



FACT SHEET: OPERABLE UNIT 2C INDUSTRIAL WASTE LINE CLEANUP



Alameda, California

April 2019

PROJECT CONTACTS

If you have any questions or concerns about environmental activities, please feel free to contact any of the project representatives:

Ms. Cecily Sabedra

Navy Base Realignment and Closure (BRAC) Environmental Coordinator
BRAC Program Management Office (PMO) West
33000 Nixie Way, Bldg. 50
San Diego, CA 92147
(619) 524-4569

Ms. Xuan-Mai Tran

U.S. Environmental Protection Agency (EPA) Region IX
75 Hawthorne Street
San Francisco, CA 94105-3901
(415) 972-3002

Ms. Emily Mortazavi

California Environmental Protection Agency (Cal/EPA)
Department of Toxic Substances Control (DTSC)
700 Heinz Avenue, Suite 200
Berkeley, CA 94710
(510) 540-3732

Ms. Yemia Hashimoto

San Francisco Regional Water Quality Control Board
(Regional Water Board)
1515 Clay Street, Suite 1400
Oakland, CA 94612
(510) 622-2756

INTRODUCTION/SELECTED REMEDY

The Navy has an ongoing cleanup program at sites located throughout the former Naval Air Station (NAS) Alameda, also known as Alameda Point, in Alameda, California. This fact sheet provides information on upcoming cleanup activities related to the removal of segments of the industrial waste line (IWL) at Operable Unit (OU)-2C. OU-2C is located in the middle of Alameda Point, to the north of Seaplane Lagoon (see "Location Map").

This cleanup is being conducted in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act and Federal Facility Agreement for former NAS Alameda.

The presence of radium-226 has been identified in the IWL, which is located at least 5 feet below the ground surface, outside Buildings 5 and 400 within OU-2C. Historically, widely accepted industrial practice was to rinse radium paint wastes in sinks connected to industrial wastewater lines. The Record of Decision presents the selected remedy of excavation and land use controls.

The Navy will be excavating and removing portions of the IWL identified in the Record of Decision outside of and to the northeast of Building 5 in OU-2C Installation Restoration (IR) Site 5 and to the north of Building 400 in OU-2C IR Site 10. This cleanup is scheduled to begin in early May 2019 and continue through August 2019.

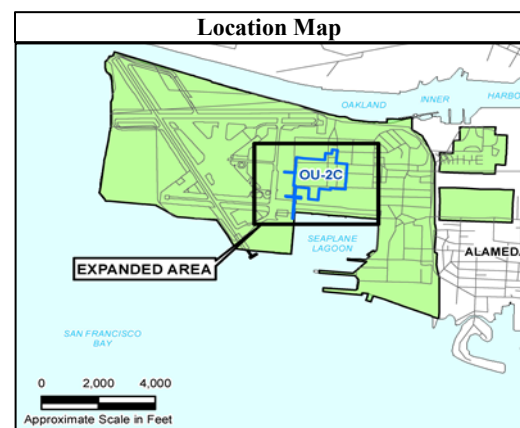
Controls will be implemented during project work to ensure environmental safety, including dust control measures. In addition, air monitoring will be performed to ensure worker safety and safety to the public during the cleanup activities. For the radiologically impacted portions of the IWL remaining in place, land use controls prohibit soil disturbance above and around the IWL unless such activity is performed in accordance with a site management plan approved by the Navy and regulatory agencies.

SITE HISTORY

Former NAS Alameda was an active military installation from the 1930s to 1997. The facility served as a NAS, with runways, hangars, fuel storage facilities, and aircraft maintenance and overhaul facilities providing support for fleet aviation activities. Standard activities associated with metal plating and paint stripping, aircraft and ship repair, fueling, and engine testing resulted in environmental contamination. NAS Alameda was closed in 1997.

IR Site 5 is the former Naval Air Rework Facility, is approximately 47 acres, and includes Building 5. Past activities in Building 5 include cleaning, manufacturing, and reworking of metal parts; plating, painting, and tool maintenance operations; and specialty operations, such as the application of radio-luminescent paint to aircraft dial faces and refurbishment of aircraft instrumentation. Activities ceased in Building 5 in 1993.

IR Site 10 is the former missile rework facility, is approximately 4 acres, and includes Building 400. Past activities at IR Site 10 include paint stripping, construction of airplane components, cleaning and degreasing of airplane parts, development of photographs, and silk screening. The instrumentation shop where radio-luminescent paint was either applied or removed from aircraft dial faces was moved from Building 5 to Building 400 in the late 1950s.

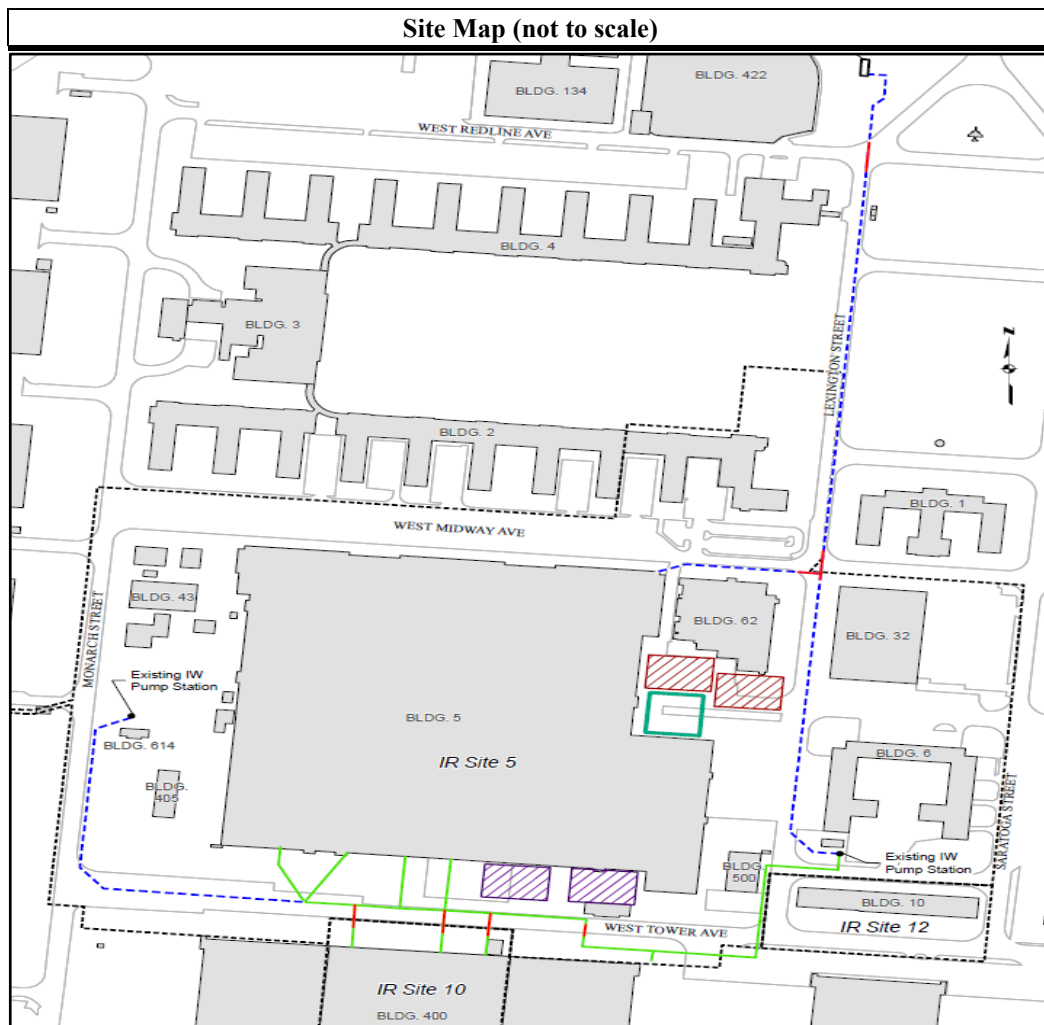


REMEDIAL DESIGN AND WORK PLAN








The remedial design/work plan presents details regarding how the cleanup will be implemented. Six discrete portions of the IWL (see "Site Map") and any surrounding contaminated soil will be removed, totaling approximately 400 linear feet of piping. The trenches will be approximately 3 feet wide. The depths of the excavations will range from approximately 6 to 12 feet below ground surface. The IWL pipe segments shown below will be removed. Radiological and engineering controls will be implemented, and dust will be controlled. Once the excavations are radiologically cleared through analytical sampling, the trenches will be backfilled, compacted to grade, and the surface will be replaced with a similar one. The remedial design/work plan was approved by federal and state regulatory agencies. During all phases of the remediation, health and safety protocols will be in place to protect workers and the community.

PROJECT SCHEDULE AND TRAFFIC IMPACTS

The cleanup activities will begin in May and are scheduled to be completed in late August 2019. Cleanup activities will affect traffic patterns in the area. Based on the planned cleanup activities, portions of West Tower Avenue, West Midway, Lexington Street, and West Red Line Avenue will be closed intermittently throughout the duration of field activities in locations shown in the "Site Map" (see "Industrial Waste Line to be Removed"). Anticipated closures and detour routes may change based on site conditions. There will be access to all businesses, and to the extent possible, steps to minimize the impact on local traffic and businesses will be taken. Traffic controls will be positioned before initiating work. Barricades with flashing lights, flags, signs, flag persons, and other traffic control measures will be used as needed to inform the public of street closures and to direct trucks entering the roadway.



Legend

- | | | | |
|--|--|---|---|
|  | Force Main Industrial Waste Line (Remains in place with Land Use Controls) |  | IR Site Boundary |
|  | Gravity Industrial Waste Line (Remains in place with Land Use Controls) |  | Screening Yard Pad Location |
|  | Industrial Waste Line to be Removed |  | Additional Screening Yard Pad Location, if Needed |
| | |  | Trailer/Laydown Area |