POOR LEGIBILITY

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SFUND RECORDS CTR
2374693

Michael H. Cheney
Registered Civil Engineer - Marine Development Consultant
6630 Heartwood Drive
Oakland, California 94611

Telephone (510) 339-0665 Fax (510) 339-0711

January 21, 2000

Mr. David Dwinell
U. S. Army Corps of Engineers
San Francisco District
333 Market St.
San Francisco, CA 94105

Dear David: SUBJ: Levin Richmond Terminal Berth Maintenance Dredging

This letter follows my December 17, 1999, letter to you and will clarify the issues we discussed on the telephone yesterday. The documentation that accompanies this letter indicates that Berth A (on the Santa Fe Channel) has been dredged to a maximum of –40 ft as shown in Corps surveys. The Levin engineers have told me that this was for a project depth of –39 ft plus a 1 ft overdepth allowance. Therefore, Levin wishes to test to –40 ft for the next maintenance dredging for which we are currently seeking DMMO approval. In lieu of the proposed SAP, we propose to sample 6 cores (instead of 4 cores, composited), equally spaced along the face of the Berth A wharf, and to do complete chemistry on each core. We will ask the lab for a quick turn-around on the chemistry and submit it to you for review. If the test results indicate no possibility of aquatic disposal, we will abate our attempts and search for upland disposal. If the test results indicate likely aquatic disposal, we will immediately conduct bioassays on retained core samples and submit these results for a disposal decision. I ask that you put this proposed testing to the DMMO members at the January 24 meeting and let me know if I can do this chemistry work at the same time as I have the adjacent Time Oil berth chemistry done. We will follow the same procedure at Time – only do bioassay work if the chemistry is favorable.

With regard to Berth B, in the Lauritzen Channel, where we took some DDT hits on the last testing, we are having the berth area re-surveyed with a view to determining the absolute minimum amount we need to dredge to get the berth at least partially operational. With this information in hand, we will develop a dredging methodology for drying the dredged material in preparation for shipping it to the class 1 disposal site in Utah. Then we will meet with EPA and work out the details for implementing the dredging and disposal of this material.

I'll talk to you Monday.

Sincerely,

M. H. Cheney

lrt4.doc

To Mike Cheney
339-0711

LOCATION OF AREAS
CONTAINING MATERIAL
REQUIRING UPLAND DISPOSAL

SYMBOL	DESCRIPTION	DATE	APPROVAL

REVISIONS

Sea Surveyor, Inc.

U. S. ARMY ENGINEER DISTRICT, SAN FRANCISCO
CORPS OF ENGINEERS
SAN FRANCISCO, CALIFORNIA

DRAWN BY: E.W.
CHECKED BY: TR
DESIGNED BY: PROJECT COORDINATOR
SUBMITTED: CHIEF, CIVIL DESIGN SECTION

CONTRA COSTA CO. CALIFORNIA

RICHMOND HARBOR
-11.60m NAVIGATION IMPROVEMENT
MATERIAL AREAS, VOLUMES AND UPLAND DISPOSAL PLAN

APPROVAL RECOMMENDED: CHIEF, ENGINEERING BRANCH
APPROVED: CHIEF, PLANNING & ENGINEERING DIVISION
DATE: 8/23/96

PREPARED UNDER THE DIRECTION OF
RICHARD G. THOMPSON
LT. COLONEL, C.E., DISTRICT ENGINEER

SCALE: 1:2,400
JOB NO. FY96-150

DRAWING NUMBER

SHEET			
6	9	1	115

MATERIAL VOLUMES

Composite	Project Depth (m)	Required Dredgeth (m)	Allowable Overdepth (m)	QUANTITY (cubic meters) Open Ocean	Upland	Total Quantity
S-1	11.60	0.00	0.30	699,000	0	699,000
H-1	11.60	0.30	0.30	244,000	0	244,000
H-2	11.60	0.30	0.30	51,000	0	51,000
H-3	11.60	0.30	0.30	14,000	0	14,000
S-2	11.60	0.00	0.30	27,000	0	27,000
S-3	11.60	0.00	0.30	235,000	48,000	283,000
H-4	11.60	0.30	0.30	343,000	85,000	428,000
Subtotal				1,613,000	133,000	1,746,000
Berths						
Port of Richmond						
6C & 7	11.60	0.00	0.30	18,000	0	18,000
Terminals 2 & 3	11.60	0.00	0.30	0	13,000	13,000
Private Terminals						
Arco	11.60	0.00	0.30	0	7,000	7,000
GATX	11.60	0.00	0.30	0	9,000	9,000
National Gypsum	11.60	0.00	0.30	0	8,000	8,000
Levin-Richmond	12.20	0.00	0.30	0	5,000	5,000
DSTT	11.60	0.00	0.30	0	5,000	5,000
Subtotal				18,000	47,000	65,000
TOTAL QUANTITIES (rounded):				1,631,000	180,000	1,811,000

Item 21.

Proposed Berth Dredging Quantity
Richmond Harbor Channel

Location	Berth Dimensions Length (Ft)	Dredge Width (Ft)	Actual Width (Ft)	Dredge Area (Sq. Ft)	Navigable Area (Sq. Ft)	Exist. Depth (Ft)	New Depth (Ft)	Estimated Quantity (CY)
Port of Richmond								
Terminal 2	720	125	125	90,000	90,000	31.5	38.0	21,667
Terminal 3	1100	125	125	137,500	137,500	35.0	38.0	15,278
Berth 6C	950	125	125	118,750	118,750	35.0	38.0	13,194
Berth 7	700	125	125	87,500	87,500	35.0	38.0	9,722
Subtotal	3,470			433,750	433,750			59,861
Private Terminals								
ARCO	1100	125	125	137,500	137,500	35	38	15,278
GATX	700	50	95	35,000	66,500	26.6	38	14,778
National Gypsum	600	50	125	30,000	75,000	33.6	38	4,889
Levin	600	90	130	72,000	104,000	36	40	10,667
Texaco	600	50	75	30,000	45,000	33.6	38	4,889
Time Oil	700	95	95	66,500	66,500	36	38	4,926
Unocal	770	125	125	96,250	96,250	37	38	3,565
Subtotal	5,270			467,250	590,750			58,991
TOTAL	8,740			901,000	1,024,900			118,852

132+50

SYMBOL	DESCRIPTION	DATE	APP
	REVISIONS		

U. S. ARMY ENGINEER DISTRICT, SAN FRANCISC
CORPS OF ENGINEERS
SAN FRANCISCO, CALIFORNIA

DRAWN BY:

CHECKED BY:

CONTRA COSTA COUNTY CALIFORNIA

-11.60 METER RICHMOND HARBOR NAVIGATION IMPROVEMENT PROJEC POST-DREDGE SURVEY

APPROVAL RECOMMENDED — CHIEF, PLANNING AND ENGINEERING DIVISION

APPROVED — CHIEF, CONSTRUCTION-OPERATIONS DIVISION — DATE

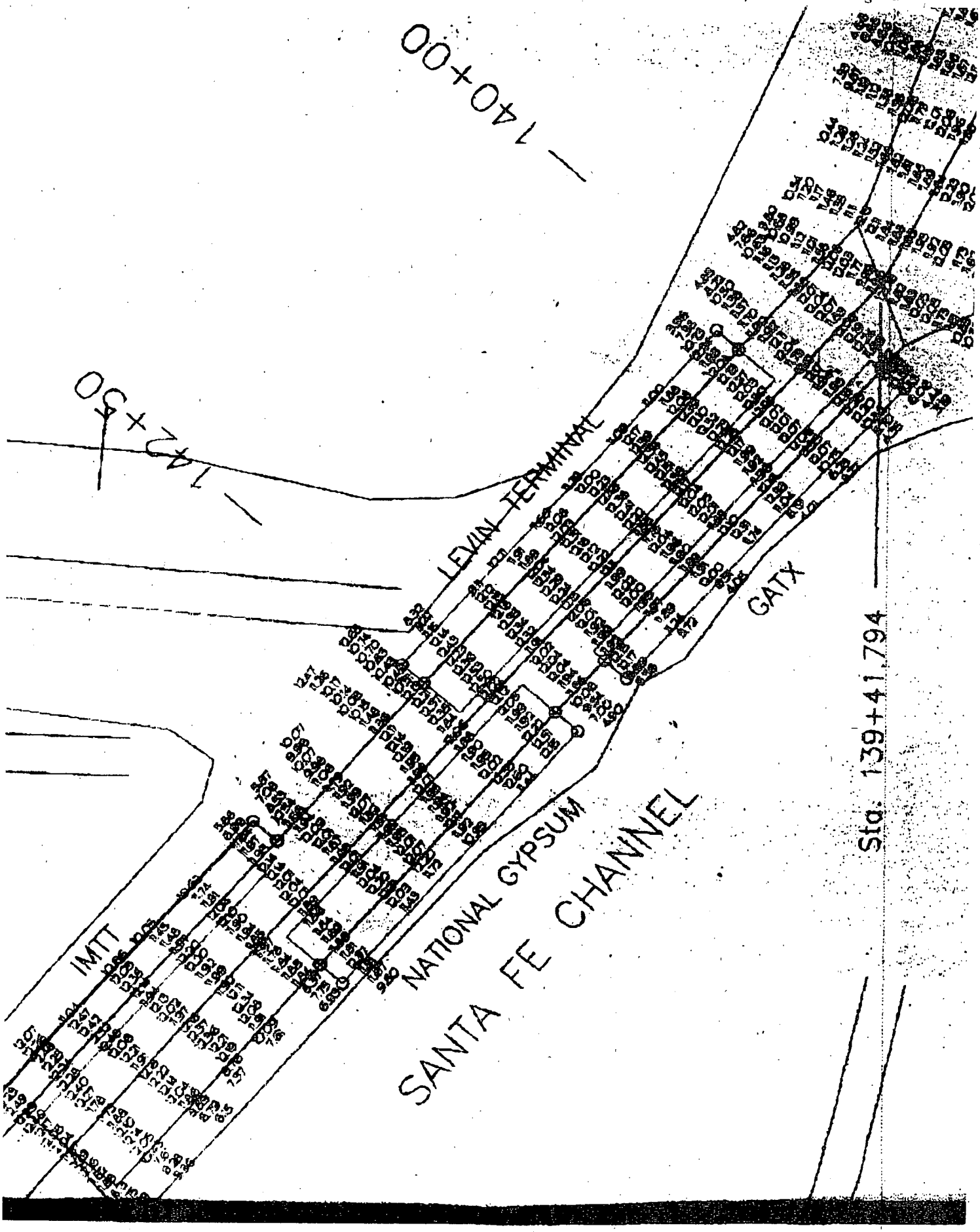
PREPARED UNDER THE DIRECTION OF
RICHARD G THOMPSON
LT. COLONEL C.E., DISTRICT ENGINEER

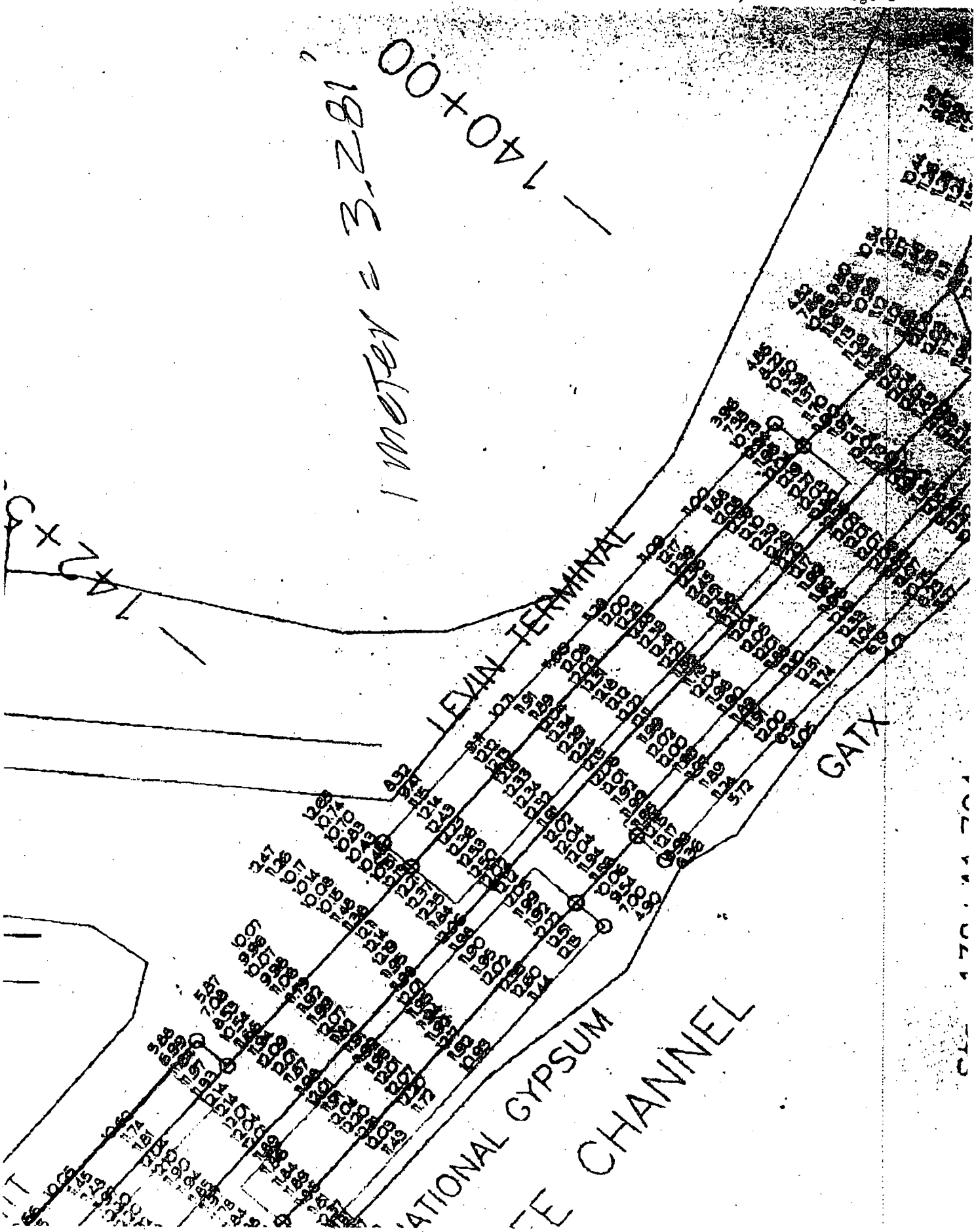
SCALE: 1:2500

DATE: 7-17-98

DRAWING: 01A-PVS4

SHEET 4 OF 4


140+00
142+50
LEVIN TERMINAL
GATX
Sta. 139+41.794
NATIONAL GYPSUM
SANTA FE CHANNEL
IMTT


1 meter = 3.281'
140+00
142+3
LEVIN TERMINAL
GATX
NATIONAL GYPSUM
CHANNEL

PROJECT W93133
FEB 16 1995
ADMIN WORKING DOCUMENT

1

Ecological Evaluation of Proposed Dredged Material from the Port of Richmond Maintenance and Deepening Program

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Battelle/Marine Sciences Laboratory
Sequim, Washington

November 1994

Prepared for
the Port of Richmond
Richmond, California
Under Contract Number 19476

Battelle
Pacific Northwest Laboratories

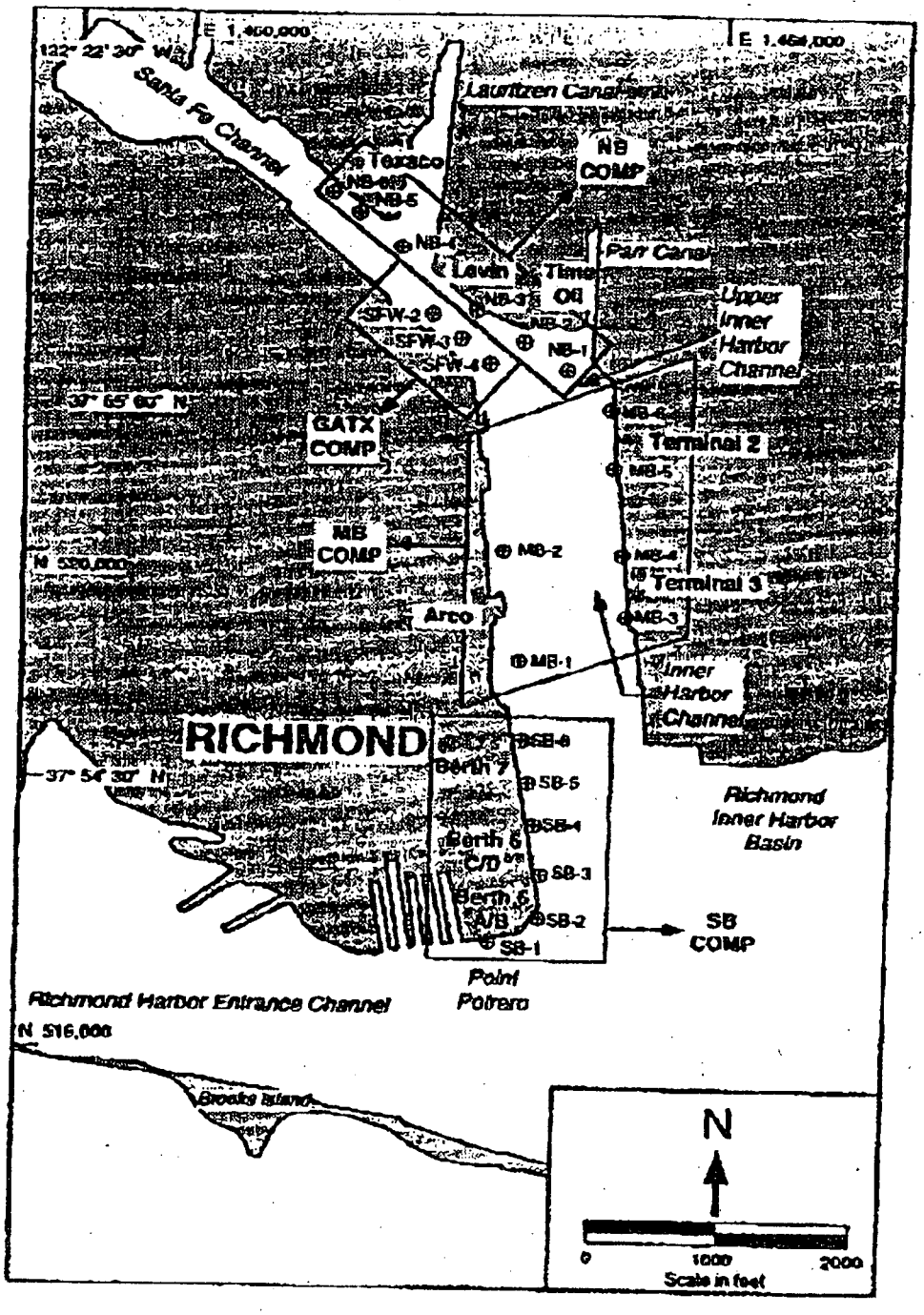

FIGURE 3.1. Sampling Stations and Compositing Scheme for the Port of Richmond Maintenance and Deepening Program

TABLE 3.3. Sediment Samples and Testing Strategy for Deepening Dredging Sediments Following the *1991 Implementation Manual*, Port of Richmond Maintenance and Deepening Program

Sediment Treatment	Core Size (in.)	Vertical Segment	Mudline (-ft MLLW)	Sediment Chemistry	SPP Testing	Solid-Phase Testing	Bioaccumulation Testing
SB COMP	NA(a)	Mudline to -40 ft MLLW	NA	YES	YES	YES	YES
SB-1 (Berth 6 A)	12	Mudline to -40 ft MLLW	17.9	NO	NO	NO	NO
SB-2 (Berth 6 B)	12	Mudline to -40 ft MLLW	22.1	NO	NO	NO	NO
SB-3 (Berth 6 C)	12	Mudline to -40 ft MLLW	26.3	NO	NO	NO	NO
SB-4 (Berth 6 D)	12	Mudline to -40 ft MLLW	28.6	NO	NO	NO	NO
SB-5 (Berth 7)	12	Mudline to -40 ft MLLW	28.1	NO	NO	NO	NO
SB-6 (Berth 7)	12	Mudline to -40 ft MLLW	30.1	NO	NO	NO	NO
MB COMP	NA	Mudline to -40 ft MLLW	NA	YES	YES	YES	YES
MB-1 (Arco)	12	Mudline to -40 ft MLLW	34.8	NO	NO	NO	NO
MB-2 (Arco)	12	Mudline to -40 ft MLLW	36.4	NO	NO	NO	NO
MB-3 (Terminal 3)	12	Mudline to -40 ft MLLW	29.5	NO	NO	NO	NO
MB-4 (Terminal 3)	12	Mudline to -40 ft MLLW	33.5	NO	NO	NO	NO
MB-5 (Terminal 2)	12	Mudline to -40 ft MLLW	33.1	NO	NO	NO	NO
MB-6 (Terminal 2)	12	Mudline to -40 ft MLLW	33.2	NO	NO	NO	NO
NB COMP	NA	Mudline to -40 ft MLLW	NA	YES	YES	YES	YES
NB-1 (Time Oil)	12	Mudline to -40 ft MLLW	35.4	NO	NO	NO	NO
NB-2 (Time Oil)	12	Mudline to -40 ft MLLW	35.3	NO	NO	NO	NO
NB-3 (Levin)	12	Mudline to -40 ft MLLW	36.9	NO	NO	NO	NO
NB-4 (Levin)	12	Mudline to -40 ft MLLW	36.0	NO	NO	NO	NO
NB-5 (Texaco)	12	Mudline to -40 ft MLLW	32.7	NO	NO	NO	NO
NB-6 (Texaco)	12	Mudline to -40 ft MLLW	35.2	NO	NO	NO	NO
R-OS	grab	NA	NA	YES	YES	YES	YES
R-BF	grab	NA	NA	YES	YES	YES	YES
R-AM	grab	NA	NA	YES	YES	YES	YES
C-SB	grab	NA	NA	NO	NO	YES	YES
C-NE	grab	NA	NA	NO	NO	YES	NO
C-NV	grab	NA	NA	NO	NO	YES	YES
C-WB	grab	NA	NA	NO	NO	YES	NO
C-AM	grab	NA	NA	NO	NO	YES	NO

(a) NA Not applicable.