ANCHOR QEA

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August 26, 2010

Mr. Michael Lyons
California Regional Water Quality Control Board – Los Angeles
320 W 4th St.
Suite 200
Los Angeles, CA 90013

Mr. Kenneth Wong
US Army Corps of Engineers Regulatory Division
915 Wilshire Blvd.
Los Angeles, CA 90017

Re: Permit Application Modification for the City of Long Beach's Alamitos Bay Marina Rehabilitation Project

Dear Michael and Ken:

Per our recent email discussion, on behalf of the City of Long Beach (City), Anchor QEA, L.P. is requesting to modify our permit applications for the City's Alamitos Bay Marina Rehabilitation project (USACE file No. SPL-2007-00348-KW). Specifically, we are requesting to modify our permit applications to reflect a change in the volume to be dredged in Basin 1.

As you are aware, the Port of Long Beach has solicited applications for outside entities to provide dredged material to their Middle Harbor project, including material that has been deemed unsuitable for unconfined placement as beneficially reused material or for ocean disposal. The purpose of the requested permit modification is to increase the amount of material proposed for placement at the Middle Harbor slip fill, as a result of progress made on preparing detailed dredging plans to take advantage of this opportunity.

History of Dredged Material Characterization

As you will recall, Basins 1, 2, 3, 4, 5, 6 N/S, and 7 were originally characterized by Weston Solutions in 2007. The reports and data from that program were presented to the Los Angeles Dredged Material Management Team (DMMT) in December 2008. Based on the results of that testing program, the DMMT determined that dredged material from all basins except Basin 1 is suitable for disposal at the LA-2 ocean disposal site. This determination was based on the chemical and biological suitability of the material from the results of the Tier III testing conducted by Weston, and the overall high fines content that make the material unsuitable for other beneficial uses. Fines content of the shoaled (maintenance) material is at least 50 percent and ranges as high as 80 to 90 percent in some areas.

Subsequently, the agencies and the City agreed to pursue supplemental sampling to further refine the horizontal and vertical extent of mercury within Basin 1, in an attempt to minimize upland disposal. This supplemental program, which included extensive testing of Basin 1 to define the horizontal and vertical extents of mercury contamination, was managed by Anchor QEA and results were presented to the DMMT in April 2009. As a result of this program, Basin 1 was divided into dredge prisms based on mercury concentrations. Based on these results, the DMMT approved disposal of the Basin 1 dredge material at LA-2, with the exception of 25,504 cubic yards (cy) of material, which would be transported to an approved upland site (e.g., a Port fill). Fines content in Basin 1 is as high as 80 to 90 percent, making the material unsuitable for other beneficial uses.

Proposed Modification

Since submittal of our permit application, the City has progressed in its development of dredging plans in preparation for this specific effort. Based on updated evaluations, the City proposes to increase the volume of dredged material removed from Basin 1 during the initial phase of the project and intended for placement at Middle Harbor, to 41,000 cy (including overdepth). The new proposed plan for Basin 1 is shown as attached Figure 1. The revised dredging volumes are indicated in Table 1 below (note that the Basin 4 volume is also corrected from our prior submittal). The total project volume is now proposed to be 308,158 cy over the span of the project.

Table 1
Revised Project Dredging Volumes

Basin	Design Depth (MLLW + 2 feet overdepth)	Total Volume including overdepth (cy)	Construction Phase	Volume to LA-2 (cy)	Volume to Port of Long Beach CDF (cy)
1	Varies (see Figure 1)	74,800	Phase 1 – Port of Long Beach Fill; Phases 2-3 (12 months)	33,800 (Phases 2 and 3)	41,000 cy (Phase 1)
2	-10	89,900	Phases 4-7 (24 months)	89,900	
3	-10	55,900	Phases 8-11 (24 months)	55,900	
4	-10	65,300	Phase 1 (6 months)	65,300	
5	-10	3,870	Phase 12 (6 months)	3,870	
6N	-10	12,250	Phase 12 (6 months)	12,250	
6S	-10	4,100	Phase 12 (6 months)	4,100	
7	-10	2,100	Phase 12 (6 months)	2,100	

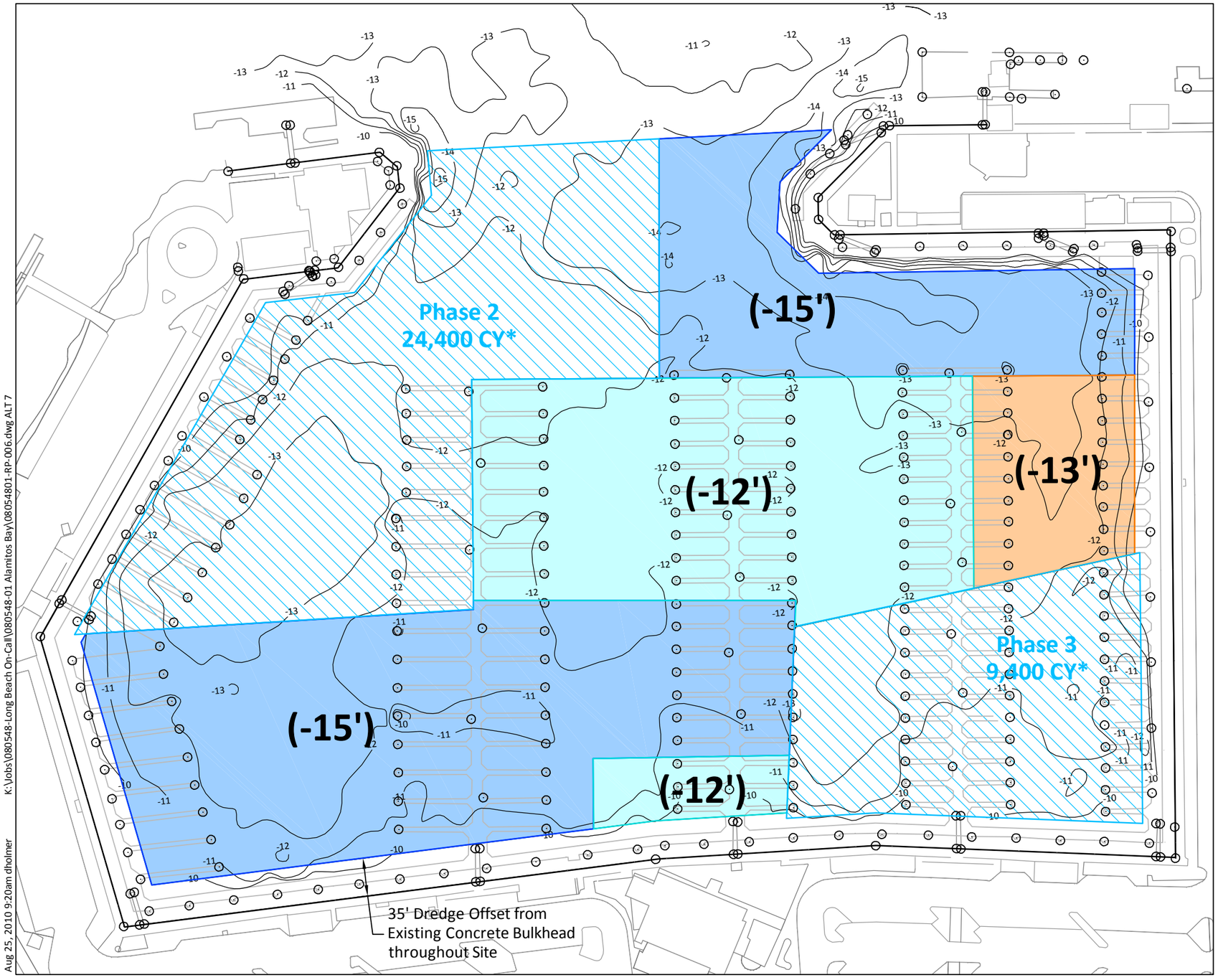
Please let us know if you have any additional questions or concerns, or require additional data. Please contact me with any questions at (949) 334-9622, or via email at jburnam@anchorqea.com.

Sincerely,

Joshua Burnam, MPH, D.Env.
Principal Planner
Anchor QEA, L.P.

Cc: Mr. Mark Sandoval, City of Long Beach (via email)
Mr. Matthew Arms, Port of Long Beach (via email)
Mr. Glenn Estrella, TransSystems (via email)
Ms. Tracy Stofferahn and Mr. Robert Walker, P.E., Anchor QEA

Attachment



LEGEND:

- Required Extent of Dredging to -15'
- Required Extent of Dredging to -13'
- Required Extent of Dredging to -12'
- Phase 2 and Phase 3 Dredging of Non-Contaminated Material (Future)
- -12 Existing Bathymetric Contour in Feet
- Dock Piling Location

0 100
Scale in Feet

Volume Estimates for Contaminated Sediments Dredging (in Cubic Yards)

Design Depth	22,000
2' Allowable Overdepth	19,000
Total Volume	41,000

NOTE:
* Volume estimates for Phase 2 and Phase 3 dredging of non-contaminated material are based on memo by Moffatt & Nichol dated April 17, 2009 and include 2-foot overdepth. Stated volumes were rounded up to the nearest hundred cubic yard.

HORIZONTAL DATUM: California State Plane North Zone 7, NAD27, US Survey Feet.

VERTICAL DATUM: NGVD29 Mean Lower Low Water (MLLW).

BATHYMETRIC SURVEY: Coastal Frontiers Corporation, June 15 and 16, 2010.

STRUCTURAL SURVEY: TranSystems, Long Beach, CA.

PILING SURVEY: Bill Carr Surveys, 2008.

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Figure 1
Basin1 Contaminated Sediment Dredging Plan
Alamitos Bay Marina Rehabilitation