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April 25, 1994

To: Distribution

From: Betsy Foley

Subject: SITE 6A/SEASIDE AVENUE GRADE SEPARATION MEETING SUMMARY

Enclosed for your information is a summary of the meeting which was held on April 4, 1994, at the Department of Toxic Substance Control. The meeting was held to discuss Site 6A of the Long Beach Naval Complex, Base Closure, and the Port of Los Angeles development of the Seaside Avenue Grade Separation project.

If you have any questions or comments, please contact me at (310)732-3975.

Sincerely,

BETSY FOLEY
Environmental Management

EGA

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MEETING SUMMARY

SITE 6A SEASIDE AVENUE GRADE SEPARATION

April 8, 1994

Department of Toxic Substance Control

10:00 a.m.

A meeting regarding Site 6A of the Long Beach Naval Complex Base Closure and the Port of Los Angeles' Seaside Avenue Grade Separation Project was held on April 8, 1994, at the Department of Toxic Substance Control (DTSC) office. The purpose of the meeting was to determine what the requirements are for excavation to take place on the site.

Attendees: See Attached.

I. BACKGROUND

RI/FS Progress and schedule (for Site 6A only)

The Final Removal Site Evaluation is in the process of being finalized by Bechtel after receiving DTSC, RWQCB, and Port of LA comments. The RSE only addresses soil conditions at the site. A ground water evaluation must still be completed.

The Final RSE summarizes that no removal action is required under CERCLA if no excavation takes place on the site. This is based upon the soil data and risk assessment. The subsurface soil may still pose a potential impact to the ground water. A water quality analysis must be completed in order to determine if a removal action is required. The water quality analysis of the site has begun. Three monitoring wells have been installed on the site and sampled. The analytical results have not yet been received.

The Risk Assessment of the Final RSE will be modified to reflect DTSCs' comments regarding the Health Index. This will result in an overall change in the outcome of the risk assessment.

Section 8 of the RSE, Evaluation of Remedial Alternatives, will be removed in the Final RSE.

The RSE does not determine if the soil is a CERCLA, RCRA, or California Hazardous waste. No TCLP or WET testing was performed on the site.

Seaside Ave Grade Separation design and schedule

The Port has two phases of construction to be performed on Site 6A. The first phase is to construct a temporary detour roadway for Seaside Avenue. The temporary detour roadway will serve to funnel traffic off of Seaside Avenue while the grade construction of Seaside Avenue occurs. As part of the detour roadway construction, subsurface utilities will be required to be relocated. These utilities include a water line, three navy fuel lines, and a sewer line. Excavation of soil will be required to relocate the lines, but will not be required to construct the temporary detour roadway. The second phase involves the construction of rail tracks across Site 6A. This construction will involve excavation to a depth no greater than 3 feet below existing ground surface. Due to the varying existing grades at the site, this

excavation will only occur in a few locations. The amount of soil to be excavated for the rail construction is approximately 2400 cubic yards. Construction of the detour roadway is expected to begin in January of 1995 and construction of the rail tracks to begin in May of 1996.

II. REQUIREMENTS FOR CONSTRUCTION

It was determined that a Focused Engineering Evaluation Cost Analysis (EECA) needs to be performed for the Ports construction project. This Focused EECA will address both the excavation involved to relocate the existing utilities, as part of the temporary detour roadway construction, and the excavation involved for the construction of the rail tracks. The Navy is to inform the Port on who can prepare the EECA. It is the Ports preference to perform the EECA using their own resources.

The Focused EECA must be completed prior to the Navy completing a Finding of Suitability to Lease (FOSL). It has not yet been determined if the Port and the Navy will enter into a lease agreement for the temporary detour roadway or if the property will be transferred to the Port. This is dependent upon many factors including the Mckinney screening process. The Port and the Navy have been meeting on this issue and have developed concurrent schedules based upon either a lease agreement or a transfer of the property.

A CEQA document is required for an EECA. Previously, the DTSC has perform Mitigated Negative Declarations on similar projects. The Port may be able to prepare this document for the DTSC.

SITE 6A

SEASIDE AVE. GRADE SEP.

APRIL 8, 1994

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