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Submitted as an Amendment to Balfour Beatty Construction
Site Specific Health and Safety Plan

TRANSPORT AND DISPOSE OF CONTAMINATED SOIL

Prepared For:

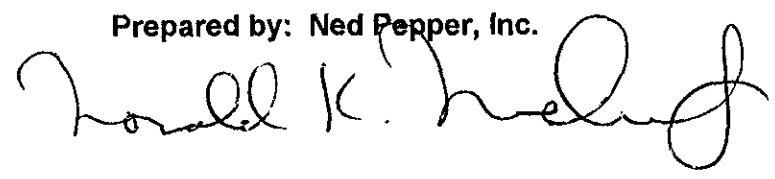
Balfour Beatty Construction, Inc.

CDOT CONTRACT # 04-043434
SFOBB Seismic Retrofit
OAKLAND, CALIFORNIA

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CALTRANS
Construction

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October 10, 1995
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BACKGROUND

Purpose

The purpose of this procedure is to amend the Balfour Beatty Site Specific Health and Safety Plan to include the transportation and disposal methods to be used during the removal of the contaminated soil in the project area.

Schedule

The estimated volume of soil to be excavated is 7500 cubic yards. Soils properly characterized will be off-hauled the same day as they are excavated. The off-haul schedule will be the same as the General Contractor's excavation schedule. No schedule has been provided as of this date.

Health and Safety

All workers associated with the transportation and disposal of soil will be 40-hour trained and wear personal protective equipment as specified in the Balfour Beatty Site Specific Health and Safety Plan (BBSSHSP). In general, all personnel entering an Exclusion Zone will don hard hats, Tyvek, leather gloves, orange vest and leather work boots.

The BBSSHSP identifies the physical, chemical and non-chemical hazards, establishing protective clothing requirements and emergency response procedures has been prepared. An Air Monitoring Plan has been included the BBSSHSP. A copy will be maintained on-site during all operations.

Profiling

Waste Characterization forms will be completed, signed by a Caltrans representative and submitted to the individual disposal facilities. Previous analytical data for each footing will be individually packaged and submitted for acceptance. A copy of each package will be submitted to the Resident Engineer. The necessary documents will be submitted to: Non-RCRA (CA-Haz) -- Chemical Waste Management, Kettleman City, CA, Class II - BFI Landfill, Inc. facility in Livermore, CA, and Class II - Altamont Landfill, Inc. facility in Livermore, CA.

Sampling

Additional sampling frequency and location will be dictated by the disposal facilities upon review of the data contained in the individual footing packages. No individual packages have been submitted as of this date, however sampling frequency and procedures have been established and described in Ned Pepper, Inc.'s submittal entitled *Sampling and Analysis*.

Analysis

Additional analysis will be dictated by the disposal facilities upon review of the data contained in the individual footing packages. No packages have been submitted as of this date. Additional analytical will be combined with previously developed data and resubmitted to the individual disposal facilities for review and acceptance. Each disposal facility will issue a letter of acceptance and a control number. The footing and control number will be included on each manifest or bill of lading. A copy of this information will be submitted to the Resident Engineer prior to offhaul.

SCOPE OF WORK

The soil will be excavated by the General Contractor and placed directly into a truck for off-hauled to the disposal facility. All transporters handling hazardous waste will be certified by the State of California. Each vehicle will be licensed and stickered in the current year. An Accident and Spill Response Plan has been provided in Attachment 1 - Hazardous Material Spill Procedure in the event of an emergency.

On-Site Movement

Site ingress, egress and on-site movement is illustrated on the site map (Figure 1) and has been established as follows: Trucks hauling material from the project site will enter by passing through the toll gates, traveling West on Interstate 80 (I-80) and exiting onto the access road on the northside of the Bay Bridge. Trucks will exit by continuing around the project site, heading east on the frontage road until reaching Wake Ave, heading north and entering the I-80 east onramp at W. Grand Ave. Portable CB radios will be used to maintain communications between Truck Foreman and drivers during on-site movement. Off-haul will be scheduled to take place between 7:00 AM and 6:00 PM, Monday through Saturday. No traffic control will be necessary as trucks will enter and exit safely on to public roadways following California Dept. of Motor Vehicle rules and regulations.

Loading

Trucks will be loaded by Balfour Beatty within the Work Zones described in the BBSSHSP. Dust control will be provided by Balfour Beatty as described in BBSSHSP. Trucks will be loaded, tarped, and decontaminated before leaving the Work Zone. Decontamination procedures for personnel and equipment is described BBSSHSP.

Trucks will be loaded directly from the excavation by an excavator or backhoe. Drivers will supervise loading of their vehicles and roll tarps over loaded containers. Before exiting the Work Zone, drivers will brush all loose soil from truck rails, fenders, tires and from the truck pathway. Drivers will step into a container and brush all loose soil from hard hats, gloves and boots and remove Tyvek prior to re-entering their vehicle. Disposable clothing will be disposed of along with the excavated spoils. Upon exiting the Work Zone, drivers will meet with the Truck Foreman to complete appropriate documentation for off-haul to the disposal facility.

Disposal

Trucks will off-haul soil accompanied by a hazardous material manifest and Land Disposal Restriction (LDR) letter or a non-hazardous manifest, whichever documents are appropriate, signed by a Caltrans representative as the Generator. A daily load log will be provided detailing each load with the date, the truck number, manifest number, gross weight, tare weight, net weight and net tons of material disposed of at each facility. Soil will be transported to the disposal facilities indicated below: Non-RCRA (CA-Haz) - Chemical Waste Management, Kettleman City, CA, or Class II - BFI Landfill, Inc. facility in Livermore, CA, and Class II - Altamont Landfill, Inc. facility in Livermore, CA

Transportation Routes

The route to Chemical Waste Management in Kettleman Hills, Ca. follows I-80 east to I-580 east to I-980 west to I-880 south to State Route 238, which connects to I-580 east (no truck traffic allowed on I-580 in Oakland east of MacArthur Blvd.). Follow I-580 east to I-5 south and proceed to Kettleman Hills.

The route to BFI Landfill in Livermore, Ca. follows I-80 east to I-590 east to I-980 west, to I-880 south to State Highway 238 east which connects to I-580 east. Exit I-580 east at Vasco Road and proceed to the landfill.

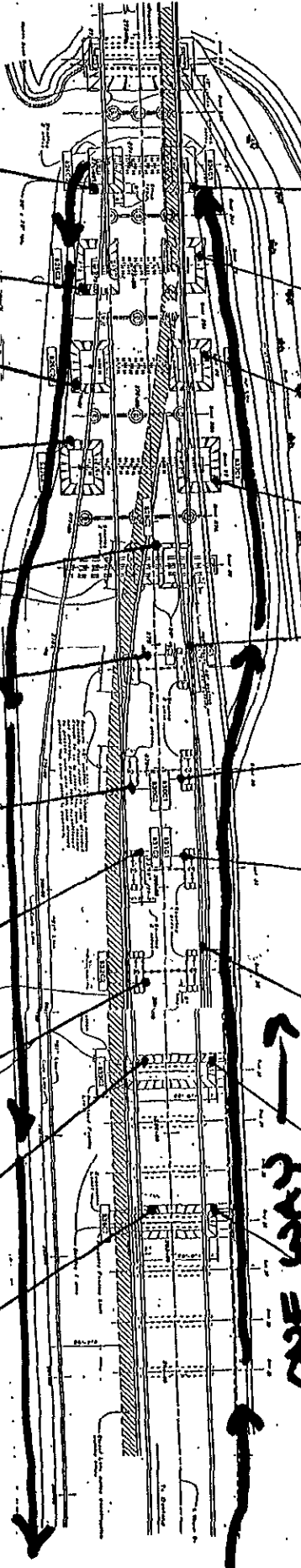
The route to Altamont Landfill in Livermore, Ca. follows I-80 east to I-590 east to I-980 west, to I-880 south to State Highway 238 east which connects to I-580 east. Exit I-580 east at Altamont Pass Road and proceed to the landfill.

Construction Quality Assurance

Construction Quality Assurance will be provided, by State of California, Dept. of Transportation (Caltrans) field personnel, ensuring with a reasonable degree of certainty that the completed project meets or exceeds all design criteria, plans and specifications for the project. This includes submittals, approvals, inspections, observations, testing and the documentation required during pre-construction, construction and post-construction periods.

Site Map

TRUCK ROUTE



| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B24-C2 | 0 | 108 | 410 | 6.1 |
| | 7 | 50 | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B25-C2 | 3 | 135 | 31 | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B26-C2 | 0 | 2,340 | 89 | 2.9 |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B27-C2 | 3 | 940 | 372 | 6.0 |
| | 7 | 8.4 | --- | --- |
| | 11 | ND | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B28-C2 | 0 | 228 | 923 | 96.0 |
| | 2 | 65 | 882 | 87.0 |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B29-C2 | 0 | 4,100 | 25 | --- |
| | 3 | ND | 6.9 | --- |
| | 16 | ND | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B30-C2 | 0 | 2,100 | 4,520 | 80.0 |
| | 3 | ND | 8.1 | --- |
| | 16 | 4.4 | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B31-C2 | 0 | 3,440 | 168 | ND |
| | 3 | 8.8 | 5.9 | --- |
| | 15 | ND | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B32-C2 | 0 | ND | 11 | --- |
| | 3 | 6 | 11 | --- |
| | 9 | 48 | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B33-C2 | 0 | 316 | 249 | 94.0 |
| | 3 | 22 | 85 | 69.0 |
| | 9 | ND | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B36-C2 | 0 | 8 | 5.1 | --- |
| | 3 | 4 | 5.9 | --- |
| | 6 | ND | 32 | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B24-C1 | 0 | 600 | 11,500 | 69.0 |
| | 3 | 756 | 136 | 2.8 |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B25-C1 | 0 | 588 | 82 | 1.0 |
| | 7 | 1,200 | 11 | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B26-C1 | 0 | 152 | 930 | 18.0 |
| | 3 | 145 | 124 | 3.2 |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B27-C1 | 0 | 400 | 299 | 8.0 |
| | 5 | 6,500 | 17 | --- |
| | 8 | 7,800 | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B29-C1 | 0 | 1,300 | 26 | --- |
| | 3 | 11 | 6.8 | --- |
| | 16 | ND | 16 | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B30-C1 | 0 | 34 | 48 | --- |
| | 3 | 4.4 | 11 | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B31-C1 | 0 | 42 | 73 | 5.4 |
| | 3 | 12 | 9.8 | --- |
| | 9 | ND | 9.3 | --- |
| | 15 | ND | 6.7 | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B32-C1 | 0 | 16 | 31 | --- |
| | 3 | ND | 7.6 | --- |
| | 9 | 21 | --- | --- |
| | 15 | 244 | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B33-C1 | 0 | 256 | 347 | 7.6 |
| | 3 | ND | 6.2 | --- |
| | 14 | 4.8 | --- | --- |

| Bent | Depth (feet) | TRPH (418.1) | TTLc Lead | STLC Lead |
|--------|--------------|--------------|-----------|-----------|
| B36-C1 | 0 | 456 | 4,510 | 249.0 |
| | 3 | ND | 10 | --- |
| | 14 | ND | --- | --- |

SAN FRANCISCO - BAY BRIDGE
 CDOT 04.043434
 UED PEPER, INC.



Accident & Spill Response Plan

EMERGENCY RESPONSE COORDINATOR

Ned Pepper Inc. has appointed Jonathan Lewis as its Emergency Response Coordinator. The Emergency Response Coordinator(ERC) must be notified immediately in the event of any spill, release or discharge of hazardous materials or waste as well as the event of a fire or other major incident. The ERC is responsible for coordinating all activities relating to an emergency incident.

EMERGENCY NUMBERS

Following is a list of emergency numbers to be used in the event of an incident. If possible, the first person to be notified should be the ERC. If the ERC is not able to be reached, the employee should then notify the proper authorities.

| | |
|------------------------------|---|
| Ned Pepper Inc. | 916 983-2241 |
| Jonathan Lewis | 415 519 4912 (car phone) 415 458 7030 (beeper) |
| Ron Rinehart | (707) 484-0401 (car phone) (916) 553-8133 (beeper) |
| Fire Dept. | 911 |
| Police Dept. | 911 |
| CHP | 911 |
| Ambulance / Paramedics | 911 |
| Office of Emergency Services | 800 852-7550 |
| National Response Center | 800 424-9300 |
| EPA | 510 974-8157 |
| RCRA Hotline | 800 424-9346 |
| Dept. of Fish & Game | 800 852-7550 |

REPORTING REQUIREMENTS

For any spill, release or discharge of hazardous materials or waste over the reportable quantity, the Ned Pepper Inc. ERC is required to notify the following agencies:

1. National Response Center

The following information should be provided when making notification of an incident:

- a. Name of person reporting incident;
- b. Name, address and EPA ID no. of the transporter;
- c. Phone no. where the person reporting the incident can be reached;
- d. Date, time and location of the incident;
- e. Mode of transportation and type of vehicle involved;
- f. A brief description of the accident or incident;
 - * Name, address and EPA ID no. of each generator involved in the incident;
 - * Proper DOT shipping name, hazard class and UN or NA number of the waste;
 - * Estimated quantity of material spilled;
 - * The extent of contamination if known (land, air, water).

In addition to making proper notifications, the driver of the transport vehicle shall, if able remain at the scene of the accident and assume control at the scene until properly relieved by competent authority (fire chief, police, etc.).

Also, in addition to the required *immediate* telephone notifications, NPI shall submit a written report of the accident or incident to the Chief of the Information Systems Division, Transportation Programs Bureau, Dept. of Transportation, Washington, D. C. 20590. This report will be filed within fifteen days of the date of incident or accident. The following information should be provided on the appropriate DOT form:

1. A copy of the hazardous waste manifest for the waste involved in the incident or accident.
2. Estimate of the quantity of waste removed from the scene. Name and address of the facility to which the waste was taken, including the manner of disposition of any unremoved waste.
3. Notification of insurance carrier of accident or incident.

LOCATION OF EMERGENCY EQUIPMENT

Employees will be trained on the use of the following equipment and its location.

| | |
|-------------------------------|----------------------|
| First Aid Kit | Office, shop, trucks |
| Fire extinguisher | Office, shop, trucks |
| Absorbent material for spills | Shop, trucks |
| Shovels and brooms | Shop, trucks |
| Empty barrels | Shop |
| Emergency eyewash | Shop, trucks |
| Telephone for emergency calls | ERC's truck |
| Emergency phone numbers | Office, ERC's Truck |

SPILLS AT CUSTOMER'S SITE

In the event that a spill, leak or discharge occurs at a customer's site, the following steps should be followed:

1. Notify the NPI ERC immediately!
2. Notify contact at customer's site.
3. Don appropriate personal protective equipment for the type of material involved.
4. Stop the leak, spill or discharge at the source.
5. Trench or dike area immediately around spill, leak or discharge to prevent further contamination.
6. Secure area to prevent further contamination.
7. Follow clean-up procedures as advised by the ERC.
8. Remain at the scene of the accident until properly relieved by either a NPI representative or other competent person such as Fire Chief, policeman, etc. If there is immediate danger, such as fire, toxic fumes, etc., evacuate the area and call for assistance.

SPILLS ON THE HIGHWAY

Each driver should become familiar with the following emergency procedures to be implemented in the event of an accident or incident that results in the spill, leak or discharge of hazardous materials, substance or waste. Each vehicle operated to transport hazardous materials will have the following located in the car:

- * DOT Emergency Response Guidebook
- * Driver Employee Handbook containing emergency response information.
- * First Aid Kit
- * Fire Extinguisher

EMERGENCY PROCEDURES

1. In an accident involving others, provide aid and assist injured personnel from the accident scene.
2. Notify necessary State and local authorities.
3. Call NPI ERC at (916) 983-2241 and provide the following information:
 - a. Date and time of accident/
 - b. Location of accident and proximity to populated areas;
 - c. Number of fatalities or persons injured;
 - d. If spill or discharge has occurred, provide the following information:
 - * Proper shipping name and chemical name of product as listed on manifest or shipping papers.
 - * Quantity of material discharged.
 - * Brief description of terrain.
4. Secure the accident scene by establishing a safe perimeter with either rope or hazard tape.
5. Remove safety equipment, emergency equipment, shipping papers and DOT Emergency Guidebook from transport vehicle to a safe distance from the accident scene.
6. Provide firefighters, police and emergency personnel with proper hazard class and proper DOT shipping names of material as well as names of generator and shipper.
7. If this load being transported is liquid and there is danger of further contamination by runoff, don safety equipment and trench or dike area to contain spill.
8. Remain at accident scene to preserve security until relieved by an identified, competent person in authority.
9. When relieved of authority at the scene, the driver is to remain on the scene to safeguard company equipment until properly relieved by an authorized company official.

The foregoing steps are to be fulfilled to the extent that the driver is able to without further endangerment to themselves or others.