DEPARTMENT OF TRANSPORTATION
Cypress Construction Office
1121 7th Street, 2nd Floor
Oakland, CA 94607
(510) 286-0682

ENVIRONMENTAL PROTECTION
97 SEP 24 PM 4:31

Contract No. 04-192204
04-Ala-880-31.4/32.9
In Oakland from Broadway
to Chester Street
Federal Aid Project ER-1504(003)N

September 19, 1997

Ms. Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup Operations Branch
Department of Toxic Substances Control, Region 2
700 Heinz Avenue, Suite 200
Berkeley, CA 94710-2737

Subject: Container Freight Site Remedial Design Implementation Plan
1285 Fifth Street, Oakland, CA.

Dear Ms. Cook:

Caltrans' proposed addendum to Section 3.1, Site Excavation, of the Container Freight Site Remedial Design Implementation Plan dated February 1996 has been revised in response to your September 15, 1997 letter to Mr. Nino Cerruti.

a) Soil excavated from the Container Freight site will be stockpiled and sampled. The material which does not contain contaminants in excess of the Cypress Reconstruction Project's remedial goals, will be returned to the Container Freight site and utilized as fill material. This fill material would be placed on top of the existing ground surface, compacted and then graded such that the entire site drains properly. The material being placed and compacted will be covered temporarily with visqueen or 0.10 foot of asphalt unless the contaminent concentrations are below the EPA's remediation limits set for residential areas.

b) The drainage ditch excavation will be similar to the ramp excavation work but on a smaller scale. The depth of excavation for the drainage ditch varies from 2.5 to 4.5 feet (See Figure 3C).

Please contact Peter Altherr at (510) 286-0680 if you have any questions regarding this work,

Sincerely,

Kendall Kitamura

KENDALL KITAMURA, P.E.
Resident Engineer

Enclosure
CC: See page 2.

CC:

Mr. Stephen Morse
Regional Water Quality Control Board
San Francisco Bay Region
2101 Webster Street, Suite 500
Oakland, CA 94612

Ms. Lynn Nakashima
Hazardous Substance Scientist
Department of Toxic Substances Control, Region 2
700 Heinz Avenue, Suite 200
Berkeley, CA 94710-2737

Mr. Chris Wilson
Caltrans Environmental Engineering
P.O. BOX 23660
Oakland, CA 94623-0660

Ms. Susan Hugo
Alameda County Health Agency
Department of Environmental Health
1131 Harbor Bay Parkway
Alameda, CA 94502

Ms. Kate Leiga
Caltrans Construction Office
1545 Willow Street
Oakland, CA 94607

Mr. Chris Corpuz, CIH
Associate Industrial Hygiene and Safety Specialist
Harding Lawson Associates
90 Digital Drive
Novato, CA 94984

SECTION 3

EXCAVATION AND WASTE DISPOSAL PLAN

3.1 Site Excavation

Site excavation consists of the following items: structure excavation for bridge footings, roadway excavation for the freeway ramps and drainage ditch excavation.

Structure Excavation:
The proposed work includes the excavation of 4000 cy of contaminated soil to construct 9 footings for an aerial structure of the main freeway alignment. The maximum depth at each excavation is 6.0 feet below ground surface. Based on test results on soil samples performed by Environmental solutions (Table 1) and the extrapolated data at the proposed footing locations (Table 2), the excavated material has been classified as California hazardous. ECDC of East Carbon, Utah can accept non -RCRA waste material and has accepted this material for disposal in their landfill.

Roadway Excavation:
The proposed roadway excavations for the Union Street on and off ramps would generate approximately 4,500 cy of material. The average depth of the roadway excavation is 2.5 feet below the existing ground surface. The roadway excavation material will be stockpiled at Union Pacific's Site 4 where it will be sampled and characterized. Material which does not meet the remediation goals for the Cypress Project will be disposed of at ECDC's facility in Utah. Material which meets the remediation requirements will be utilized on the Container Freight site as fill material. This fill material will be placed on top of the existing ground surface, compacted, and then graded such that the entire site sheds water. The material to be placed and compacted will be left uncovered if the level of contamination is below the EPA's residential remedial level. Material which contains contaminants in excess of the residential limits but below the Cypress remedial goals will be covered with a temporary cover. This temporary cover would consist of a layer of visqueen or 0.10 foot of asphalt. The permanent cap will then be constructed on top of this material after the freeway has been constructed.

Ditch Excavation:
The proposed trapezoidal drainage ditch would generate approximately 500 cy of material. The depth of the ditch excavation varies from 2.5 to 4.5 feet below the existing ground surface. The ditch excavation material will be stockpiled at Union Pacific's Site 4 where it will be sampled and characterized. Material which does not meet the remediation goals for the Cypress Project will be disposed of at ECDC's facility in Utah. Material which meets the remediation requirements will be utilized on the Container Freight site as fill material as described above under roadway excavation. (See Figure 3C). The drainage ditch will be lined with 0.2 foot of asphalt or concrete thereby eliminating the previous potential route of exposure.

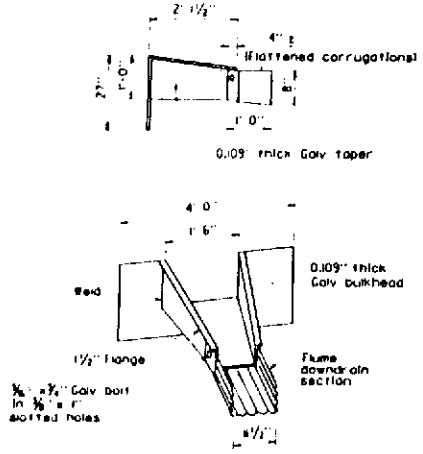
The initial limits and boundaries of excavation for each site will be resurveyed and identified in the field with wooden stakes and flagging. Since soil excavation will not exceed 6.0 feet below ground level, all excavation work can be accomplished by a rubber tired backhoe/dozer/loader/excavator and/or small scraper. Sheet piles (corrugated and interlocking) will be driven around the footing excavations. These sheets will prevent surrounding soil from collapsing into the excavation and will also reduce the infiltration of groundwater into the excavation. After completion of the excavation, the structure footing will be constructed and backfilled with soil that are less than the PRG values.

3.1 Site Excavation (Continued)

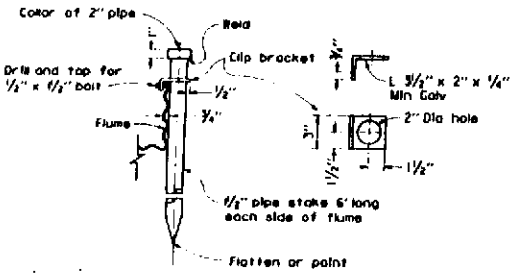
Confirmation testing of the excavation will not be conducted to determine if contaminant levels are below the established PRGs. Once construction is completed, the footing locations will essentially be capped thereby eliminating the previous potential routes of exposure.

Any groundwater encountered during this work will be pumped into holding tanks(21,000 gallons each) and retained until test results have been received. All tests will be performed in accordance with the RWQCB provisions for the Cypress Corridor and will be given to Caltrans for discharge approval. Pending test results, it is anticipated that the water will require treatment for petroleum, semi-volatile and volatile substances prior to reuse for dust control or discharge directly to the storm drain.

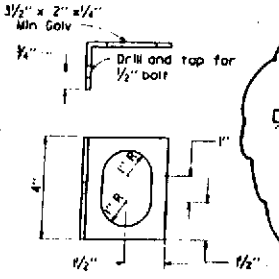
The material underneath the ramps will be covered by the ramps themselves, which includes 2.5 feet of lightweight cellular concrete, thereby eliminating the previous potential routes of exposure.



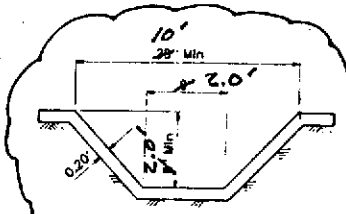
TAPERED INLET



PIPE STAKE ANCHOR DETAIL



ALTERNATIVE CLIP BRACKET DETAIL



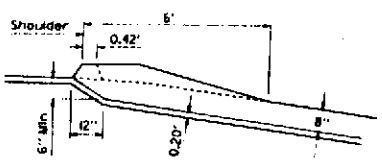
SECTION C-C
See Note 1

NOTE
1. Cross section of spoe ditch may be semicircular, vee or trapezoidal

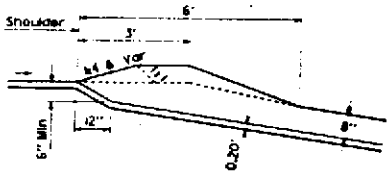
DST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.

Jack L. Wright
REGISTERED CIVIL ENGINEER
July 1, 1992
PLANS APPROVAL DATE

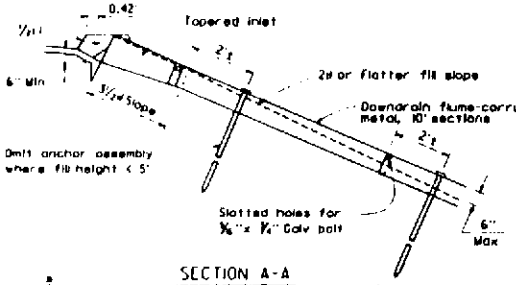
A.L. Bright
33937
6-30-94
CIVIL
STATE OF CALIFORNIA



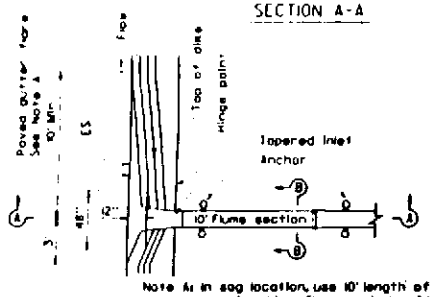
SECTION E-E



SECTION G-G

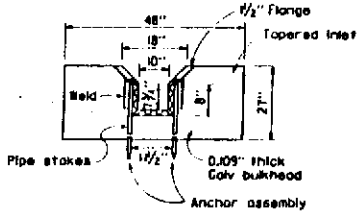


SECTION A-A



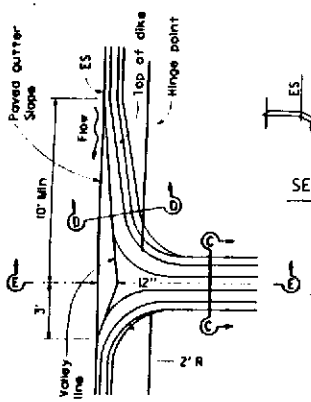
Note A: In sag location, use 10' length of paved gutter flare on both sides of inlet

PLAN

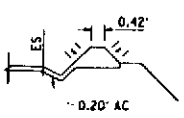


SECTION B-B

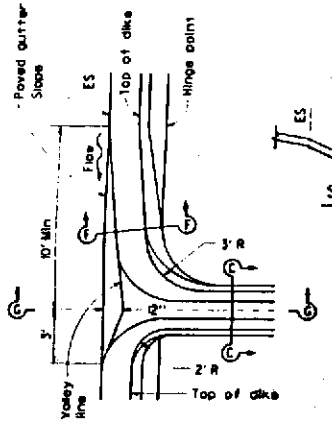
TAPERED INLET AND FLUME DOWNDRAIN



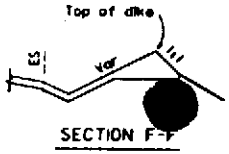
PLAN
TYPE A DIKE



SECTION D-D



PLAN
MOUNTABLE DIKE



SECTION F-F

ASPHALT CONCRETE OVERSIDE DRAINS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
OVERSIDE DRAINS
NO SCALE

D87B

81

FIGURE 3C