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Union Pacific Railroad

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April 8, 2015

Mr. Keith Nowell, PG, CHG
Hazardous Materials Specialist
Alameda County Environmental Health
1131 Harbor Bay Parkway
Alameda, California 94502-6540

**SUBJECT: Updated Soil Excavation Work Plan - Perjury Statement
Union Pacific Railroad, Oakland, ca - March 26, 2015
Locomotive Fuel Release
Alameda County Case Number: R03169**

Dear Mr. Nowell,

ARCADIS has prepared the attached *Updated Soil Excavation Work Plan* on behalf of the Union Pacific Railroad Company (Railroad).

I, Lauren Mancuso, declare, under penalty of perjury, that the information and/or recommendations contained in the attached document or report is true and correct to the best of my knowledge.

If you have any questions or comments, please contact me at 916-789-5184.

Sincerely,

Lauren Mancuso
Manager of Site Remediation
Union Pacific Railroad Company



Mr. Keith Nowell, PG, CHG
Hazardous Materials Specialist
Alameda County Environmental Health
1131 Harbor Bay Parkway
Alameda, California 94502-6540

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Subject:
Updated Soil Excavation Work Plan
Union Pacific Railroad
Oakland, ca – March 26, 2015 Locomotive Fuel Release
Alameda County Case Number: RO3169

ENVIRONMENT

Dear Mr. Nowell:

Date:
April 8, 2015

ARCADIS U.S., Inc. (ARCADIS) has prepared this *Work Plan for Soil Excavation* (Work Plan) on behalf of Union Pacific Railroad (UPRR) for remediating the diesel release that occurred on March 26, 2015 along Track 58 at the Oakland Intermodal Facility in Oakland, California (Site; Figure 1). This Work Plan has been prepared at the request of the Alameda County Environmental Health Department (ACEHD) and presents background information, proposed field activities, and the approach for evaluating data and reporting.

Contact:
Scott Hackman

Phone:
916-786-7369

Email:
scott.hackman@arcadis-us.com

Background

On March 26, 2015, UPRR personnel were moving a locomotive along Track 58 at the Site and where a damaged track ruptured the belly tank of the locomotive. The rupture caused a diesel fuel release that affected an area extending approximately 215 feet along Track 58 and adjacent Tracks 57 and 59. The approximate release area is shown on Figure 2. UPRR contacted National Response Corporation Environmental Services (NRC) and ARCADIS for immediate cleanup support immediately after the release occurred.

Our ref:
RV009598

UPRR notified appropriate local and state agencies as part of their release notification requirements. Representatives from ACEHD and California Department of Fish and Wildlife mobilized to inspect the diesel fuel release on March 26.

Response Actions Already Conducted

The timeline of response actions to date is provided in the sections below:

March 26, 2015

NRC and ARCADIS mobilized to the Site to assess the extent of impact and to initiate release response activities. A recovery trench was excavated between tracks 57 and 58 to remove free-product using a vacuum truck. Absorbent booms were placed at storm water piping vaults and outfalls in the vicinity of the release. NRC contacted Underground Services Alert and UPRR Fiber Optic Hotline to identify public and UPRR subsurface utilities in the area.

March 27, 2015

Potholing around the release area was conducted. Product was encountered when the pothole was advanced south of Track 59. Based on initial assumptions, product was localized near tracks 57, 58, 59, and 60. A second recovery trench was excavated between tracks 58 and 59.

March 28, 2015

A third recovery trench was excavated between tracks 59 and 60. Approximately 220 feet of track were removed at track 58.

March 31, 2015

Three soil samples were collected from the release area to characterize the soil for transportation and disposal.

Current Status (April 3, 2015)

Product removal from the three recovery trenches is ongoing. To date, approximately 1,400 gallons of diesel have been recovered and stored on site.

Proposed Excavation Scope of Work**Pre-field Activities**

Field activities will be conducted in accordance with applicable local, state, and federal regulations. Soil excavation activities will be conducted in general accordance with the ACEHD Environmental Cleanup Oversight Program for Spills, Leaks, Investigation and Cleanup (SLIC) sites.

A site-specific health and safety plan (HASP) has been prepared by ARCADIS to address the potential physical and chemical hazards that workers may face while performing the proposed soil excavation activities. The HASP was prepared to meet the requirements of Occupational Safety and Health Administration (OSHA) Title 29, Code of Federal Regulations, Part 1910.120 (20 CFR 1910.120).

UPRR and contractors will coordinate to establish appropriate levels of track protection during field activities.

Field Activities

Soil Excavation, Handling, Transportation, and Disposal

Excavation activities will be conducted using conventional equipment such as excavators, backhoes, loaders, etc. Personnel will generally not be allowed to enter excavations. The sides of the excavation will be sloped sufficiently to prevent cave-in.

Excavated soil will be directly loaded into gondola cars provided by UPRR for transport to a properly licensed disposal facility. A waste soil profile is currently pending. The waste will be properly profiled prior to off-site transport.

During excavation, field screening methods such as observations for odors/staining and organic vapor monitoring (with an instrument such as a photoionization detector) will be used to confirm the presence and extent of TPH impacts. Step-out potholing may be used in conjunction with these field screening methods to further determine the extent and sequencing of the excavation. Red dyed diesel affected soil will be removed based on visual observations.

Dust control measures such as water mist/spray application will be employed as needed. The water application rate will be regulated to avoid over wetting the soil materials and generation of sediment-laden runoff. During periods of high winds (e.g., wind speeds in excess of 25 miles per hour), excavation and other dust producing activities will be suspended as appropriate. Vehicle/equipment haul routes will also be sprayed periodically to minimize dust generation.

Air monitoring will be conducted in accordance with the HASP in the worker breathing zone and along the work area boundary. If monitoring data indicate that action levels are being exceeded, work practices will be modified and dust control measures will be increased.

Heavy equipment will be decontaminated prior to entering the Site, before leaving the work area, and prior to leaving the Site. Vehicles with accumulated dirt on their tires will have their tires dry-decontaminated prior to leaving the work area. If necessary, wet decontamination of tires will be conducted. Bermed equipment decontamination areas will be designated as needed.

Post-Excavation Confirmation Sampling and Analysis

ARCADIS will use a photo ionization detector (PID) for screening soil and general field observations to guide the horizontal limits of excavation. Once the field screening data suggests that the visual extent of red dyed diesel affected soil has been removed, post-excavation sidewall samples will be collected for laboratory analysis. Samples will be collected at an approximate rate of one sample per 100 linear feet of excavation sidewall. Soil samples will be collected using an excavator bucket so onsite personnel will not need to enter the excavation.

Disposable or decontaminated (prior to and in between each use) non-dedicated sampling equipment will be used to minimize cross-contamination between each sample collected. The collected samples will be placed in appropriate containers provided by the analytical laboratory. The samples will be shipped to TestAmerica, a California-certified analytical laboratory, for chemical analysis under chain-of-custody protocol in ice chests for temperature preservation at 4±2 degrees Celsius. The soil samples will be analyzed for TPH in the C4-C40 range by EPA Method 8015B. Field duplicate samples will be collected at a rate of one duplicate for every 10 primary samples collected.

Backfilling

After excavation activities are complete, the area will be backfilled with imported general fill material (free of contaminant material and debris) from a commercial supplier.

Backfill will be moisture conditioned and compacted to meet UPRR construction requirements.

Reporting

Following completion of the field investigation, ARCADIS will prepare a summary report. The report will document the field activities performed. The report will include a summary of current site conditions, presentation of soil analytical results, and conclusions and recommendations to support regulatory site closure or to outline

additional site activities, as appropriate. The report will also include a site plan showing the trenches and soil sampling locations and as-built drawings that document the current site conditions.

Closing

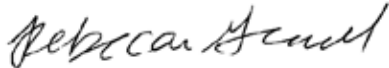
If you have any questions or comments regarding the contents of this Work Plan please contact Mr. Scott Hackman at 916-786-7369.

Sincerely,

ARCADIS U.S., Inc.



Scott Hackman,
Project Manager



Becky Gerard, PE
(No. C82077, expires 3/31/16)
Project Engineer



Copies:

- Robert Bavier, UPRR
- Michael Algots, UPRR
- Lauren Mancuso, UPRR
- James Eisert, ARCADIS

Figures:

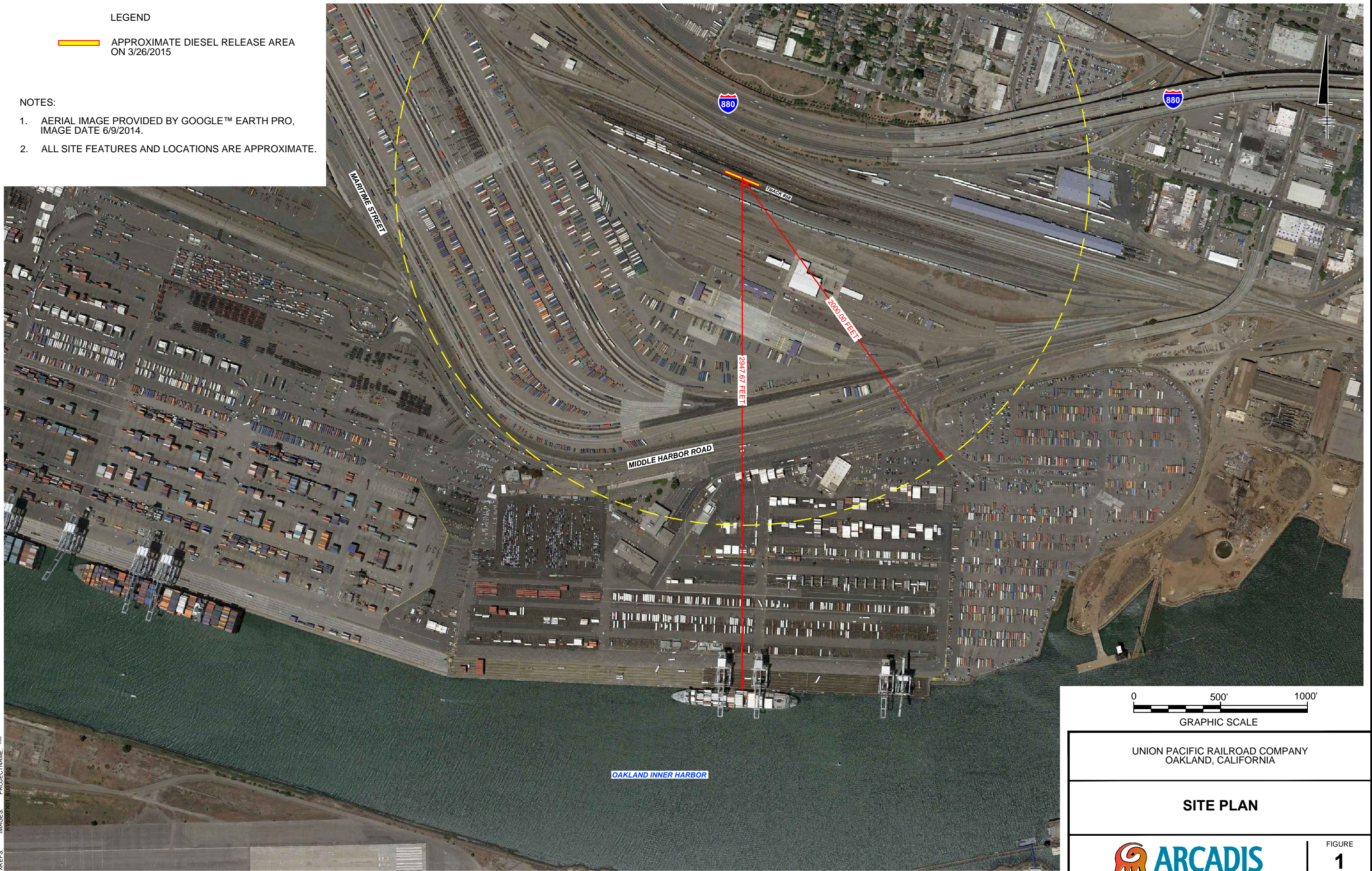
- Figure 1 Site Location Map
- Figure 2 Site Plan

LEGEND

 APPROXIMATE DIESEL RELEASE AREA ON 3/26/2015

NOTES:

1. AERIAL IMAGE PROVIDED BY GOOGLE™ EARTH PRO, IMAGE DATE 6/9/2014.
2. ALL SITE FEATURES AND LOCATIONS ARE APPROXIMATE.



GRAPHIC SCALE

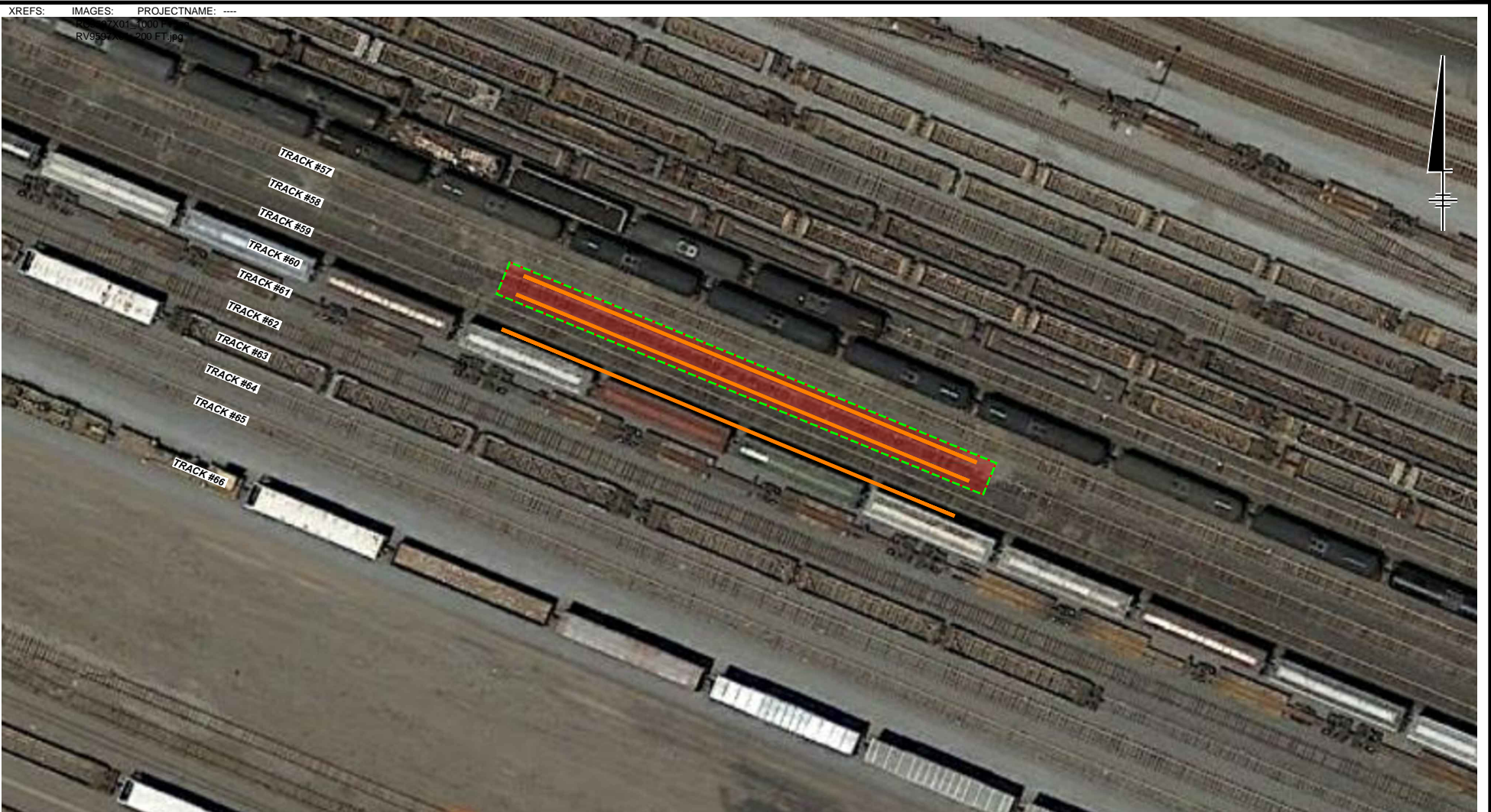
UNION PACIFIC RAILROAD COMPANY
OAKLAND, CALIFORNIA

SITE PLAN






FIGURE
1

CITY:\Road\ DIV\GROUP\Road\ DS\Road\ LD\Opt\ PIC\Opt\ PM\Road\ TM\Opt\ LVR\Opt\ON\OFF\REF
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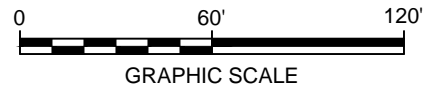


LEGEND

-  APPROXIMATE DIESEL RELEASE AREA ON 3/26/2015
-  PROPOSED SOIL EXCAVATION AREA
-  APPROXIMATE TRENCH LOCATION

NOTES:

1. AERIAL IMAGE PROVIDED BY GOOGLE™ EARTH PRO, IMAGE DATE 6/9/2014.
2. ALL SITE FEATURES AND LOCATIONS ARE APPROXIMATE.



UNION PACIFIC RAILROAD COMPANY
 OAKLAND, CALIFORNIA

SITE PLAN DETAIL



FIGURE

2