Duwamish Tour Talking Points

Duwamish/Diagonal Early Action Site (RM 0.4–0.7 East)

- Sediments contaminated with PCBs, phthalates, metals
- Source believed to be the Diagonal Avenue South CSO/SD and the Duwamish EOF outfalls
- Area dredged and capped in 2003-2004, in partial settlement of City and County NRD liability
- Dredging spread contamination, addressed through additional thin-layer capping in 2005

Kellogg Island (RM 0.7–0.9 West)

- Last remaining remnant of original Duwamish River habitat
- Area west of island was part of the original Duwamish River
- Dredge spoils from the East Waterway disposed on the island in 1970s

Slip 1 (RM 1.0 East)

- In 1974, (GSA) transformer dropped from vessel leaked approximately 250 gal. of PCBs into slip
- Sediments dredged and most of the PCBs were recovered, although some remain in the waterway sediments

Former Duwamish Shipyard (RM 1.3–1.4 West)

- Sediments contaminated with sand-blast grit, paint chips, metals
- Ecology negotiating with PRPs for further investigation

Glacier Bay (RM 1.4–1.5 West)

- Site of former Reichhold chemical plant that manufactured pentachlorophenol
- Sediments highly contaminated with dioxins/furans
- Ecology negotiating with PRPs for further investigation

Site of former Boeing Plant 1 (RM 1.9–2.0)

- Plant 1 operated from 1917 to 1970
- No known environmental issues

Trotsky Early Action Area (RM 2.2 West)

- Barrel recycling, wrecking and salvaging operations, miscellaneous other activities

- Sediments contaminated with PCBs
- Ecology negotiating with PRPs for further investigation

Great Western Chemical (RM 2.3–2.4 East)

- VOC plumes from inland property reach waterway
- VOCs detected in seeps, porewater

Slip 4 Early Action Area (RM 2.8 East)

- Sediments contaminated with PCBs, PAHs, metals
- Georgetown Steam Plant flume known to have been highly contaminated with PCBs
- Receives runoff from North Boeing Field, I-5
- Storm drains at North Boeing Field known to have had PCB issues but source still under investigation
- Georgetown Steam Plant and North Boeing Field to be investigated further under separate RI/FS by Ecology
- EE/CA has been completed and plans finalized for dredging, capping inner half of slip; awaiting adequate source control before proceeding

Boeing Plant 2 (RM 2.9–3.6) (Plant 2 Site Map in Handout)

- Sediments contaminated with PCBs, and in the southwest bank by metals
- PCBs came from SDs, metals from fill material
- Extensive investigations of soil, groundwater, sediments under RCRA
- Numerous SDs discharge storm water from paved areas and roofs
- Plans for dredging and capping the Duwamish Sediments Other Area (DSOA) along the entire shoreline out to the navigation channel
- Three small sediment hot-spot cleanups completed
- Plans for two NRD Habitat Projects coordinated with sediment project
- Multi-party outfall with contamination issues located near JF/Plant 2 property line
- SCL Transformer at south end of Plant 2
- Demolition footprint includes buildings and slabs south of Bridge
- South Park Bridge to be relocated north of present bridge; County funding and schedule is uncertain

T-117 Early Action Area (formerly Malarkey Asphalt) (RM 3.5–3.7 West)

- Former asphalt plant used waste oil from Seattle City Light that contained PCBs
- Upland soil contaminated with PCBs, dioxin
- Waterway sediments contaminated with PCBs, PAHs, phenol
- EE/CA has been completed and plans are being developed for dredging, capping of sediments along shoreline out to navigation channel

Jorgensen Forge (RM 3.6–3.7 East)

- Sediments contaminated with PCBs, metals
- EPA is negotiating with Jorgensen Forge for cleanup
- Ecology has responsibility for Jorgensen uplands
- Dredging schedule linked with Boeing through respective Orders

Boeing Isaacson/Thompson (RM 3.7–3.9 East)

- Site of former Slip 5, filled starting in the 1960s; land bordering the former slip was used by lumber and steel mills
- Sediments contaminated with PAHs, arsenic
- Upland soil and groundwater at Boeing Isaacson known to be contaminated with arsenic; thought to have originated from fill material
- Large SD discharges storm water from central portion of King County Airport(with numerous complaints on discharges)
- Small SDs from Boeing Thompson

Former Rhône-Poulenc Site (RM 4.0–4.2 East)

- Former vanillin plant; remediation under RCRA
- Barrier wall, pump and treat system were installed to address toluene contamination of groundwater

Slip 6 (RM 4.2 East)

- Sediments contaminated with PAHs
- Large SD discharges storm water to head of slip from southern portion of King County Airport
- Two small SDs discharge storm water from northern portion of Boeing Developmental Center

Boeing Developmental Center (RM 4.2–4.9 East)

- Sediments along the DC shoreline are minimally contaminated
- Numerous SDs, although no significant environmental issues with most

Upper Turning Basin (RM 4.4–4.7)

- Serves as sediment trap for much of the coarser sediments entering the waterway from upstream
- Dredged every few years by the Corps to keep sediments from moving farther downstream
- Sediments relatively clean and being used as one line of evidence for background

Norfolk CSO/SD (RM 4.9 East) [Boat won't be able to go this far upriver.]

- Sediments had been contaminated with PCBs
- Area offshore of the Norfolk CSO/SD dredged and capped in 1999, in partial settlement of City and County NRD liability
- Small area just off DC south storm drain and inshore of Norfolk CSO/SD cap was excavated and capped by Boeing in 2003
- DC south storm drain line has been cleaned and a device has been installed to capture particulates to minimize continued discharge of PCBs to the waterway