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September 7, 1993

Mohinder S. Sandhu, P.E., Chief
Facility Permitting Branch
Department of Toxic Substances Control
Region 4
245 West Broadway Suite 350
Long Beach, CA 90902-4444

Dear Mr. Sandhu:

**RE: Proposed Interim & Permanent use of Site 6A for the POLA
Seaside Avenue/Navy Way Project**

This letter has been developed jointly by Rich Davidson of the Port of Los Angeles (POLA) and myself in response to your May 14, 1993 letter requesting more information concerning POLA use of Site 6A as part of the Seaside Avenue/Navy Way railroad grade separation project. Specifically this project will elevate the Seaside Avenue and Navy Way roadways enabling two at-grade railroad lines to pass underneath.

Your May 14, 1993 letter requested more detailed information concerning several items. A listing of these items as they appeared in your letter followed by our response is presented below.

Item 1: *Transverse and longitudinal cross sections for the proposed detour and railway. These must include the width and depth of the fill, the amount of compaction and neat lines of excavation and fill.*

Response: Detour Roadway - The alignment of the proposed detour roadway is shown in Exhibit 1. This detour is a temporary roadway to allow construction of the elevated Seaside Avenue and Navy Way. A typical section for the detour roadway is also shown in Exhibit 1. The typical section shows the detour roadway would have 0.45 feet of asphalt concrete, 0.80 feet of aggregate base over a varying fill depth and a geotechnical membrane (if necessary). A profile of the detour is shown in Exhibit 2. This profile shows that the fill depth would vary from approximately one to four feet along the detour alignment.

As part of the detour construction the POLA proposes to level off the existing ground to provide a smooth surface for the fill and detour roadway structural section. It is important to realize that no excavation is proposed, just a leveling process given there are a couple of dirt mounds along the proposed detour alignment. Loose soil would be compacted by the construction equipment used to place the fill. Any low or soft spots would be filled with aggregate or fill as appropriate. Construction of the temporary detour is scheduled to start in March 1995.

Railroad - The alignment of the proposed railroad is shown in Exhibit 3. This railroad will be a permanent facility and is expected to be constructed in July 1996 after the Seaside Avenue and Navy Way roadways have been elevated. The railroad typical section is also shown in Exhibit 3. This typical section shows that the sub-ballast and ballast will provide approximately three feet from the subgrade to the top of rail. The proposed profile for the top of rail is shown in Exhibit 4.

Placing the top of rail at the elevation shown in Exhibit 4 will require excavating the existing ground from two to five feet. The subgrade will then be 90 percent compacted followed by placement of the sub-ballast, ballast and rail.

Item 2: *The methods and equipment to be utilized to evaluate subsurface conditions and soil characteristics. This should include the number and type of borings, samples and analysis for profiling both the engineering and environmental quality of the subsurface media (i.e. landfill characteristics).*

Response: Previous borings taken by CH2MHill as part of the Navy's Site Investigation were used to characterize the existing soil for purposes of the detour roadway. Based on the above borings our geotechnical consultant does not foresee any problems with the detour roadway as documented above in the response to item one.

Since the time of your May 14, 1993 letter, the Navy has hired Bechtel to analyze surface and subsurface conditions. Bechtel proposes to conduct a total of 39 borings. Ten of these borings will be to a depth of seven feet, of which five will be conducted in the proposed railroad alignment. POLA would like the results of the borings in the railroad alignment to verify that the subsurface conditions are suitable for a permanent railroad facility.

Item 3: *The engineering controls to be implemented to address surface and subsurface drainage. This should entail both physical grading and the installation of infrastructure.*

Response: Currently the existing drainage on Site 6A is accommodated on the surface as sheet flow draining toward the north. POLA does not propose changing the existing drainage flow pattern. When the detour road is constructed, drainage culverts will be provided within the proposed fill to maintain the existing flow pattern. Preliminary drainage culvert locations are identified on the detour plan (Exhibit 1).

Item 4: *The considerations to be made to allow access to environmental monitoring well or soil boring locations as proposed in either the Phase I and/or Phase II (if necessary) Remedial Investigation/Feasibility Study (RI/FS) Workplan.*

Response: The POLA will work with the Department and the Navy to ensure access is maintained to any existing or proposed environmental monitoring wells. The same is also true concerning any borings to be conducted. However, it is recommended that any boring activity be conducted before Seaside Avenue traffic is routed to the detour roadway or after traffic is rerouted to the elevated Seaside Avenue.

Item 5: *The methodology to be implemented to remove and dispose of the Seaside Avenue detour road and subbase once the overpass is built.*

Response: The detour road will be comprised of asphalt concrete, aggregate base and fill. Based on the preliminary profile, we estimate the amount of fill needed along the detour alignment at 22,000 cubic yards. A concern during the removal of the detour roadway is to ensure that the existing ground is not excavated. It would be very difficult for a contractor to determine where the dividing line is between the new fill and existing ground. For the above reasons, and given the relatively small amount of new fill needed along the detour alignment, the POLA proposes to remove the asphalt concrete and aggregate base, and leave the detour fill in place.

We hope the above information better defines the temporary and permanent use of Site 6A as part of the Seaside Avenue/Navy Way project. Should you have any further questions or require additional information please do not hesitate to contact Rich Davidson, POLA project manager for the Seaside Avenue/Navy Way project at (310) 732-3634 or myself at (714) 973-4880.

Sincerely,



Kevin A. Haboian, P.E.
Parsons Brinckerhoff Project Manager

Attachments

cc:

Craig O'Rourke, DTSC
Allen Winans, DTSC
Lt. Cdr. John Snyder, Long Beach Naval Station
Betsy Mitchell, POLA
~~Rich Davidson, POLA~~
Krish Kapur, Bechtel
Don Cords, Geofon