Nowell, Keith, Env. Health

From: Khamly Chuop <kchuop@portoakland.com>
Sent: Wednesday, August 01, 2018 10:16 AM
To: Nowell, Keith, Env. Health; Colleen Liang; Roe, Dilan, Env. Health
Cc: lydia@baseline-env.com
Subject: RE: RO414 - Oakland Maintenance Center; 1100 AIRPORT DRIVE; Global ID T0600101423
Attachments: OMC Wells.pdf; F1.pdf

Hi Keith and Dilan,

As requested, please find attached a table with well depth reading and construction observations and the requested figure showing current well locations, abandoned well locations, utilities, and infrastructure information.

I also checked and confirmed that the Port has no outstanding accounts with ACDEH. Can we expect a response from you regarding our January 2016 Work Plan within the next week? Thank you.

Khamly Chuop
Port Associate Environmental Planner/Scientist
Port of Oakland, Environmental Programs and Planning
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kchuop@portoakland.com

From: Khamly Chuop
Sent: Wednesday, July 11, 2018 8:42 AM
To: 'Nowell, Keith, Env. Health' <Keith.Nowell@acgov.org>; Colleen Liang (CLiang@PortOakland.com) <CLiang@PortOakland.com>; Roe, Dilan, Env. Health <Dilan.Roe@acgov.org>
Cc: lydia@baseline-env.com
Subject: RE: RO414 - Oakland Maintenance Center; 1100 AIRPORT DRIVE; Global ID T0600101423

Hi Keith,

Great meeting you and Dilan last week and I'm glad we've found a path forward. Below provides a summary of our meeting. Thank you.

Meeting Date and Time: Friday, July 6, 2018; 1PM
Attendees: Keith Nowell (Alameda County Environmental Health [ACEH], Dilan Roe (ACEH), Lydia Huang (Baseline Environmental Consulting), Khamly Chuop (Port of Oakland).

Key Understandings

- Port would like to destroy 27 wells this year, 2018.
- Plans are to demo the building only in order to not have a vacant building on airport property that requires continued maintenance.
- The current remaining issue at the Site is nickel and potential impact to two drainages which are currently habitat for aquatic receptors. If the drainages were to be filled in the future, there would no longer be potential impacts to aquatic receptors from nickel in the groundwater.
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Actions

- Keith Nowell will respond to our Jan. 26, 2018 work plan and letter within two weeks.
- Keith Nowell will check that the Port of Oakland is current on all invoices and projects. If there are any remaining unpaid dues, ACEH will not move forward on this project.
- As requested by Dilan Roe, Khamly will develop a figure showing: APN numbers; a legend summarizing current infrastructure and its historical, current, and future use; and, utilities.
- Also requested by Dilan Roe, Port will find and sound to bottom all wells in order to confirm well construction.

Next Steps

- Keith Nowell to provide a response within 2 weeks (due: July 20, 2018).
- Port to respond to email/letter and provide to ACEH: requested map (described above) and list of all wells on-site (both still existing and destroyed) and summary of current well conditions; also provide input on whether Baseline or the Port recommends any actions other than destruction of the wells.

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-----Original Appointment-----
From: Nowell, Keith, Env. Health [mailto:Keith.Nowell@acgov.org]
Sent: Monday, June 11, 2018 3:04 PM
To: Nowell, Keith, Env. Health; Khamly Chuop; Colleen Liang (CLiang@PortOakland.com); Roe, Dilan, Env. Health
Cc: lydia@baseline-env.com
Subject: RO414 - Oakland Maintenance Center; 1100 AIRPORT DRIVE; Global ID T0600101423
When: Friday, July 06, 2018 1:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: 1131 Harbor Bay Parkway, Alameda

Meeting to discuss well destruction and path forward

TABLE 2: WELL CONSTRUCTION DETAILS
Oakland Maintenance Center, 1100 Airport Drive, Oakland, California

Well	Total Well Depth (feet)	Total Well Depth (feet)	Well Diameter (inches)	Borehole Diameter (inches)	Well Material	Water Level from top of casing	Floating Product	Top of Grouted Interval (feet)	Bottom of Grouted Interval (feet)	Top of Bentonite Seal Interval (feet)	Bottom of Bentonite Seal Interval (feet)	Top of Sand Pack Interval (feet)	Bottom of Sand Pack Interval (feet)	Top of Screened Interval (feet)	Bottom of Screened Interval (feet)	Well Box	Observations
Confirmed July 11th or 12th																	
MW-1 [1]	12.0		2.0	8.0	PVC			0.0	5.0	5.0	6.0	6.0	12.0	7.0	12.0		destroyed Jan 97 (Doc OMC02)
MW-2 [1]	11.0		2.0	8.0	PVC			--	--	0.0	1.0	1.0	15.0	1.5	11.0		destroyed Jan 97 (Doc OMC02)
MW-3 [1]	15.0		2.0	8.0	PVC			--	--	0.0	1.0	1.0	15.5	2.0	15.0		destroyed Jan 97 (Doc OMC02)
ERM-MW-6	12.5	14.95	1.0	5.75	PVC	6.08	None	0.0	2.0	2.0	2.5	2.5	12.5	2.5	12.5	Stove Pipe Riser	
ERM-MW-7	14.0	13.15	1.0	5.75	PVC	3.18	None	0.0	2.0	2.0	3.0	3.0	14.0	4.0	14.0	5.5-inch	
ERM-MW-8	13.5	13.60	1.0	5.75	PVC	2.80	None	0.0	2.0	2.0	2.5	2.5	13.5	3.5	13.5	5.5-inch	
ERM-MW-9	13.5	13.50	1.0	5.75	PVC	3.02	None	0.0	2.0	2.0	2.5	2.5	13.5	3.5	13.5	5.5-inch	bolts stripped
ERM-MW-10	10.0	12.00	1.0	7.0	PVC	5.13	None	0.0	2.0	2.0	2.5	2.5	10.0	3.0	10.0	Stove Pipe Riser	
ERM-MW-15	12.5	15.00	2.0	8.0	PVC	5.78	None	0.0	0.5	0.5	1.5	1.5	12.5	2.5	12.5	Stove Pipe Riser	
ERM-MW-16	12.5	11.50	2.0	8.0	PVC	3.26	None	0.0	0.5	0.5	1.5	1.5	12.5	2.5	12.5	5.5-inch	
ERM-MW-17	12.5	11.19	2.0	8.0	PVC	3.03	None	0.0	0.5	0.5	1.5	1.5	12.5	2.5	12.5	5.5-inch	one bolt missing, well cap damaged not working
Former USTs MF 25/26 Area																	
MW-1	12.0	11.10	2.0	8.0	PVC	2.90	None	0.0	5.0	5.0	6.0	6.0	12.0	7.0	12.0	14-inch	
MW-2	11.0	10.98	2.0	8.0	PVC	2.78	None	--	--	0.0	1.0	1.0	11.5	1.5	11.0	14-inch	
MW-3	11.0	11.20	2.0	8.0	PVC	3.29	None	--	--	0.0	1.0	1.0	11.5	1.5	11.0	8-inch	bolts stripped, one missing
MW-4 [1]	10.0	9.90	4.0	12.0	PVC	2.77	None	0.0	1.3	1.3	1.5	1.5	10.0	2.0	10.0	14-inch	
MW-5 [1]	8.0	7.80	2.0	8.0	PVC	2.37	None	0.0	1.3	1.3	1.5	1.5	8.0	2.0	8.0	14-inch	well box damaged
MW-6 [1]	8.0	8.32	2.0	8.0	PVC	3.00	None	0.0	1.3	1.3	1.5	1.5	8.0	2.0	8.0	14-inch	
MW-7 [1]	8.5	8.55	2.0	8.0	PVC	2.71	None	0.0	1.3	1.3	1.5	1.5	8.5	2.0	8.5	14-inch	
MW-8 [1]	9.5	11.22	2.0	8.0	PVC	3.30	None	0.0	1.3	1.3	1.5	1.5	9.5	2.0	9.5	14-inch	well head located middle parking space (row N8/O8)
Former USTs MF 35/36 and Building M110 Area																	
UAL-MW-1	24.0	22.10	4.0	9.0	PVC	6.19	None	0.0	2.0	2.0	3.0	3.0	25.0	4.0	24.0	14-inch	missing bolt
UAL-MW-2	24.0	20.10	4.0	9.0	PVC	7.72	None	0.0	2.0	2.0	3.0	3.0	24.0	4.0	24.0	14-inch	
UAL-MW-3	24.0	22.82	4.0	9.0	PVC	7.55	None	0.0	2.0	2.0	3.0	3.0	24.0	4.0	24.0	14-inch	
UAL-MW-4 [2]	37.5	37.70	2.0	6.5	PVC	10.13	None	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	None	metal square plate cover
UAL-MW-5 [2]	15.0	14.88	2.0	6.5	PVC	6.02	None	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	None	metal square plate cover
ERM-MW-1	16.0	8.50	1.0	7.0	PVC	7.17	None	0.0	4.0	4.0	5.0	5.0	16.7	6.0	16.0	5.5-inch	semi soft bottom
ERM-MW-2	17.0	16.98	1.0	7.0	PVC	6.58	None	0.0	5.0	5.0	6.0	6.0	17.0	7.0	16.5	5.5-inch	
ERM-MW-3	15.0	14.90	1.0	7.0	PVC	6.52	None	0.0	3.0	3.0	4.0	4.0	16.5	5.0	15.0	5.5-inch	
ERM-MW-4	16.0	15.93	1.0	7.0	PVC	7.42	None	0.0	4.0	4.0	5.0	5.0	16.5	6.0	16.0	5.5-inch	
ERM-MW-5	14.0	14.15	1.0	7.0	PVC	6.69	None	0.0	2.0	2.0	3.0	3.0	14.0	4.0	14.0	5.5-inch	

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ERM-MW-11	15.0	Unkown [3]	2.0	8.0	PVC	--	--	0.0	3.0	3.0	4.0	4.0	15.0	5.0	15.0	14-inch	bolts bent and damaged
ERM-MW-12	15.0	14.90	2.0	8.0	PVC	5.79	None	0.0	3.0	3.0	4.0	4.0	15.0	5.0	15.0	5.5-inch	
ERM-MW-13	15.0	14.68	2.0	8.0	PVC	7.42	None	0.0	3.0	3.0	4.0	4.0	15.0	5.0	15.0	5.5-inch	
ERM-MW-14	15.0	14.90	2.0	8.0	PVC	6.77	None	0.0	3.0	3.0	4.0	4.0	15.0	5.0	15.0	5.5-inch	

Table checked by LH against logs 12/12/13
New table data entry checked by KM 7/16/18

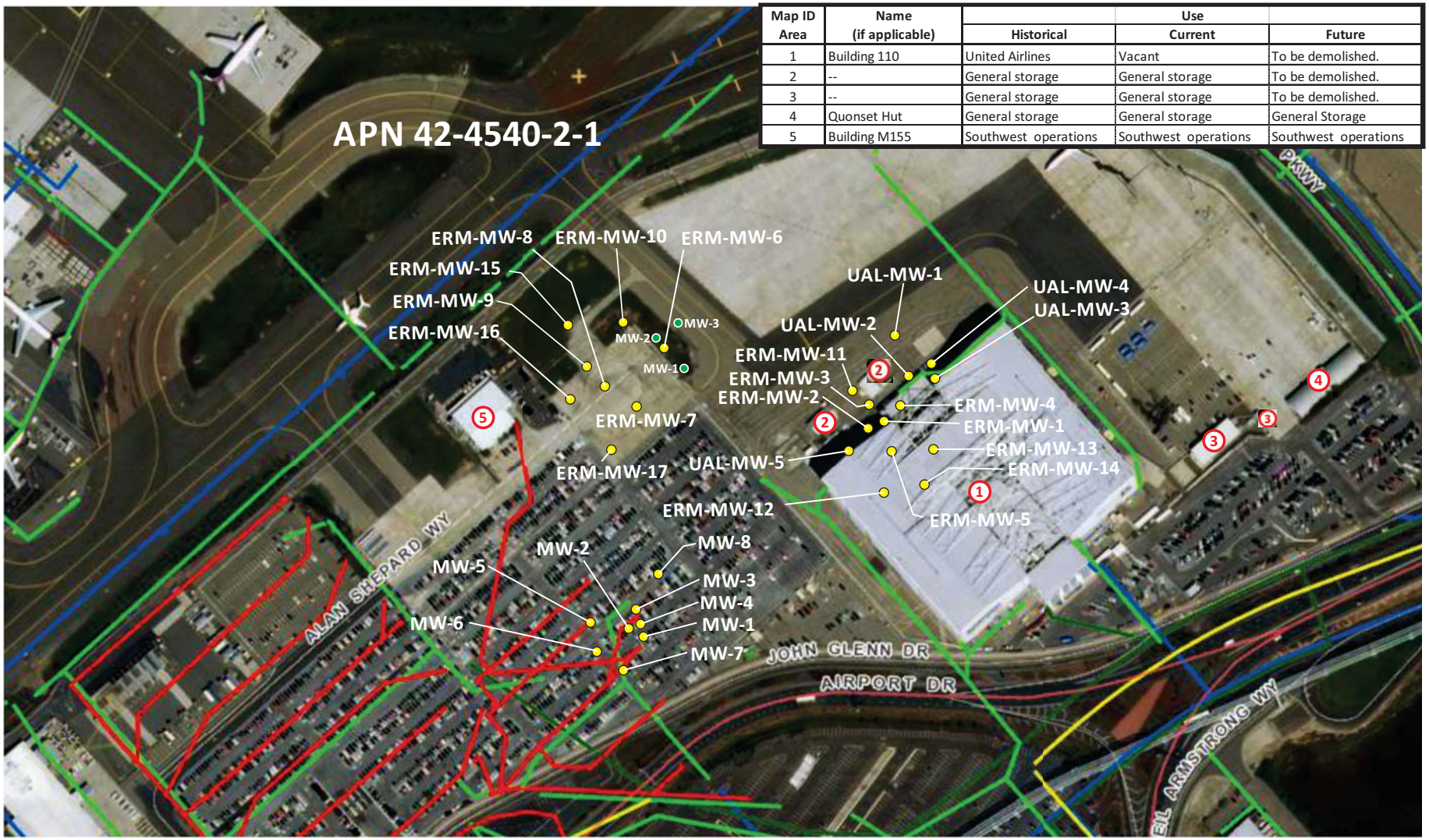
NOTES:
Well locations are shown in Figure 2 and Attachment A.
Coordinates are in NAD83, State Plane, California Zone 3.
POO Datum = Port of Oakland datum which is 0.50 feet below the NAVD88 datum.
NAVD88 = North American Vertical Datum of 1988.
-- = None.
PVC= polyvinyl chloride.
Measured or confirmed on July 11th/12th 2018

[1] Coordinates are estimated.
[2] The Port has no information regarding the construction of this well. Well depth was determined by measurement.
[3] Bolts on well lid damaged which prevented access to well.

SITE MAP

Figure 1

Map ID Area	Name (if applicable)	Use		
		Historical	Current	Future
1	Building 110	United Airlines	Vacant	To be demolished.
2	--	General storage	General storage	To be demolished.
3	--	General storage	General storage	To be demolished.
4	Quonset Hut	General storage	General storage	General Storage
5	Building M155	Southwest operations	Southwest operations	Southwest operations



Note: Entire map area within APN 42-4540-2-1.

Legend

MW-1 ○ Well Location

MW-1 ● Destroyed Well Location

Electrical Line

Stormwater Line

Sanitary Sewer Line

Gas Line

Water Line

① Map ID Area (see table)

0 200 Feet

Oakland Maintenance Center
1100 Airport Drive, Oakland, California

Source: Port of Oakland, Base Utility Maps Set, revised 2002.

P:Base\12315-20 OMC\Figure\F1.CDR 7-19-2018

BASELINE ENVIRONMENTAL CONSULTING