Appendix D

Soil Management Plan

SOIL MANAGEMENT PLAN

Terminal Island Maritime Support Facility (TIMSF) & Grade Separation (TIGS)

Terminal Island, California

Project Information	
Client	City of Los Angeles Harbor Department
Division	Environmental Management Division (EMD)
Address	425 South Palos Verdes Street, San Pedro, CA 90731
Project Directive	#1
Agreement Number	25-10184
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Document Information	
Prepared By	Pacific Edge Engineering, Inc.
Address	26431 Crown Valley Parkway, Suite 270, Mission Viejo, CA 92691
Principal Engineer	Craig A. Stolz, P.E.
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1.0 Professional Certification

Pacific Edge Engineering, Inc., under the professional supervision of Craig A. Stolz, has prepared this Soil Management Plan (SMP), dated May 1, 2026 for the Terminal Island Maritime Support Facility (TIMSF) and Terminal Island Rail System Grade Separation (TIGS) located in Terminal Island, California. The findings, conclusions, specifications, and/or professional opinions presented in this report have been prepared in accordance with generally accepted professional engineering practice, and within the scope of the project. There is no other warranty, either expressed or implied.

Craig A. Stolz
P.E. No. C049756
Principal Engineer
Pacific Edge Engineering, Inc.

2.0 Introduction

This Soil Management Plan (SMP) has been prepared by Pacific Edge Engineering, Inc. (Pacific Edge) on behalf of the City of Los Angeles Harbor Department (Harbor Department) Environmental Management Division (EMD) for the Terminal Island Maritime Support Facility (TIMSF) and Terminal Island Rail System Grade Separation (TIGS), located at the former Los Angeles Exchange Terminal (LAXT) Loop in Terminal Island, California (the Site).

The TIMSF portion of the Site (LAXT Loop) will be redeveloped into a container storage and transfer support facility. The proposed redevelopment plan includes construction of a maintenance building, roadability building, office building, stand-alone restroom buildings, underground utilities, guard shacks, and stormwater infrastructure. Redevelopment will include, but is not limited to, soil excavation, stockpiling, sampling, and characterization for on-site reuse or off-site disposal, and management of groundwater that may be encountered during construction. The TIGS portion of the Site will be redeveloped to reconfigure the existing at-grade railroad tracks crossing.

2.1 Objectives

This SMP establishes the procedures, requirements, and responsibilities necessary to manage soils and generated wastes in a manner protective of human health and the environment throughout the TIMSF and TIGS redevelopment. Specifically, the SMP is designed to:

- Protect human health and the environment through proper management of soils encountered during construction.
- Identify known contamination based on previous investigations and Harbor Department records.
- Establish procedures for excavation, handling, and segregation of soil to prevent cross-contamination between clean and impacted materials.
- Define protocols for on-site stockpiling, covering, labeling, and sampling of soils.
- Determine appropriate disposition of excavated soil, including on-site reuse or disposal at a permitted, Harbor Department-approved facility.
- Ensure all waste generated during construction is properly documented and disposed of in compliance with applicable regulations.
- Prevent migration of impacted soil or contaminants through implementation of dust control, stormwater best management practices (BMPs), erosion control, and spill prevention measures consistent with Port requirements.
- Protect workers and the public by ensuring compliance with applicable Cal/OSHA requirements, including appropriate personal protective equipment (PPE) and health and safety procedures.

3.0 Site Background

3.1 Site Location and Description

The Site is located on Terminal Island, California, within the Port of Los Angeles. Terminal Island consists of land created through hydraulic fill placement and/or imported soil materials. The Site is approximately 88 acres in size, loop-shaped, and is bounded by railroad tracks along its perimeter. The Site Plan is presented on **Figure 1**.

The Site is currently unoccupied, with two portable aboveground guard shacks located near the former truck queuing stations in the southwest portion of the property. The southern approximately half of the Site is surfaced with crushed miscellaneous base (CMB) material.

Four soil stockpiles are present at the north end of the Site:

Stockpile	Estimated Volume / Source
North Stockpile	~110,641 cy – various unknown Port sources
Pier 400 Stockpile	~9,436 cy – Pier 400 (assigned to another Port property; will not be used at the Site)
SR47 Stockpile	~2,696 cy – Pier 400
West Harbor Development Stockpile	~7,500 cy – West Harbor (previously known as Port's O'Call redevelopment project)

3.2 Site History

The Site has undergone numerous changes in industrial land use since its initial development. Key historical phases are summarized below:

Period	Land Use / Activity
1928	Allen Field – California's first combined land-and-sea airport; single oil-surfaced runway, pier, and seaplane runway.
1935	U.S. Navy assumed the Site (Reeves Field – 30-year lease). Improvements included new runways, hangars, support buildings, seaplane lagoon and ramp, underground storage tanks (USTs), and aviation fuel pipelines.
1947	Aviation fuel pipelines deactivated and abandoned in place.
1970s	Portions leased to LAPD (training) and City of Los Angeles (sewage-sludge drying).
1977–1980	Reeves Field and all supporting structures demolished and removed. All USTs removed except one 85-gallon fuel oil tank (T-16) in the former runway area.
Mid-1980s – Early 1990s	Extensive fill importation; paved automobile storage lots constructed in northern and central portions. Southern portion leased for petroleum coke storage; western portion for container refurbishing.

Period	Land Use / Activity
1993–1995	Northern area used as vehicle handling facility; southwestern corner used for petroleum coke storage and Harbor Department dredge material storage. In 1995, ~330,000 cy of imported fill was stored for the Seaside Avenue/Navy Way Grade Separation project.
1994–1997	LAXT Dry Bulk Handling Facility constructed and commissioned; operations included coal and petroleum coke storage, blending, and ship loading via conveyor to the Near Berth Storage Area.
2008–2010	LAXT operations scaled back and fully demolished.
2010–2025	Site remained as unoccupied dirt lot, periodically used for container trailer staging; two portable guard shacks remain.

3.3 Environmental Investigations

A series of environmental investigations have been conducted at the Site to screen soil, soil vapor, and groundwater conditions. Investigations are summarized chronologically below.

3.3.1 Phase II Site Investigation (SCS Engineers, 1991)

Soil and groundwater samples collected along the Terminal Way expansion project corridor detected total petroleum hydrocarbons (TPH) at concentrations up to 6,660 mg/kg, attributed to petroleum coke. Low toluene concentrations were identified in soil and groundwater; trichloroethene (TCE) was detected in one groundwater monitoring well.

3.3.2 Phase I Assessment (Shaefer Dixon Associates, 1992)

Potential on-site contamination sources were identified, including dredged fill, abandoned fuel pipelines, historic USTs, former Reeves Field buildings, and a former container refurbishing area. Although USTs were removed during prior demolition activities, one fuel oil tank may have remained in place.

3.3.3 Soil and Groundwater Investigation (Geofon, Inc., 1993)

Sampling at the former Railway Car Dump area in the northeast portion of the Site detected TPH up to 100 mg/kg, trace volatile organic compounds (VOCs), and organochlorine pesticides; metals were within background levels. Groundwater contained mercury and selenium at concentrations slightly above NPDES discharge requirements.

3.3.4 Baseline Site Characterization (Shaefer Dixon Associates, 1993)

Sampling of fill and hydraulic soils detected TPH up to 16,000 mg/kg in stained surface soils at the Container Refurbishing Area; concentrations were generally low elsewhere across the Site. Groundwater did not exhibit obvious contaminant plumes, and metals were within regulatory thresholds.

3.3.5 Soil Characterization Report (Tetra Tech, 1995)

Testing of approximately 330,000 cy of imported fill soil found no compounds of concern. The soil was approved for use in construction.

3.3.6 Environmental Baseline Study – Surface Soils (Tetra Tech, 1998)

Surficial soil samples contained low TPH concentrations (165–527 mg/kg), polycyclic aromatic hydrocarbons (PAHs) associated with petroleum coke, and one low-level polychlorinated biphenyls (PCBs) detection. Metals were consistent with regional background concentrations; overall risk was considered low.

3.3.7 Site Characterization (The Source Group, Inc., 2005 and 2006)

Soil samples collected during LAXT operations detected TPH up to 1,300 mg/kg; PAHs were present in approximately 15% of samples, with some carcinogenic PAHs exceeding EPA industrial Preliminary Remedial Goals (PRGs). Metals were within background levels.

3.3.8 Baseline Environmental Site Characterization (Locus, 2011)

Post-demolition sampling detected TPH up to 8,700 mg/kg, trace VOCs, and low-level pesticides; metals were within background. No significant PAHs, PCBs, or semi-volatile organic compounds (SVOCs) were detected. Groundwater results indicated only limited low-level VOCs and TPH.

3.3.9 Environmental Baseline Investigation (Pacific Edge, 2017)

Soil, groundwater, and vapor samples detected TPH, metals, and occasional VOCs; few results exceeded industrial screening values and overall health risk was considered low. A 2024 data review indicated that additional soil gas testing may be warranted for future buildings in light of updated DTSC guidance. A 2025 review confirmed that all detected contaminant concentrations in soil were below state and federal hazardous waste threshold values.

3.3.10 Stockpile Assessments (Leighton Associates and Pacific Edge, 2022–2025)

Stockpiles currently present at the Site (**Section 3.1**) were sampled and determined to be suitable for reuse at the Site. The Pier 400 Stockpile (~9,436 cy) has been assigned to another Port property and will not be incorporated into the TIMSF redevelopment.

3.3.11 Environmental Assessment (Pacific Edge, 2025)

The 2025 Environmental Assessment was conducted to identify potential waste categories for upcoming TIMSF construction and to evaluate whether chemical concentrations in soil could pose a health risk for the intended/planned industrial site use. The assessment focused on in-place stored fill (~73,000 cy), CMB material, proposed storm drain filtration areas, and proposed building locations. A total of 84 soil borings were advanced, 195 soil samples were collected, 17 soil vapor probes were installed and sampled beneath proposed building locations, and 5 grab-groundwater samples were collected from proposed storm drain filtration areas.

Key findings include:

- Diesel Range Organics (DRO) in soil and CMB exceeded the San Francisco Bay RWQCB Environmental Screening Level (ESL) for a construction worker in 11 samples.
- Soluble lead exceeded the California hazardous waste threshold in one soil sample.
- DRO and nickel exceeded the ESL for direct exposure in one grab-groundwater sample.

- Benzene and/or Gasoline Range Organics (GRO) in soil vapor exceeded the commercial/industrial screening level (using DTSC-recommended attenuation factor of 0.03) at the planned maintenance building, office building, and a restroom building.

3.3.12 Pre-Construction Waste Characterization Soil Sampling (Ninyo & Moore, 2026)

This assessment was conducted within the proposed TIGS project area, which is part of the TIMSF redevelopment plan, and the purpose was to identify potential waste classifications.

A total of 11 borings were advanced and 34 soil samples were collected. Ninyo & Moore concluded that soil excavated within the TIGS area should be classified as non-hazardous.

3.3.13 PFAS Sampling at TIMSF (Parsons, 2026)

In January 2026, Parsons completed a screening for per- and polyfluoroalkyl substance (PFAS) in soil and groundwater within the proposed TIMSF project area. Parsons' investigation comprised 14 borings and 42 soil samples collected at discrete depth intervals within the identified areas of potential PFAS release. All Parsons borings were located immediately adjacent to Pacific Edge 2025 environmental assessment borings and assigned the same boring identification numbers.

PFAS were detected in most samples. PFAS detections in soil were limited to perfluorohexanesulfonic acid (PFHxS), perfluorooctanesulfonic acid (PFOS), perfluorohexanoic acid (PFHxA) and perfluorooctanoic acid (PFOA). Of the detected compounds, only PFOA was reported at concentrations exceeding the USEPA Regional Screening Level (RSL) for Industrial Soil of 0.078 µg/kg.

One groundwater sample was collected from a temporary well installed at boring FB13 contained multiple PFAS compounds exceeding applicable SFRWQCB Environmental Screening Levels (ESLs), including PFDA, PFHxS, PFNA, PFOS, and PFOA.

3.3.14 PFAS Sampling at TIGS (Parsons, 2026)

In January 2026, Parsons completed PFAS soil sampling within the proposed TIGS project area. Parsons' investigation comprised three borings and 12 samples collected at discrete depth intervals. All Parsons borings were located immediately adjacent to Ninyo & Moore pre-construction waste characterization borings and assigned the same boring identification numbers.

PFAS were detected in most samples. PFAS detections were limited to perfluorooctanesulfonic acid (PFOS), perfluorohexanesulfonic acid (PFHxS), perfluorohexanoic acid (PFHxA), perfluorooctanoic acid (PFOA), perfluoropentanoic acid (PFPeA), and perfluoropentanesulfonic acid (PFPeS).

Of the compounds detected, only PFOA was reported at concentrations exceeding the applicable USEPA Regional Screening Level (RSL) for Industrial Soil (0.078 µg/kg). No other PFAS analytes exceeded applicable screening criteria in the soil samples evaluated.

3.3.15 Environmental Assessment Addendum (Pacific Edge, 2026)

Pacific Edge prepared an addendum to the 2025 Environmental Assessment Report. The purpose of this addendum was to supplement Pacific Edge's previous assessment at the TIMSF with recently completed PFAS soil and groundwater sampling data collected by Parsons.

3.4 Contaminants of Concern

Contaminants of Concern (COCs) have been identified based on the following primary assessment documents:

- Pacific Edge's 2025 Environmental Assessment and Addendum, and 2017 Environmental Baseline Report (**Appendix A**)
- Ninyo & Moore's 2026 Pre-Construction Soil Sampling Report (**Appendix B**)
- Parsons' 2026 PFAS Sampling at TIMSF (**Appendix C**)
- Parsons' 2026 PFAS Sampling at TIGS (**Appendix C**)

These reports represent current Site conditions. Other historical environmental reports referenced herein are available through the Harbor Department's Environmental Management Division (EMD). COCs are defined as constituents that exceed a regulatory commercial/industrial screening level, a hazardous waste threshold, or the Harbor Department's Environmental Guidance For Industrial Fill Material criteria in any of the above assessments.

Medium	COC Category	Specific Constituents
Soil / CMB	TPH	DRO and Total TPH (C6–C44)
	VOCs	Benzene, chloroform, TCE, toluene
	Title 22 Metals	Arsenic, barium, chromium, copper, lead, molybdenum, selenium
	Organochlorine Pesticides	Aldrin, chlordane, dieldrin, DDD, DDE, DDT
	PCBs	Aroclor-1248, Aroclor-1254, Aroclor-1260
	SVOCs	Polycyclic aromatic hydrocarbons (PAHs)
	PFAS	Perfluorooctanesulfonic acid (PFOS), Perfluorohexanesulfonic acid (PFHxS), Perfluorohexanoic acid (PFHxA), Perfluorooctanoic acid (PFOA), Perfluoropentanoic acid (PFPeA), and Perfluoropentanesulfonic acid (PFPeS)
Groundwater	TPH	DRO
	Title 22 Metals	Nickel
	PFAS	PFOS, PFHxS, PFOA, Perfluorodecanoic acid (PFDA), and Perfluorononanoic acid (PFNA)
Soil Vapor	TPH	GRO
	VOCs	Benzene, ethylbenzene, xylenes, 1,2,4-TMB, cis-1,2-DCE, dichlorodifluoromethane, isopropylbenzene, p-isopropyltoluene, sec-butylbenzene, PCE, toluene, 1,1,1-TCA, TCE

3.5 Recommended Soil Disposal Classification

Tables 1 through 8 summarize all soil analytical data within TIMSF and TIGS areas. On these tables, soil data is compared to applicable hazardous waste thresholds, regulatory screening levels, and the Harbor Department's industrial fill guidance. Data from the screenings generally indicate that soils taken off-site would be classified as non-hazardous, with the exception of soil at and in the vicinity of boring FB22, which is classified as California Non-RCRA Hazardous due to soluble lead concentrations exceeding the STLC threshold. However, as described in **Section 3.6**, waste characterization sampling is required prior to disposal.

Tables 1 through 8 use the following color classification system:

Map Color	Classification	Description
Black	CA Non-RCRA Hazardous	Soil at/near boring FB22 only – exceeds soluble lead hazardous waste threshold (STLC)
Red	Non-Hazardous – Exceeds Industrial Screening	Exceeds regulatory commercial/industrial screening level
Orange	Non-Hazardous – Exceeds Residential Screening	Exceeds residential screening level but ≤ industrial screening level
Yellow	Non-Hazardous – Exceeds HD industrial guidance	Exceeds Harbor Department industrial guidance but ≤ residential screening level
Green	Non-Hazardous – Meets All Criteria	Below Harbor Department industrial guidance criteria and all regulatory screening levels; suitable for on-site reuse

3.6 Non-Reuse Soil

On **Figure 2**, borings locations are color-coded per the classification system above. Soil exceeding a hazardous waste threshold or a regulatory industrial screening level must not be reused at TIMSF and TIGS (or at any other Port property) and must be properly disposed.

Based on current analytical data, soil at boring FB22 (at any depth) must be classified as California non-RCRA Hazardous Waste if excavated and must be disposed of at a Port-approved hazardous waste landfill. The minimum areal extent of California non-RCRA Hazardous Waste, shown on Figure 2, is approximately 2,995 ft^2.

Soils exceeding an industrial screening level (non-reuse soils) are denoted on **Figure 2** by red borings. The extent of non-reuse soils requiring off-site disposal are also highlighted in dark blue on **Figure 2** and cannot be reused on-site and must be properly disposed at a Port-approved landfill. Based on current analytical data, these soils would be classified as non-hazardous.

Based on current analytical data, the in-place CMB exceeds industrial screening criteria for one or more contaminants but does not exceed hazardous waste thresholds. EMD has determined that in-place CMB (extent shown on **Figure 2**) may be reused on-site only if it is placed as base material beneath asphalt or concrete pavement. In-place CMB that is excavated but not placed beneath asphalt

or concrete must be disposed of at a Port-approved non-hazardous waste landfill and cannot be reused as fill on-site or other sites at the Port.

Soils beyond the depths listed below have not been sampled; their hazardous/non-hazardous classification and suitability for on-site reuse are therefore undetermined. Excavated soil from beyond these depths must be stockpiled (**see Section 7.5**) and sampled (**see Section 7.6**) to establish classification and reuse eligibility.

- Storm drain filtration areas: soil deeper than 9 feet below existing surface elevation
- Proposed building locations: soil deeper than 12 feet below existing surface elevation
- In-place stored fill areas: soil deeper than 4 feet below existing surface elevation
- In-place CMB: soil beneath the existing surface elevation of the CMB

4.0 Planned Construction Activities

The TIMSF portion of the Site will be redeveloped into a container storage and transfer support facility. The proposed construction program includes a maintenance building, roadability building, office building, stand-alone restroom buildings, guard shacks, underground utilities, and stormwater infrastructure. The TIGS portion of the Site will be redeveloped with a bridge and retaining wall so that access to the TIMSF area is more effective and efficient.

Construction will involve, but is not limited to, soil excavation, stockpiling, sampling, characterization for on-site reuse or off-site disposal, and management of groundwater encountered during excavation.

All soil disturbed during construction must be managed in accordance with this SMP, regardless of apparent condition or location within the Site boundary.

4.1 Areas of Special Handling

Certain areas of the Site have been identified where elevated COC concentrations require special soil handling procedures if the soils are disturbed. Special handling areas are those where COCs exceed current commercial/industrial screening levels and/or hazardous waste criteria. The locations and approximate coordinates of these areas are shown on **Figure 2** and described in **Section 3.6**.

⚠ Special Handling Requirements – Key Rule
Excavations in these areas must be backfilled with material meeting regulatory criteria and the prior approval of the Harbor Department.
If these areas are NOT disturbed during construction, special handling is not required; however, residual contamination must be covered with asphalt and/or concrete to mitigate future exposure risk.

5.0 Project Responsibilities and Training Requirements

The following defines key roles and responsibilities for implementation of this SMP throughout the TIMSF and TIGS redevelopment.

5.1 Harbor Department

The Harbor Department's Construction Division (Construction Division) is responsible for selecting the General Contractor (GC) for the redevelopment project. The Construction Division will verify that the GC is adequately trained and qualified to implement the requirements of this SMP and will monitor GC performance to ensure full compliance with all applicable SMP procedures.

5.2 General Contractor

The GC and/or their authorized representative shall implement this SMP and ensure proper handling and management of the following activities:

- Stockpiling of excavated soil.
- Waste segregation and stockpile testing for disposal or potential on-site reuse.
- Documentation and labeling of waste drums and containers, including pre-transport requirements (packing, marking, labeling, storing, and placarding of hazardous wastes prior to shipment).
- Tracking and maintaining waste inventory.
- Procurement and completion of waste profiles and manifests, including required signatures, use of a qualified transporter, and maintenance of disposal records (weight tickets, bills of lading, waste manifests).
- Preparation of a site-specific Health and Safety Plan (HASP).
- Preparation and submission of all documents required for SMP compliance per the redevelopment specifications, and procurement of all necessary permits prior to initiating field activities.

5.3 Training and Other Regulatory Requirements

All field personnel performing soil disturbance activities at the Site must complete OSHA Hazard Communication training per 29 CFR 1910.1200. This training shall be kept current as environmental concerns arise during tailgate safety meetings or as otherwise required. Additionally, all construction personnel must complete a Hazardous Waste Operations and Emergency Response (HAZWOPER) training course—either 24-hour or 40-hour, depending on assigned responsibilities—and an annual 8-hour refresher course, in accordance with 29 CFR 1910.120 and California Code of Regulations (CCR) Title 8, § 5192.

All personnel on-site shall, at a minimum, comply with the health and safety requirements established in the site-specific HASP (**Section 6.0**) and follow all instructions of the designated Site Health and Safety Officer (SHSO). Equipment operators shall be trained to minimize both job hazards and environmental impacts during equipment operation.

Contractors handling or testing waste materials must hold all required qualifications, licenses, registrations, and permits applicable to their scope of work. Required credentials may include, but are not limited to:

- California Professional Engineering or Geologist license
- California contractor and/or hazardous waste remediation contractor license (for excavation and handling of hazardous waste)
- California Department of Transportation (DOT) registration for hazardous waste transportation
- SCAQMD Rule 1166 and 1466 permits (**Appendix D**)

Soil excavated within the Site boundary may be reused on-site depending upon analytical testing, regulatory screening criteria, and as approved by the Harbor Department. Otherwise, soil must be disposed of at a Harbor Department-approved licensed disposal facility. Groundwater removed from the ground must be either disposed of at an approved licensed facility, discharged under an approved NPDES permit, or discharged to an industrial sewer with a permit obtained from the Los Angeles City Sanitation Department.

All sampling, analysis, and handling procedures in this SMP shall be implemented to assess the potential for on-site reuse and to characterize waste for off-site disposal. All work must comply with the Mitigation Monitoring and Reporting Program (MMRP) included in the Environmental Impact Report (EIR).

5.4 Harbor Department Notifications

If unexpected environmental conditions not described in this SMP are encountered during construction, the GC shall notify the Port Inspector, who will in turn notify the Harbor Department's EMD within 24 hours of discovery.

6.0 Health and Safety Plan

A site-specific Health and Safety Plan (HASP) shall be prepared by the GC and reviewed by all field staff prior to beginning any work at the Site. The HASP shall establish the minimum health and safety requirements for safe conduct of work at the Site based on known contamination and site conditions. The HASP shall incorporate the requirements of Cal-OSHA Hazardous Waste Operations Standards (29 CFR, Section 1910.120) and California Code of Regulations (Title 8 CCR, Section 5192). The HASP shall be approved by a Certified Industrial Hygienist (CIH) prior to the start of work.

At a minimum, the HASP shall demonstrate an understanding of risks and address the appropriate level of PPE for on-site workers during all construction activities. The HASP shall describe the conditions, events, action levels, or encounters that may require an upgrade in PPE level. At a minimum, Level D PPE is required for all construction work, including:

- Steel-toed boots
- Hard hat
- Safety goggles
- Hearing protection
- Work gloves

The HASP shall include a description of COCs, conditions, events, and action levels that would trigger an upgrade to Level C or higher PPE.

The GC shall hold tailgate safety meetings at the beginning of each workday, when new personnel arrive on-site, and whenever new conditions or hazards arise. Meeting notes and sign-in sheets shall be maintained on-site by the GC for the duration of the project and made available to the Harbor Department upon request.

7.0 General Requirements

Chemically impacted soil (CIS) will likely be encountered in subsurface soils and, potentially, in groundwater at the Site during construction activities. This section establishes requirements for the sampling, handling, and management of all soils and groundwater removed from the Site.

7.1 SMP Limitations

The requirements and procedures in this SMP apply only within the defined Site boundaries, as shown on **Figures 1 and 2**. Areas outside the Site boundary are not subject to this SMP's provisions.

7.2 Site Control

The Site shall be secured to prevent access by unauthorized personnel through the use of existing perimeter fencing and gates. All gates shall remain closed and locked during non-working hours. Within the fenced area, additional temporary controls—such as fencing, delineators, cones, caution tape, or equivalent measures—shall be used to clearly designate and isolate active excavation areas and soil stockpiles.

7.3 Dust and Air Pollution Control

Given the COCs identified at the Site (**Section 3.4**), the GC must minimize off-site fugitive dust emissions during all excavation, loading, stockpiling, transport, grading, and compaction activities within the Site boundary. Dust control measures shall comply with SCAQMD Rule 1466 (**Appendix D**).

SCAQMD Rule 1466 – Particulate (PM10) Control

Rule 1466 governs the handling and management of contaminated soil to minimize PM10 emissions. Key requirements include:

- Submit notification to SCAQMD at least 72 hours before initiating earth-moving activities; notification must include site location and map, GC contact information, type and duration of activity, list of COCs with supporting data, and the air monitoring plan.
- Post Rule 1466-compliant warning signs at all Site perimeter access points, including GC contact information and SCAQMD phone number.
- Establish real-time PM10 perimeter air monitoring using calibrated monitors equipped with data logging and alarm capability.
- Install wind screens or barriers where necessary to reduce off-site dust migration.
- Establish track-out control devices at all vehicle access points; conduct daily cleanup of track-out areas and devices.
- Wet all soil before and during excavation, loading, stockpiling, transport, and grading operations.
- Minimize drop heights during soil loading and stockpiling.
- Cover stockpiles with tarps or plastic sheeting, or stabilize with water, within 3 hours of creation or before the end of each workday.

- Cover trucks leaving the Site with tarps; clean tires of all loose soil before departure.
- Maintain PM10 below 25 µg/m³ (one-hour average). If the PM10 threshold is exceeded, cease all dust-generating activities immediately, apply Rule 1466 dust controls, and resume earth-moving only after PM10 returns to below the threshold.
- Cease earth-moving activities if sustained wind speeds exceed 15 mph over any 15-minute period, or if instantaneous wind speeds exceed 25 mph.
- Retain records for at least 3 years including: air monitoring data and maintenance logs; dust control records (water truck logs, visual inspection records); personnel training records; agency notifications and correspondence; and analytical data documenting contaminant concentrations.
- Make all records available to SCAQMD upon request.

SCAQMD Rule 1166 – VOC-Contaminated Soil Control

Rule 1166 regulates activities that disturb VOC-contaminated soil to minimize atmospheric emissions. Compliance is required whenever excavating, handling, stockpiling, or transporting soil containing VOCs at concentrations above regulatory action levels. Rule 1166 applies when soil VOC vapor concentrations are ≥ 50 ppmv as measured by a calibrated photoionization detector (PID) or organic vapor analyzer (OVA) at the soil surface.

Because VOCs have been identified at the Site (**Section 3.4**), the GC shall obtain either a various-location or site-specific Rule 1166 permit prior to commencing soil-disturbing activities. Key provisions of a various-location Rule 1166 permit include, but are not limited to:

- Notify SCAQMD at least 24 hours before commencing excavation or grading.
- Conduct continuous or intermittent real-time air monitoring 3 inches above the soil surface using a calibrated PID or OVA during all soil-disturbing activities.
- Maintain monitoring records on-site in a format approved by SCAQMD.
- Notify SCAQMD within 24 hours of detection of soil VOCs ≥ 50 ppmv.
- VOC readings ≥ 50 ppmv but < 1,000 ppmv: Spray soil/work area with water and/or SCAQMD-approved vapor suppressant; cover stockpiles with plastic sheeting that overlaps a minimum of 24 inches and is secured so that no soil is exposed to the atmosphere.
- VOC readings ≥ 1,000 ppmv: Notify SCAQMD within 1 hour; immediately place affected soil into SCAQMD-approved sealed containers or load directly into trucks; apply additional water or vapor suppressant; cover and transport off-site immediately to an approved facility.
- Individual stockpiles shall not exceed 400 cy; total VOC-contaminated stockpile volume on Site shall not exceed 2,000 cy. If more than 2,000 cy is anticipated, a site-specific Rule 1166 permit is required.
- Conduct daily inspections and maintain records for all covered stockpiles until soil is removed from the Site.
- Remove all Rule 1166-regulated stockpile soil from the Site within 30 days of excavation.
- Cover/tarp all truck loads before leaving the Site.

- Include the notation "SCAQMD Rule 1166 – VOC Contaminated Soil" on all disposal manifests.
- Retain all Rule 1166 monitoring and disposal records for 2 years; make available to SCAQMD upon request.

7.4 Stormwater Control

Stormwater management measures shall be implemented throughout all soil-disturbing activities to minimize the potential for runoff to mobilize sediment, impacted soil, or other pollutants from the Site. The GC is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) prior to the start of work.

The SWPPP shall be prepared by a California-certified Qualified SWPPP Developer (QSD); SWPPP monitoring shall be performed by a California-certified Qualified SWPPP Practitioner (QSP). The SWPPP shall comply with the Construction General Permit (CGP) – NPDES No. CAS000002 and applicable City of Los Angeles BMP standards.

Prior to construction, the GC's QSD shall submit a SWPPP Notice of Intent (NOI) through the California Water Boards' SMARTS system (https://smarts.waterboards.ca.gov/). Upon project completion, the GC's QSP shall file a Notice of Termination (NOT) through SMARTS.

The GC shall implement and maintain all stormwater controls throughout the duration of construction. Stormwater BMPs shall be integrated into all soil management and stockpile management activities as described in this SMP and required by the project SWPPP.

7.5 Soil Stockpiling and Staging

Excavated soil shall be temporarily stockpiled or placed into an appropriate container—such as a lined waste roll-off bin or a DOT/UN-approved 55-gallon drum—in a designated staging area adjacent to the excavation (where feasible) or within another controlled area of the Site. All wastes shall be sampled and analyzed in accordance with this SMP and waste-profiling requirements established by the receiving facility, as well as applicable local, state, and federal regulations.

The following controls shall be implemented for all soil stockpiling and staging:

- Wet soil prior to excavation, transportation, and stockpiling to minimize dust generation.
- Do not place stockpiles in or near storm drain inlets, drainage channels, or areas subject to high stormwater flow.
- Protect stockpiles from stormwater run-on using a temporary perimeter sediment barrier (e.g., berms, dikes, silt fences, or sand/gravel bags).
- Place stockpiles on relatively impermeable material (e.g., tarp or heavy plastic sheeting).
- Cover stockpiles with relatively impermeable material (tarp or plastic sheeting) at the end of each workday, prior to any forecasted storm or wind event, and whenever stockpiles are not actively being worked. Secure covers with sandbags or equivalent weights.
- Seal waste containers with a secured lid when not actively being filled to minimize dust emissions.

- Remove stockpiled or containerized soil from the Site in a timely manner following completion of chemical profiling. Soil classified as hazardous waste shall be removed within 90 days of accumulation and managed in compliance with hazardous waste storage regulations.
- GC is to coordinate with the Harbor Department to obtain a site-specific EPA Identification Number for disposal of any hazardous waste generated at the Site.

7.6 Soil Sampling and Analysis

All excavated soil must be sampled to formally characterize it for disposal or to determine whether it is eligible for on-site reuse. Sampling shall be conducted by a qualified environmentally competent sampler who understands PFAS sampling procedures and has sufficient experience in soil sampling techniques to ensure collection of representative samples, proper sample preservation, equipment decontamination, and accurate chain-of-custody documentation.

Sampling of stockpiled or containerized soil (CIS and non-CIS) shall be conducted in accordance with the Harbor Departments' industrial guidance (December 2021, **Appendix E**), using the most current version available at the time of work. The minimum required sample frequency is based on estimated stockpile volume as shown below.

Estimated Volume	Minimum Samples	Sampling Rate
≤ 1,000 cy	1 per 250 cy	1 sample / 250 cy
1,001 – 5,000 cy	4 (first 1,000 cy), then +1 per 500 cy	Variable
> 5,000 cy	12 (first 5,000 cy), then +1 per 1,000 cy	Variable

Sample Collection Procedure

All samples must be representative of the full stockpile volume. Sample locations must include areas with visual or olfactory indicators of contamination (e.g., discoloration, staining, odors). Where no indicators are present, samples shall be randomly distributed to represent both horizontal and vertical distributions. Vertical sampling may require a hand auger, backhoe, or excavator.

Each sample shall consist of a composite of four sub-samples collected from different areas of the same sub-stockpile:

- Divide the stockpile into four quadrants of approximately equal size.
- Collect one discrete sub-sample from each quadrant at a different depth.
- For non-VOC analytes: submit sub-samples to the laboratory for composite analysis per sub-stockpile; archive remaining sub-samples in the event additional analysis is required.
- For VOCs: compositing is not permitted. Measure field VOC concentrations in each sub-sample using a PID; submit a Terracore® or Encore® sample collected from the sub-sample with the highest PID reading.

Label each sub-sample with the project name, sample ID, date, and time of collection. Record all sample information on a chain-of-custody (COC) form. Place samples on ice immediately after collection; maintain samples at 4°C ± 2°C in a thermally insulated cooler during handling and transport.

Sampling procedures involving PFAS must be conducted in accordance with the California State Water Quality Control Board guidelines to prevent cross-contamination (see **Appendix F**).

Analytical Methods

All samples shall be analyzed by a laboratory accredited by the California State Water Resources Control Board Environmental Laboratory Accreditation Program (ELAP). Required analytical methods are listed below.

Analyte Group	EPA Method
TPH as DRO, GRO, and Oil Range Organics (ORO)	EPA Method 8015M
VOCs	EPA Method 8260B / 5035 prep
Title 22 Metals	EPA Method 6010B / 7471A
Organochlorine Pesticides	EPA Method 8081A
PCBs	EPA Method 8082
SVOCs	EPA Method 8270C SIM
PFAS	EPA Method 1633

STLC and TCLP Trigger Thresholds

Additional leachate testing shall be triggered based on total constituent concentrations as follows:

Test	When Required	Trigger Level
STLC	Total concentration ≥ 10× STLC regulatory limit	≥ 10× STLC limit
TCLP	Total concentration ≥ 20× TCLP limit, OR STLC result exceeds threshold	≥ 20× TCLP limit or STLC > threshold

Additional analyses may be required if excavated soil exhibits odors, discoloration, or other indications of contamination not consistent with characteristic waste. If workers observe evidence of contamination beyond what has been previously identified, the Harbor Department shall be notified immediately.

7.7 Liquid Waste Sampling and Analysis

All liquid waste streams—including equipment decontamination water, stormwater, and groundwater—shall be sampled and characterized for either on-site discharge or off-site disposal. Liquid waste samples shall be analyzed by an ELAP-accredited laboratory.

If the GC intends to discharge liquid wastes on-site, the discharge must comply with an applicable approved NPDES permit or an Industrial Sewer Discharge permit from the Los Angeles City Sanitation Department.

All samples shall be analyzed by a laboratory accredited by an Environmental Laboratory Accreditation Program (ELAP) under the California State Water Resources Control Board. For off-site liquid waste

disposal (i.e., where an NPDES permit is not used), each waste stream shall be sampled separately using appropriately preserved, laboratory-supplied containers and analyzed at minimum for:

- TPH (C6–C44) by EPA Method 8015M
- Title 22 Metals by EPA Methods 6010B/7471A
- VOCs by EPA Method 8260B
- SVOCs by EPA Method 8270C SIM
- PFAS by EPA Method 1633 (in accordance with California Water Board Guidelines provided in Appendix F)

Trip blanks provided by the laboratory shall be analyzed with all VOC sample submissions. Sample preparation and analysis shall be completed within required method holding times.

7.8 Decontamination Procedures

Decontamination procedures shall be implemented for all sampling equipment and vehicles to prevent cross-contamination between waste streams and to prevent track-out of contamination from the Site. All decontamination activities shall be performed on plastic sheeting (visqueen) or within secondary containment sufficient to fully contain CIS and decontamination wastewater.

CIS collected during decontamination shall be placed into containers or stockpiled for proper disposal. Decontamination wastewater shall be accumulated in DOT-approved 55-gallon drums or temporary storage tanks (e.g., Baker tanks). All decontamination wastes shall be sampled and disposed of per **Sections 7.6, 7.7,** and **8.2**.

7.9 Vehicle Decontamination

All vehicles—including heavy equipment and trucks—entering areas of potential contamination shall be decontaminated before leaving the Site. Vehicle decontamination shall consist of wheel shakers to remove gross soil particles, followed by brushing of tires and wheel wells. If brushing is insufficient, the GC shall employ a pressure washer to thoroughly clean tires and undercarriages.

Where wash fluids are used, all cleaning shall occur within a visqueen-lined decontamination pad to fully contain wash water. To minimize decontamination fluid generation, personal vehicles shall not be driven or parked in areas of potential contamination where feasible.

7.10 Sampling Equipment Decontamination

All reusable sampling equipment—including hand augers, shovels, trowels, and similar tools—shall be decontaminated prior to initial use and between each sampling location to prevent cross-contamination. Decontamination shall follow the three-stage process described below.

Stage	Procedure
Stage 1 – Wash	Scrub equipment thoroughly in a solution of Liquinox and tap water until visibly free of soil and residue.
Stage 2 – Tap Water Rinse	Rinse equipment in clean tap water to remove residual detergent and debris.

Stage 3 – Final DI Rinse	Perform a final rinse using deionized (DI) water to eliminate residual contaminants.

Replace any decontamination solution that becomes visibly soiled to the point that effective cleaning is no longer achievable. All contaminated decontamination liquids shall be collected in DOT-approved 55-gallon drums and managed for proper sampling and disposal.

8.0 Waste Management Requirements

Analytical results from all waste samples—soil, stormwater, and decontamination liquids—shall be evaluated against applicable federal, state, and local waste characterization criteria to classify waste and determine appropriate disposal requirements. Applicable criteria include, but are not limited to:

- RCRA Toxicity Characteristic Leaching Procedure (TCLP) values
- California Total Threshold Limit Concentration (TTLC) and Soluble Threshold Limit Concentration (STLC) values
- Hazardous waste characteristics: corrosivity, reactivity, ignitability, and toxicity
- Landfill waste discharge requirements issued by the Regional Water Quality Control Board or other applicable local agency

Soil being considered for on-site reuse must satisfy all testing, analytical, regulatory screening criteria, and hazardous waste thresholds.

8.1 Waste Classification

Soil and liquid wastes generated at the Site may fall into one or more of the following waste classifications:

Classification	Criteria
Non-Hazardous soils with PFAS	Not listed under federal or state regulations; does not exhibit ignitability, corrosivity, reactivity, or toxicity; all regulated constituents below RCRA and non-RCRA thresholds.
California Hazardous (Non-RCRA)	Listed under California hazardous waste regulations or exhibits hazardous characteristics (TTLC and/or STLC exceeded) but does not meet federal RCRA criteria.
Federal Hazardous (RCRA)	Listed under RCRA or exhibits one or more hazardous characteristics; TCLP thresholds exceeded.

8.2 Waste Disposal

All solid and liquid wastes transported off-site for disposal or treatment must be accompanied by the appropriate manifest: either a Non-Hazardous Waste Manifest or a Uniform Hazardous Waste Manifest, as applicable. Each manifest must be signed by an authorized representative of the generator (Harbor Department).

The Harbor Department, as the waste generator, is responsible for selecting and approving all disposal and treatment facilities. The GC shall prepare a completed waste profile form and submit it to the Harbor Department for review and approval prior to any waste delivery. If any waste stream is classified as California (non-RCRA) or RCRA hazardous waste, the Harbor Department will obtain a site-specific EPA Identification Number for disposal of hazardous waste generated.

8.2.1 Soil Waste

Soil waste must be either reused on-site (if it meets regulatory screening criteria and Harbor Department approval) or disposed of at a Harbor Department-approved facility. Soil waste will be classified into one of the following categories based on analytical results:

- Non-hazardous and suitable for on-site reuse
- Non-hazardous and unsuitable for on-site reuse
- California Hazardous (Non-RCRA Hazardous)
- RCRA Hazardous

All RCRA Hazardous or California Hazardous Waste must be disposed of within 90 days of generation. Harbor Department-approved disposal and treatment facilities are listed below. Approval status is subject to change based on each facility's regulatory compliance record or the Harbor Department's directive.

Waste Category	Facility	Location	Notes
RCRA Hazardous Waste Landfill	Chemical Waste Management	Kettleman City, CA	
	Clean Harbors	Buttonwillow, CA	
	US Ecology / Republic Services	Beatty, NV	
CA Hazardous (Non-RCRA) Landfill	Chemical Waste Management	Kettleman City, CA	
	Clean Harbors	Buttonwillow, CA	
	US Ecology / Republic Services	Beatty, NV	
Non-Hazardous CIS Landfill	Waste Management Simi Valley	Simi Valley, CA	
	Republic Services Sunshine Canyon	Sylmar, CA	
Non-Haz TPH Thermal Treatment	Soil Safe Inc.	Adelanto, CA	

8.2.2 Liquid Waste

All RCRA Hazardous or California Hazardous liquid waste must be disposed of within 90 days of generation. Harbor Department-approved disposal and treatment facilities for liquid waste include:

- Clean Harbors — Wilmington, California (Non-Hazardous, California Hazardous, and RCRA Hazardous Liquid)
- World Oil Recycling — Compton, California (Non-Hazardous Liquid only)

8.2.3 Solid Waste

Solid waste including used PPE, debris, refuse, and construction materials shall be collected, segregated, and disposed of in accordance with applicable local, state, and federal regulations. All solid wastes shall be placed in covered, labeled containers or roll-off bins to prevent dispersion by wind or stormwater. Waste materials shall not be stockpiled directly on bare ground and shall be removed from the Site at regular intervals to maintain a clean, orderly work area.

Disposal shall occur only at permitted solid waste facilities authorized to accept the specific waste stream. The GC shall maintain documentation of all waste handling and disposal activities—including weight tickets, transporter information, and disposal receipts—and provide these records to the Harbor Department upon request.

8.3 Waste Documentation

The GC shall retain and submit the following records to the Harbor Department's Construction Division:

- Original laboratory analytical reports associated with waste characterization and disposal profiling
- Field work logs documenting waste sampling, handling, management, transportation, and disposal activities
- Waste disposal records, including signed waste manifests and weight tickets

All records shall be maintained in a complete, organized manner to ensure regulatory compliance and to facilitate verification of proper waste management.

9.0 Other Pollution Prevention and Control Measures

Preventive measures shall be implemented throughout the Site to ensure no accidental release of hazardous materials occurs during construction. The GC shall conduct routine visual inspections of the work area to verify compliance with this SMP and shall maintain written documentation of all inspections. Any unanticipated release shall be promptly contained, controlled, and characterized, with all associated wastes managed and disposed of in accordance with applicable regulations. Releases that impact or may impact waters of the State (e.g., channels, harbor, storm drains) shall be immediately reported to the Harbor Department for regulatory notification, as outlined in **Section 5.4**.

9.1 Material and Equipment Staging Area

Material and equipment staging areas shall be clearly identified on the Site and physically demarcated using cones, barricades, fencing, or equivalent controls. All fuels, oils, greases, hydraulic fluids, and other chemical products used or stored during construction shall be properly labeled and kept within the designated staging area. Containers shall remain closed when not in use and stored on pallets or within approved secondary containment systems to prevent contact with soil or stormwater.

The staging area shall be bermed around its perimeter to provide secondary containment capacity equal to at least 110 percent of the largest single container stored within the area. Berms, liners, and containment structures shall be inspected regularly for integrity, damage, or evidence of leaks; deficiencies shall be corrected immediately.

9.2 Truck Loading Procedures

Truck loading of CIS excavated soil shall be conducted only within a designated loading area approved by the Harbor Department. The loading area shall be prepared and maintained to minimize the potential for soil releases. Plastic sheeting shall be placed on the ground beneath and around the loading zone to capture any soil that may fall from the loader bucket or trucks during loading. Sheeting shall be secured against wind or equipment displacement and routinely inspected for tears, excessive soil accumulation, or other deficiencies.

Accumulated soil on sheeting shall be collected periodically and consolidated into the stockpile or loaded into trucks for off-site management. At the completion of loading activities, plastic sheeting shall be removed and disposed of appropriately—preferably with the final truck load transported off-site. The GC shall ensure loading activities do not track soil outside the designated loading area and shall maintain written records of loading procedures, inspections, and disposal activities.

9.3 Equipment Refueling and Maintenance

Equipment maintenance, fueling, lubrication, and refueling shall occur only within a designated maintenance area equipped with appropriate containment and spill-prevention controls, or alternatively off-site at a permitted facility. Drip pans, absorbent pads, and spill-prevention materials shall be used during all fueling and maintenance operations.

Preventive measures shall include proper storage and handling of materials, routine inspection of containers and equipment for leaks, and maintaining adequate quantities of spill response supplies (e.g.,

absorbents, booms, pads) near staging and maintenance areas. All personnel handling fuels or chemicals shall be trained in spill prevention, emergency response, and proper use of spill-response equipment.

Any spill shall be promptly contained, cleaned up, and disposed of in accordance with applicable regulatory requirements. The Harbor Department shall be notified of any spill and provided progress updates on containment and cleanup status, including when the spill is contained. Documentation of inspections, maintenance activities, and spill response actions shall be maintained by the GC and made available to the Harbor Department upon request.

10.0 Backfill Material Requirements

All backfilling shall be performed in accordance with project design specifications and applicable regulatory requirements. All imported backfill materials and any on-site reuse of excavated soil must comply with regulatory requirements and be approved by the Harbor Department.

The GC shall verify that all imported backfill is free of hazardous contaminants, oversized material, excessive organic matter, and construction debris prior to placement, to prevent the introduction of waste or hazardous materials into the Site. All backfill placement shall be coordinated with stockpiling, soil handling, and waste management procedures described in this SMP to ensure that soils from different sources are segregated and managed appropriately.

Backfill shall be placed in lifts and compacted to meet specified density and stability requirements. Soil that does not meet compaction or material quality requirements shall be removed, segregated, and either reprocessed or disposed of in accordance with the waste characterization and disposal procedures in this SMP. Compaction and placement activities shall be monitored by qualified personnel; all field observations and test results shall be documented and maintained as part of the Site's environmental compliance records.

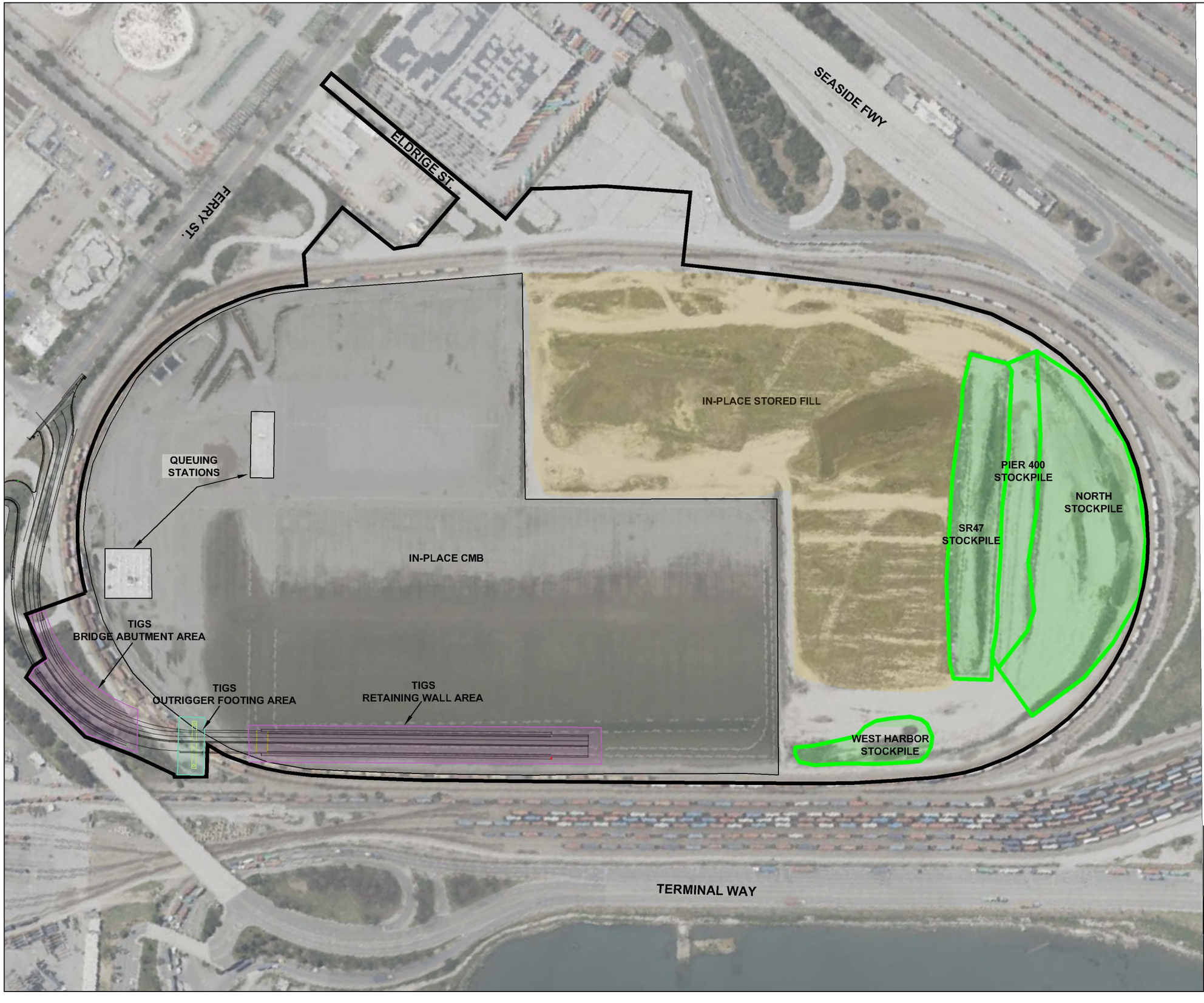
Dust suppression, erosion control, and proper soil handling practices shall be employed throughout backfilling operations to minimize dust generation, soil runoff, and cross-contamination. All activities shall be conducted consistently with the Site's overall environmental protection and waste management strategy to ensure regulatory compliance and protection of surrounding areas.

11.0 References

1. Pacific Edge Engineering, Inc. (2025). Environmental Assessment, Terminal Island Maritime Support Facility, LAXT Loop, Terminal Island, California (**Appendix A**).
2. Pacific Edge Engineering, Inc. (2017). Environmental Baseline Investigation, LAXT Loop, Terminal Island, California (**Appendix A**).
3. Ninyo & Moore (2026). Pre-Construction Waste Characterization Soil Sampling, Terminal Island Rail System Grade Separation Project, Terminal Island, California (**Appendix B**).
4. Parsons (2026). Technical Memorandum Documenting PFAS Sampling at LAXT, San Pedro, California (**Appendix C**).
5. Parsons (2026). PFAS - Addendum to Pre-Construction Waste Characterization Soil Sampling at LAXT TIGS Project, San Pedro, California (**Appendix C**).
6. Port of Los Angeles (POLA) (2021). Environmental Guidance for Industrial Fill Material, December 2021.
7. California Department of Toxic Substances Control (DTSC) (2001). Information Advisory: Clean Imported Fill Material.
8. South Coast Air Quality Management District (SCAQMD). Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. (**Appendix D**)
9. South Coast Air Quality Management District (SCAQMD). Rule 1466 – Control of Fugitive Dust from High Wind Erosion. (**Appendix D**)
10. South Coast Air Quality Management District (SCAQMD). Rule 403 – Fugitive Dust (**Appendix D**)
11. California Code of Regulations (CCR) Title 22, Division 4.5 – Environmental Health Standards for the Management of Hazardous Waste.
12. 40 CFR Part 261 – Identification and Listing of Hazardous Waste (RCRA).
13. 29 CFR 1910.120 – Hazardous Waste Operations and Emergency Response (HAZWOPER).
14. 29 CFR 1910.1200 – Hazard Communication Standard.
15. California State Water Quality Control Board – PFAS Sampling Guidelines, 2020 (**Appendix F**).

FIGURES

(1 and 2)



In-Place CMB Area

Stored Fill Area

Stockpiles

TIGS Retaining Wall & Abutment Area

TIGS Outrigger Footing Area

0 125 250 375 500

SCALE
1" = 250'

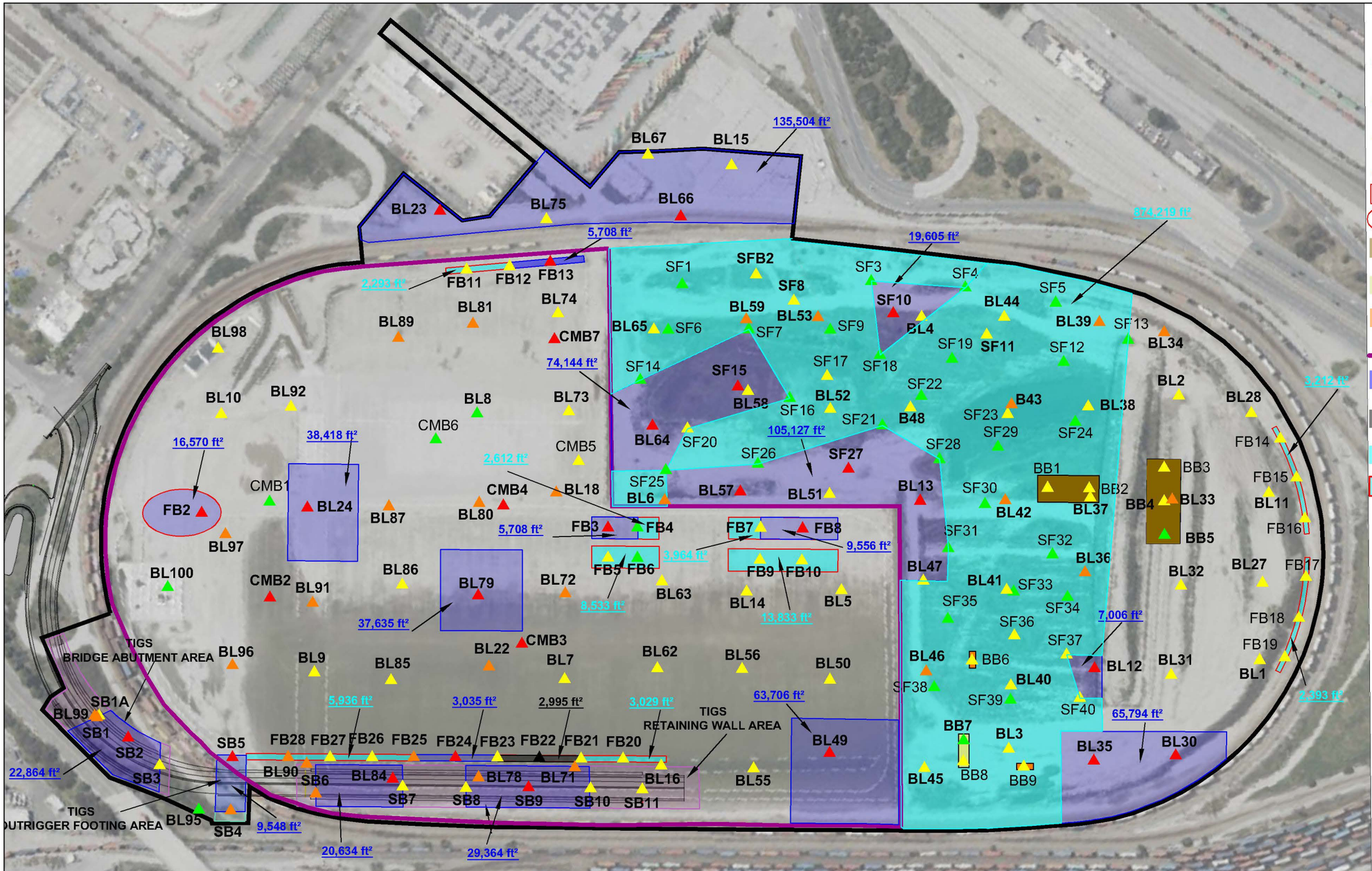
TERMINAL ISLAND SUPPORT FACILITY
LAXT LOOP
TERMINAL ISLAND, CALIFORNIA

SITE PLAN

Pacific Edge Engineering, Inc.

CHECKED BY:	CAS
DRAFTED BY:	CAS
FILENAME:	pola/25-10184/pd1/figures
DATE:	2/13/26

FIGURE 1



- Location of boring with soil exceeding California Non-RCRA Hazardous Waste Threshold
- Location of boring with soil exceeding environmental screening level for industrial use
- Location of boring with soil exceeding environmental screening level for residential use but does not exceed industrial screening level
- Location of boring with soil exceeding Harbor Department reuse criteria but not exceeding environmental screening level for residential use
- Location of boring with no exceedances
- Storm Drain Filtration Area
- Storm Drain Filtration Area
- Roadability and Maintenance Buildings. Data suggests soil can be reused from existing grade to 12' below grade without further sampling.
- Office Building. Data suggests soil can be reused from existing grade to 12' below grade without further sampling.
- Restroom Buildings. Data suggests soil can be reused from existing grade to 12' below grade without further sampling.
- Existing CMB Boundary.
- Areas where excavated soil must be properly disposed off-site.
- Area of Non-RCRA California Hazardous Waste that must be properly disposed.
- Areas where data suggests that soil can be reused from existing grade to 4' below grade without further sampling.
- Areas where data suggests that soil can be reused from existing grade to 9' below grade without further sampling

NOTES:

1. Existing CMB may be reused on-site only and must be placed as base material beneath asphalt or concrete.
2. Soil Beneath The Existing CMB has not been sampled to determine if It can be reused.
3. Soil Beneath In-Place Stored Fill has not been sampled below 4' of existing surface elevation to determine if it can be reused.
4. Soil Beneath Planned Buildings have not been sampled below 12' of existing surface elevation to determine if it can be reused.
5. Soil beneath Planned Filtration Areas have not been sampled below 9' of existing surface elevation to determine if it can be reused.
6. Soil beneath TIGS Bridge Abutment & Retaining Wall areas have not been sampled below 4.5' of existing surface elevation to determine if it can be reused.
7. Soil TIGS Outrigger Area has not been sampled below 7.5' of existing surface elevation to determine if it can be reused.
8. Areas not highlighted must be sampled to for reuse or disposal. Dataset is incomplete or uncertain to make a determination for reuse.
9. All BL locations are from the 2017 baseline investigation and have not been sampled recently and may be incomplete to make a soil reuse determination due to uncertainties with elevations and sample depths.

0 125 250 375 500

SCALE
1" = 250'

BORING	NORTHING	EASTING
FB2	1729487.7532	6482952.9005
FB3	1730350.6756	6483393.3387
FB4	1730413.9587	6483423.2595
FB5	1730319.8824	6483458.4192
FB6	1730383.1655	6483488.3400
FB7	1730679.1498	6483547.2889
FB8	1730769.0986	6483590.9833
FB9	1730645.6407	6483615.8634
FB10	1730735.5896	6483659.5579
FB11	1730304.7951	6482694.7007
FB12	1730398.9412	6482728.4130
FB13	1730493.0873	6482762.1253
FB14	1731890.5829	6483878.0930

BORING	NORTHING	EASTING
FB15	1731886.4351	6483977.9856
FB16	1731863.4555	6484075.2334
FB17	1731806.8434	6484201.9496
FB18	1731750.9043	6484284.0334
FB19	1731680.9996	6484354.5320
FB20	1730150.6983	6483907.1137
FB21	1730059.9604	6483865.0824
FB22	1729970.5968	6483820.1404
FB23	1729880.5439	6483777.9473
FB24	1729789.9906	6483735.5198
FB25	1729699.9377	6483693.3267
FB26	1729609.8848	6483651.1336
FB27	1729519.3315	6483608.7061

BORING	NORTHING	EASTING
FB28	1729429.2787	6483566.5130
BB1	1731338.7477	6483749.9243
BB2	1731428.6966	6483793.6187
BB3	1731611.1289	6483824.1330
BB4	1731577.2554	6483896.6086
BB5	1731543.6429	6483969.2741
BB6	1731002.3782	6484046.6305
BB7	1730903.4977	6484210.1492
BB8	1730881.9200	6484255.6288
BB9	1731007.1277	6484327.7352
SF1	1730755.0651	6482943.0562
SF2	1730924.5121	6482996.1008
SF3	1731166.0733	6483126.2226

BORING	NORTHING	EASTING
SF4	1731363.2739	6483235.3550
SF5	1731542.4922	6483358.5874
SF6	1730679.1666	6483026.9693
SF7	1730853.7860	6483107.3305
SF8	1730979.7844	6483091.4952
SF9	1731029.3796	6483190.4135
SF10	1731181.6077	6483218.0187
SF11	1731361.3212	6483358.4614
SF12	1731500.6662	6483494.7956
SF13	1731661.4579	6483511.5547
SF14	1730568.5918	6483107.4968
SF15	1730772.7892	6483219.6287
SF16	1730872.5829	6483297.0921

BORING	NORTHING	EASTING
SF17	1730976.0037	6483286.9673
SF18	1731111.2367	6483294.7091
SF19	1731263.0023	6483375.5612
SF20	1730621.1628	6483259.5219
SF21	1731045.1095	6483448.8101
SF22	1731159.2430	6483424.6455
SF23	1731327.2060	6483550.6336
SF24	1731465.1383	6483635.8738
SF25	1730533.0792	6483327.8503
SF26	1730737.4454	6483406.8159
SF27	1730928.8603	6483508.4669
SF28	1731134.8613	6483579.4496
SF29	1731273.5915	6483611.2879

BORING	NORTHING	EASTING
SF30	1731187.3733	6483721.8600
SF31	1731063.9457	6483780.7263
SF32	1731282.6703	6483898.5923
SF33	1731161.0641	6483940.0180
SF34	1731272.4120	6484005.6988
SF35	1730991.9682	6483932.8486
SF36	1731118.8380	6484034.9896
SF37	1731211.8563	6484129.0923
SF38	1730894.0023	6484066.1239
SF39	1731045.3885	6484170.1521
SF40	1731196.7676	6484235.8771
BL12	1731259.117	6484186.809
BL13	1731050.818	6483649.669

BORING	NORTHING	EASTING
BL23	1730306.0549	6482540.9499
BL24	1729721.9275	6483047.6507
BL49	1730601.2424	6484102.8396
BL57	1730672.0783	6483448.5765
BL64	1730549.1168	6483218.3738
BL66	1730820.5444	6482795.7084
BL79	1730001.7416	6483408.8865
BL84	1729632.8586	6483718.4662

TERMINAL ISLAND SUPPORT FACILITY
LAXT LOOP & GRADE SEPARATION PROJECT
TERMINAL ISLAND, CALIFORNIA

BORING LOCATIONS AND AREAS OF KNOWN NON-REUSE SOIL

Pacific Edge Engineering, Inc.

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FILENAME:	pola/25-10184/pd1/figures
DATE:	4/1/2026

FIGURE 2

TABLES AND APPENDICES

(Available upon request)