. Gate signage

Photo 3. SW-3

Photo 4. Example cracking (SW-3 looking north towards SW-4)

Photo 5. Cracking

Photo 6. Cracking – no evidence of soil

Photo 7. Cracking – previous repair

Photo 8. Largest crack observed

Photo 9. At SW-4 looking back, concrete has some cracks and repairs

Photo 10. Looking south along SW-4

Photo 11. Connection between railroad pavement and asphalt (looking north past SW-4)

Photo 12. Treatment plant (looking south)

Photo 13. Gravel cover under railroad tracks

Photo 14. City Outfall and shotcrete along shore (looking north)

Photo 15. Railroad tracks (facing south)

Photo 16. Shotcrete along shore near outfall

Photo 17. Shoreline facing south near outfall

Photo 18. Concrete cap

Photo 19. Outfall at SW-7 and shotcrete on shoreline (looking east)