

**Transportation Plan
for the Remediation of the Blake Court
And Black Material Areas
Former Solano County Sanitary Landfill
Benicia, California**

June 29, 2001

prepared by
Northgate Environmental Management, Inc.
on behalf of
Granite Management Corporation



**northgate
environmental
management, inc.**

June 29, 2001

Darrell Nations, P.E., Project Manager
Department of Toxic Substances Control
Site Mitigation Program
8800 Cal Center Drive, 2nd Floor
Sacramento, California 95826-3107

Subject: Transportation Plan for the Remediation of the Blake Court And Black Material
Areas, Former Solano County Landfill, Benicia, California

Dear Mr. Nations:

Enclosed are three copies of the Transportation Plan for the Former Solano County Sanitary Landfill in Benicia, California. Northgate Environmental Management, Inc. (Northgate) has prepared this document on behalf of Granite Management Corporation. The intent of this plan is to describe procedures to transport equipment and materials to and from the work area during site-related field activities pursuant to the Remedial Action Plan for the Site. This plan addresses DTSC's comments on the draft Transportation Plan, which were submitted to Ted Splitter of Northgate on May 30, 2001.

If you have any questions concerning this plan, please contact the Project Coordinator, Mr. Ted Splitter, at (415) 492-0310.

Sincerely,

Alan Leavitt, P.E.
Project Engineer

Attachment

cc: Distribution List

DISTRIBUTION LIST

Loretta Barsamian, Executive Officer
Attn: Alec Naugle, Project Manager
Regional Water Quality Control Board
San Francisco Bay Region
1515 Clay Street, Suite 1400
Oakland, CA 94612

Janice Nance
Chair, Braitto Community Assessment Group
872 Rose Drive
Benicia, CA 94510

Jacque Graber
Associate Waste Management Engineer
California Integrated Waste Management Board
1001 "I" Street
Sacramento, CA 95814

Ted Splitter, P.E., G.E., Project Coordinator
Northgate Environmental Management, Inc.
950 Northgate Drive, Suite 313
San Rafael, CA 94903

Otto Giuliani, City Manager
City of Benicia - City Hall
250 East L. Street
Benicia, CA 94510

Cliff Covey, Program Manager
Environmental Health Division
Solano County Department of
Environment Management
601 Texas Street
Fairfield, CA 94533

Karin T. Krogus
Vice President
Granite Management Corporation
4041 MacArthur Boulevard, Suite 500
Newport Beach, CA 92660

Howard W. Lewis
Alma Management Corporation
1100 Alma Street, Suite 200
Menlo Park, CA 94025

Margaret R. Dollbaum
Folger Levin & Kahn LLP
Embarcadero Center West
275 Battery Street, 23rd Floor
San Francisco, CA 94111

Granite Management Corporation
938 Tyler Street, Suite 104
Benicia, CA 94510



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1.0 INTRODUCTION

This Transportation Plan has been prepared by Northgate Environmental Management, Inc. (Northgate) on behalf of Granite Management Corporation (Granite) for the remediation of the Blake Court and Black Material areas of the former Solano County Sanitary Landfill located in Benicia, California. The Transportation Plan was prepared in accordance with the general guidelines presented in the DTSC's "Transportation Plan Guidance Document" (DTSC 1994).

This report presents the transportation plan for the proposed work, including removal of Blake Court Refuse, fill with fragments of refuse in Parcel C-1, and stabilized Black Material, in accordance with the Remedial Action Plan (RAP) for the Site (Northgate, June 25, 2001). Figure 1 identifies the location of the work area. Figure 2 shows the remedial area plan.

1.1 Background

The work area is located in the vicinity of Blake Court in Benicia, California (Figure 1). Prior to development along Rose Drive, a sanitary landfill (the former Solano County Sanitary Landfill, also known as Braito Landfill) operated in a portion of the area allocated for waste management by Solano County.

The regional terrain in the vicinity consists of valleys with gently to moderately sloping hills that extend locally to an elevation of approximately 600 feet national geodetic vertical datum (NGVD). Ground-surface elevations in the work area generally range from about 185 feet NGVD, adjacent to Rose Drive to 240 feet NGVD in the soil stockpile area. Predevelopment topographic contours and ground-surface elevation data were mapped by Greiner (formerly Bissell & Karn) of Fairfield, California. These data indicate that prefilling and predevelopment topography included two valleys in this area. A creek located in the larger of the two valleys ran under what is now a section of Rose Drive and sloped down to the south; a tributary ravine ran under what is now a cul-de-sac called Blake Court and sloped down to the west.

The two valleys were subsequently graded by filling the valleys with materials cut from the hilltops and hillsides. Level house pads were created perpendicular to the valleys' centerlines. Houses were constructed on the engineered fill except in Blake Court, where houses were not constructed.

The RAP (June 2001) specifies removal of materials that were identified as the source of soil gas and subsidence and that contained elevated concentrations of some metals. These materials include the Black Material, which consists of soil interbedded with a black, odorous, sometimes viscous material that may contain glass, wood, paper, ash, cement, brick, leather scraps/hides, or other refuse material. The Black Material exhibits a strong odor. The Blake Court Refuse primarily consists of soil with

approximately 20 to 60% glass, brick, wood, cinders, ash, concrete, metal, ceramic, mortar, and gypsum. The fill with fragments of refuse contains mainly soil with fragments of Blake Court Refuse except that the refuse fragment content is usually a few percent of the fill but may occasionally approach 10%.

2.0 PURPOSE AND OBJECTIVES

This Transportation Plan has been prepared to specify and outline safe practices for off-site transportation and on-site handling of materials and equipment (including stabilized Black Material, Blake Court Refuse, and fill with fragments of refuse in Parcel C-1) and clean backfill that will require transportation during work to be conducted pursuant to the RAP.

3.0 CHARACTERISTICS OF MATERIALS TO BE TRANSPORTED

Implementation of the RAP will require the excavation and offsite disposal of soil containing waste materials, and the transport of clean backfill materials to the Site. Additionally, the following waste streams will also be transported from the site, (1) construction debris will be hauled from the work area, following the demolition of houses on Lots 50 and 51; (2) plant debris will be hauled from the work area, following cleaning of the site prior to remedial work; (3) decontamination water will be hauled from the site during remedial activities; and (4) spent carbon and condensate water from the soil-gas treatment system.

The stabilized Black Material, Blake Court Refuse and fill with fragments of refuse may or may not be classified as hazardous, based on its chemical characteristics. Based on information obtained to date, we do not expect to encounter explosive, ignitable, reactive, or corrosive materials during implementation of the RAP.

3.1 Material Sorting

After stabilization, it is expected that the Black Material will be excavated and directly loaded into trucks for transportation from the work area to the designated disposal facility. The clean cover material removed to gain access to Blake Court refuse, fill with fragments of refuse and Black Material will be stockpiled in the stockpile areas during excavation work. Figure 2 shows the areas where materials will be stockpiled. The Blake Court Refuse and fill with fragments of refuse will be temporarily stockpiled or immediately loaded for hauling. All excavated refuse and fill will be properly classified for disposal purposes before being placed in trucks and taken to the appropriate facility.

3.2 Material Classification

Classification of material to be transported will be based on regulatory requirements and waste profiling analyses conducted in accordance with potential landfill facility requirements. Materials will be classified in accordance with federal Resource Conservation and Recovery Act (RCRA) and California Code of Regulations (CCR) hazardous waste regulations and/or Department of Transportation (DOT) regulations.

If hazardous materials are transported, appropriate steps will be taken to separate incompatible materials, if any, in accordance with CCR Title 22, Appendix 5 of Section 66264.313.

Northgate's Health and Safety Plan (HSP; Northgate 2001), sets forth the plan to protect the health and safety of workers performing the work specified in the RAP. Northgate's Community Contingency Plan (CCP; Northgate 2001) sets forth the actions and procedures to protect the health and safety of the community during the work.

3.3 Transportation Regulations and Requirements

Materials will be transported from the work area in accordance with applicable regulations, including 49 Code of Federal Regulations (CFR) Parts 100-199 and 350-399 (42 U.S. Code 6901 et seq.); 40 CFR Parts 260-268; California Vehicle Code; California Hazardous Waste Control laws; and Health & Safety Code, Division 20 (22 CCR, Division 4.5).

Materials classified as California Hazardous Waste will be handled and transported in accordance with CCR Title 22, which includes waste generator requirements (i.e., manifesting) and hazardous waste transporter requirements (i.e., valid registration, proof of insurance, and inspection of vehicles by the California Highway Patrol [CHP]).

Material handling and loading activities will occur on Lots 41 through 51 and on Parcel C-1. A grading permit for constructing two onsite access roads is anticipated. Because truck traffic will be staged outside of the residential area and in Blake Court, permits for road closure and designated no-parking areas may not be needed.

The permits that will be required for the remediation are presented and discussed in the Remedial Design Document (Northgate 2001).

Formal access agreements, if required, will be obtained before construction begins. Northgate anticipates that agreements may be required for one or more lots associated with the work area.

3.4 Traffic Control

Work area access will be maintained at the gate shown in Figure 2. Signs indicating truck traffic will be posted both north and south of the Blake Court-Rose Drive intersection. During transportation of material, a flagman will be posted at the intersection of Rose Drive and Blake Court to assist vehicular and pedestrian traffic and help maintain traffic safety at this location.

Transport trucks will not be staged on residential streets. Staging will occur inside the fence that blocks off Blake Court from Rose Drive and in the open space area along Rose Drive West of Cambridge Drive. Communication will be maintained via cellular phones or radio. To avoid unnecessary vehicular emissions, transport truck engines in the work area will be shut down if they are expected to remain idle for more than five minutes.

Heavy equipment, including excavators, loaders, and cranes, will be used to demolish and remove the houses on Lots 50 and 51. One lane of Rose Drive may be blocked at times, during the house-removal activities. Signs and flag personnel will be used to direct traffic.

4.0 DESTINATION OF MATERIAL

Material will not be transported out of the work area until it has been appropriately classified and a Landfill and transporter have been designated. Northgate will review analytical data, waste profile information, and waste classification details with DTSC prior to offhauling wastes from the Site.

Stabilized Black Material will be excavated, loaded directly into trucks, and transported to a landfill facility. Blake Court Refuse and fill with fragments of refuse will be either characterized for disposal prior to excavation and loaded directly into trucks to be transported to a landfill facility or stockpiled in the work area until material characterization is complete and a transporter and landfill facility is designated.

Two Class I landfill facilities have been identified for the disposal of excavated material that is classified as a hazardous waste. Four Class II facilities have been identified for the disposal of Blake Court Refuse and fill with fragments of refuse, if determined to be nonhazardous.

Possible disposal facilities include:

- B&J Landfill, Vacaville, California (Class II)
- Altamont Landfill and Resource Recovery Facility, Livermore, California (Class II)
- Forward, Inc. Landfill, Manteca, California (Class II)
- Keller Canyon Landfill, Pittsburg, California (Class II)

- Kettleman Hills Landfill Facility, Chemical Waste Management, Kettleman City, California (Class I)
- ECDC Landfill Facility, East Carbon, Utah (Class I, California Hazardous)

Maps illustrating the route from the work area to these landfill facilities, the estimated travel time, and the contact person, address, and phone number, are presented in Figures 3 through 8.

5.0 MODE OF TRANSPORTATION

The companies transporting excavated material will be licensed transportation companies designated by the General Contractor in charge of the excavation activities. For any loads classified as hazardous waste, the transporter will be required to provide proof of valid registration as a hazardous waste hauler.

Materials removed will be transported in placarded trucks, DOT-approved bins, and/or steel rail car containers. The type of vehicles used to transport material from the work area may include end-dump trucks, truck tractors that transport bins, and/or pin trailers pulled by a tractor (approximately 10 to 25 ton capacity per truck). Materials will be loaded in accordance with procedures discussed in Section 7.0.

Vehicles will be inspected by the Northgate on-site technical staff representative before leaving the area to verify that they are properly registered, and placarded in compliance with DOT guidelines, and in accordance with CCR Title 22 regulations, if appropriate. The Northgate inspector will complete the Departing Transporter Vehicle Checklist Form (see Appendix A).

Some fill materials will be brought to the work area to build roads and backfill the excavations. Such material will be transported in DOT-approved trucks. It is estimated that approximately 600 cy of base rock will be delivered to the work area for the construction of the temporary haul roads and work pads.

6.0 TRANSPORTATION ROUTE, SCHEDULING, AND EMERGENCY CONTACTS

6.1 Transportation Route

Materials to be removed from the work area will be transported using the haul roads from the work area to Rose Drive, left (south) on Rose Drive, then straight onto Highway 780. This route was selected because it provides the most direct route from the work area to Highway 780, reducing transportation-related impacts on the surrounding community. Trucks may proceed east or west on highway 780, depending

on the landfill disposal facility route. Figures 3 through 8 illustrate the routes from Highway 780 to possible disposal facilities and estimated travel times.

Drivers can check road conditions before leaving the work area by calling the California Department of Transportation (Caltrans; 800-427-7623).

6.2 Scheduling of Transport

To further reduce transportation-related impacts on the surrounding community, trucks arriving or departing at the staging area near Rose Drive and Cambridge Drive and transporting materials to and from the work area will be scheduled between the hours of 8:40 a.m. and 4:00 p.m.

Transportation activities may be conducted over a period of approximately three weeks for removal of the stabilized Black Material, and for approximately sixteen weeks for the removal and backfilling of the Blake Court and Parcel C-1 areas. At this time, it is estimated that the number of trucks leaving the work area during periods of removal will range up to 60 per day, and that the number of vehicles parked in the work area will range up to 20 per day.

6.3 Emergency Contacts

Two weeks before beginning transport activities, Northgate will provide the transporter companies with a copy of the CCP, the HSP, and a copy of this Transportation Plan for review. At a minimum, the transportation contingency plan (Section 10.2 of this Transportation Plan) will include phone numbers for emergency contacts within the transporter company (dispatch), who will be able to advise the driver concerning emergency response procedures, the nearest repair facility, the nearest weigh station, and/or any other information required in an emergency.

In the event of an emergency within the Southampton development (before reaching Highway 780), the transporter is to follow procedures outlined in the CCP, as described in Section 10.0.

In the event of an emergency on the highways outside the Southampton development, the transporter will contact the CHP, in addition to other contacts included in the transporter's contingency plan. CHP facility addresses along transportation routes in California are provided in Table B1 in Appendix B. The CHP will respond to the call and contact Caltrans. Caltrans will then contact road crews and/or emergency response contractors, if needed, who are trained to respond to hazardous waste spills. A list of critical contacts and emergency phone numbers is included in Appendix B.

7.0 LOADING PROCEDURES

Stabilized Black Material will be loaded within the Black Material excavation area. Blake Court Refuse and fill with fragments of refuse will be directly loaded in the excavation areas. Figure 2 presents the proposed overburden stockpile areas, work area access, and the locations where decontamination procedures will be conducted. Stockpiling of Blake Court refuse and fill with fragments of refuse, if any, will be done in the excavation areas.

During loading of materials into trucks, the area around the trucks will be kept clear. If needed, the material will be wetted with water before and during loading to reduce the potential for dust/particulate dispersion, and foam will be applied if odor producing materials are present. Personnel observing the loading will wear personal protective equipment (PPE), as specified in the project HSP and as directed by the Site Safety Officer (SSO; see Section 3.0 of the HSP).

Materials will generally be loaded into containers or trucks with sliding steel covers or tarpaulin covers. If materials are spilled during loading, they will be immediately contained and subsequently loaded and hauled from the work area in accordance with the procedures outlined herein. After the truck is loaded, decontaminated, and checked, the material will be transported.

7.1 Decontamination Procedures

Equipment will be decontaminated, as necessary, before leaving the work area. If hazardous materials are not present, decontamination of equipment will consist of removing residual dust or soil adhering to tires, flaps, and undersides of the equipment using shovels or other hand-held equipment.

Where hazardous materials are present, a potential for such materials to contact truck tires or the undersides of trucks exists. For this purpose, two decontamination and inspection areas will be built in the southern portion of Lot 47 and the eastern portion of Lot 48 as shown in Figure 2. Each decontamination area will consist of a rectangular, sloped area enclosed by four asphalt berms or wood walls about 1 foot high, with a lined trough to contain decontamination rinsate. A central berm or wall will be constructed across the middle of the enclosed area and perpendicular to the longitudinal berms/walls. The wall will support two steel grates as tracks for the trucks. The berms/walls and the enclosed area and trough will be covered with either asphalt or plastic sheeting.

Earthen ramps covered with gravel will slope up to the decontamination area on opposite ends. Trucks will drive up one ramp and onto the steel grates while their tires, flaps and lower parts are washed free of residual dust and soil picked up during loading. Water for decontamination will be obtained from a local fire hydrant or other temporary water connection, pending City approval. Rinsate will flow down the asphalt

or plastic-lined slope into the trough at the lower corner of the area. Rinsate in this trough will be pumped out as needed to a portable storage tank located nearby. Rinsate will be sampled before reaching capacity and analyzed for profiling purposes. After the sampling results have been received and evaluated, the rinsate will be transported to an appropriate facility in a DOT-approved vacuum truck, as appropriate. Chemical analysis of samples will depend on the requirements of the potential receiving facility.

Figure 2 shows the areas where trucks will be inspected before leaving the work area for proper loading, covering/sealing, decontamination, and manifesting. During removal activities, the inspection areas will be in the same location as the decontamination areas. The Northgate-designated inspector will use an information form for departing transportation vehicles, provided in Appendix B, to guide and document the inspection.

8.0 RECORD KEEPING

8.1 Transportation Records

Records will be maintained for each load of material that leaves the work area. A Northgate representative will be posted at the inspection area during transportation activities to complete the form provided in Appendix B, which includes:

- manifest or bill of lading number
- date and time each truck departs the area
- vehicle type, license number and vehicle registration number
- transport company and driver's name
- approximate volume or weight (if measured) of material being removed
- material destination

All records will be maintained in the work area for the duration of the project and thereafter archived by Northgate for a minimum of five years.

8.2 Required Transporter Records

Documentation carried by the driver will include:

- bills of lading or nonhazardous or hazardous waste manifests
- proof of insurance, valid registration, and current driver's license
- material profile information
- material weight records, if measured

- copy of this Transportation Plan
- copy of the HSP
- transporter contingency plan

A copy of a hazardous waste manifest and a copy of a nonhazardous waste manifest are included in Appendix C. A copy of an example bill of lading, proof of insurance, valid registration for the transporter trucks, and a CHP inspection certificate for the transporter trucks will be required, prior to offhauling wastes from the Site.

9.0 HEALTH AND SAFETY

9.1 Training Requirements for Workers

Northgate and subcontractor staff are trained in hazardous materials operations in accordance with 29 CFR 1910.120 and CCR Title 8, Section 5192. Once the material is characterized, if hazardous materials are to be transported, then the transportation subcontractors trained in accordance with the latter regulations will be selected. Health and safety procedures to be followed during the work are outlined in Sections 6.0 through 8.0 in the HSP.

9.2 Communication of Health and Safety Procedures to Drivers

Drivers will not be directly involved in loading activities. As stated in Section 6.0 of this Plan, Northgate will provide the transporter with a copy of the HSP and the Transportation Plan. The transport company is responsible for the health and safety of its workers and for instructing those workers on health and safety procedures as they apply to transport of both nonhazardous and hazardous material. If the material to be transported from the work area is classified as hazardous waste, the transporter will be required to show proof of valid registration for transport of hazardous waste. Before leaving the work area, each driver will be briefed on the nature of the material to be transported. Drivers carrying material classified as hazardous will be trained in health and safety and will be required to carry the appropriate PPE (see Section 6.0 of the HSP and Section 10.4, below).

Before leaving the work area, the designated Northgate inspector may question the driver on specific elements of the CCP and Transportation Plan and the transporter company's contingency plan. At a minimum, the driver should carry emergency phone numbers and be aware of the notification processes set forth in this Plan.

10.0 CONTINGENCY PLANS

10.1 Community Contingency Plan

In the event of an emergency during transport of material from the work area to Highway 780, procedures outlined in the CCP are to be followed. The CCP includes notification procedures to alert the surrounding community of a potential emergency within the development.

10.2 Transportation Contingency Plan

The purpose of this transportation contingency plan is to facilitate a quick and effective response in the unlikely event of a transportation emergency. This transportation contingency plan describes response procedures to be implemented if an emergency occurs during transport of waste material from first entering Highway 780 to the landfill facility.

If the transporter retained for hauling maintains its own contingency plan, the transporter's contingency plan will be reviewed by Northgate personnel and amended as appropriate to address differences between the transporter's contingency plan and this transportation plan.

10.2.1 Emergency Response Procedures

In the event of an emergency after entering Highway 780, the transporter will first contact the CHP, as discussed in Section 6.3, and then the emergency contact within the transporter company, and follow the transportation contingency plan. A list of critical contacts has been included in Appendix B.

The CHP will respond to the call and contact Caltrans. Caltrans will then contact road crews and/or emergency response contractors who are trained to respond as needed. The emergency contact within the transporter company will advise the driver concerning emergency response procedures, the nearest repair facility, and other information required in an emergency.

After the CHP and the emergency contact within the transporter company have been notified of an emergency, the driver will notify the Project Coordinator and the DTSC's representative.

DTSC's Project Manager, Mr. Paul Ruffin, will be notified of any transportation emergency, immediately after emergency authorities have been notified. A list of critical contacts and emergency phone numbers is contained in Appendix B to this transportation plan.

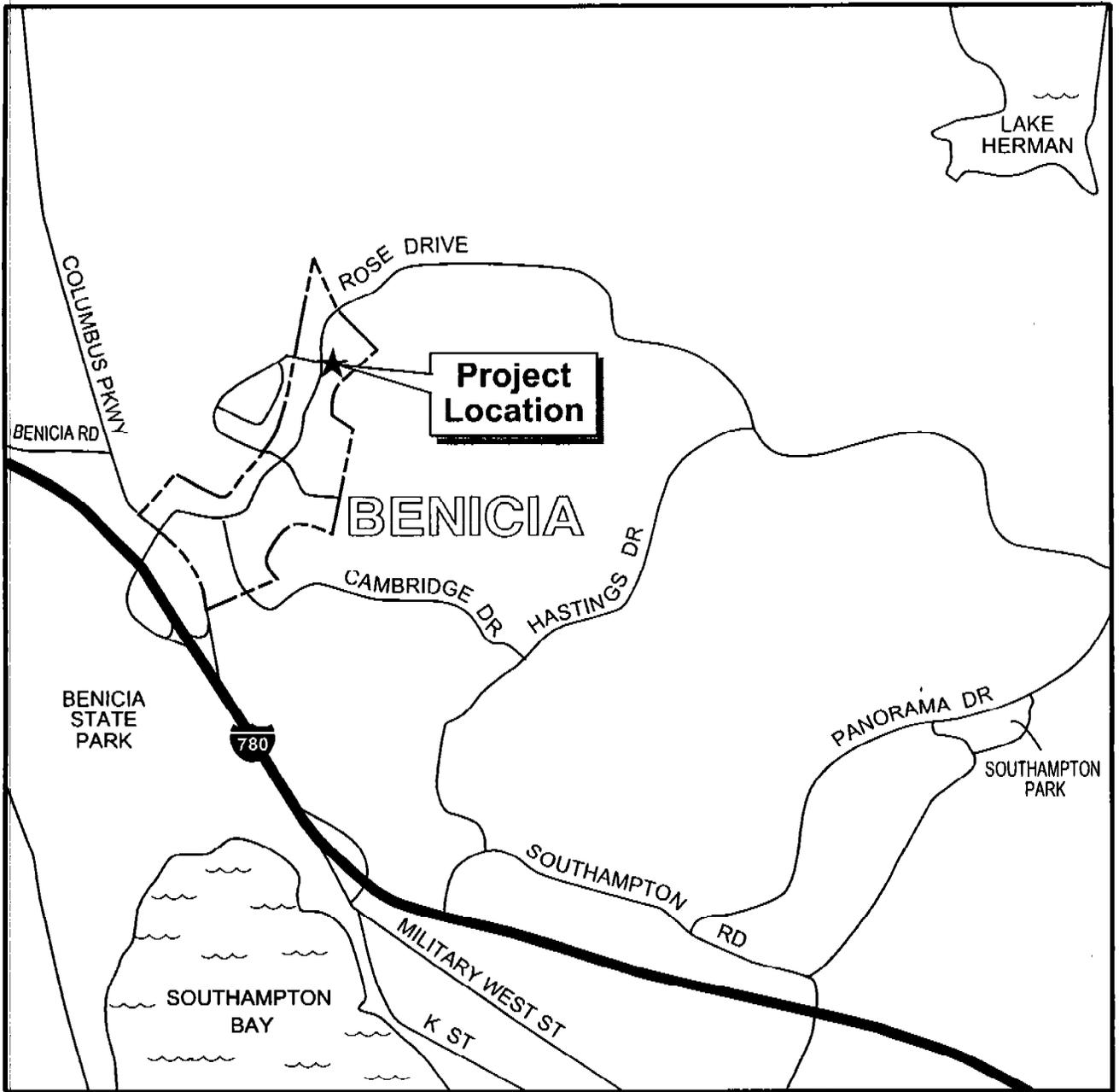
10.2.2 Personal Protective and Emergency Equipment

The following personal protective and emergency equipment will be kept on each transporter truck for use in case of an emergency:

- gloves
- Tyvek coveralls
- hard hat
- steel-toed boots
- fire extinguisher

11.0 REFERENCES

- California Environmental Protection Agency, Department of Toxic Substances Control (DTSC). 1994. Transportation Plan Preparation Guidance for Site Remediation, Interim Final. May.
- Greiner (formerly Bissell & Karn). 1991. Topographic Survey. November 6.
- Northgate Environmental Management, Inc. (Northgate). 2001. Final Remedial Action Plan, Former Solano County Sanitary Landfill, Benicia, California. June 25.
- _____.2001. Health and Safety Plan for the Remediation of the Blake Court and Black Material Areas, Former Solano County Sanitary Landfill, Benicia, California. June 29.
- _____.2001. Community Contingency Plan for the Remediation of the Blake Court and Black Material Areas, Former Solano County Sanitary Landfill, Benicia, California. June 29.
- _____.2001. Remedial Design Document for the Remediation of the Blake Court and Black Material Areas, Former Solano County Sanitary Landfill, Benicia, California. June 29.



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**Figure 1
PROJECT LOCATION**

December 2000 • Proj. No. 1056.01

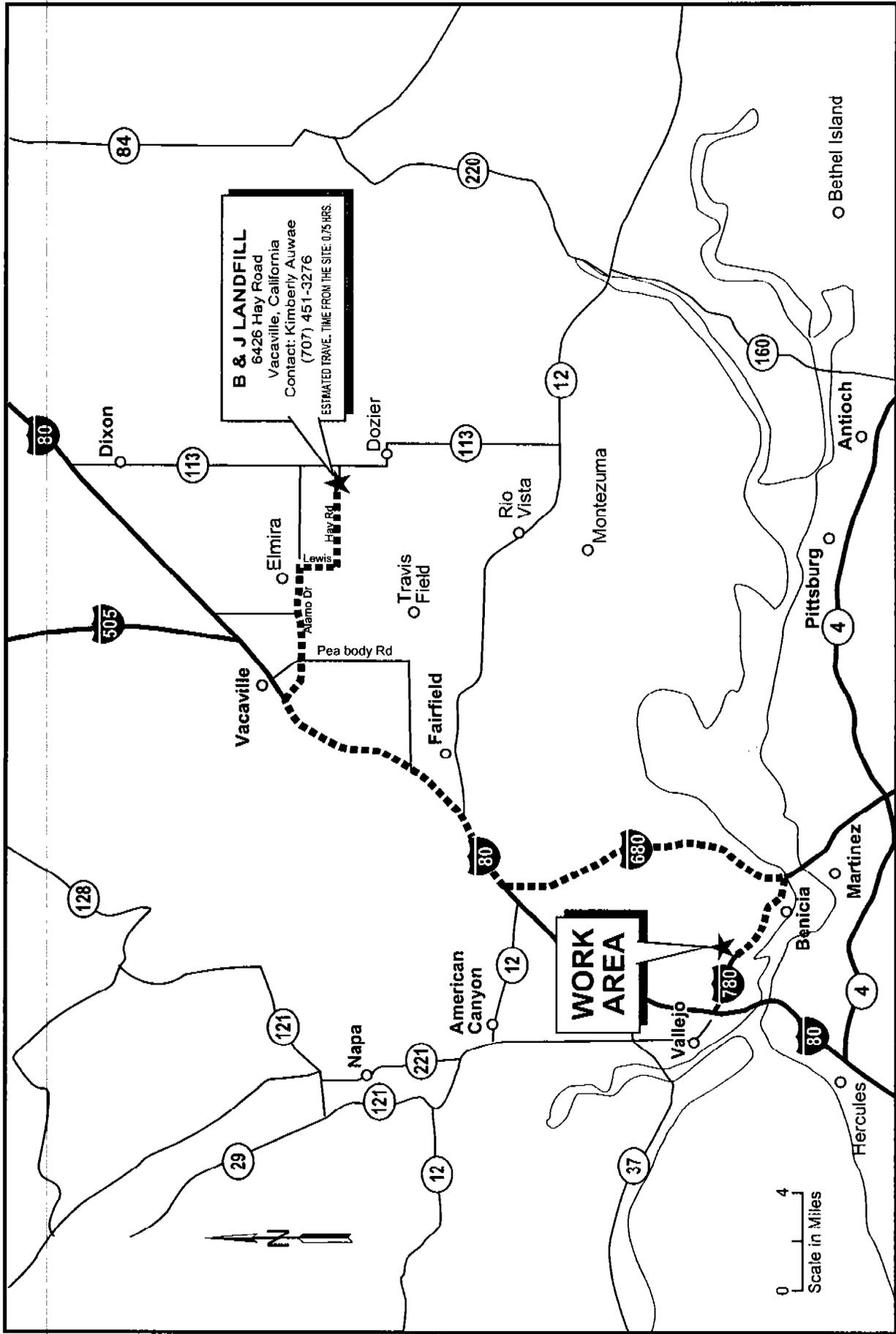


Figure 3
 TRANSPORTATION ROUTE TO B & J LANDFILL (CLASS II)
 FROM WORK AREA
 January 2001 • Proj. No. 1056.01

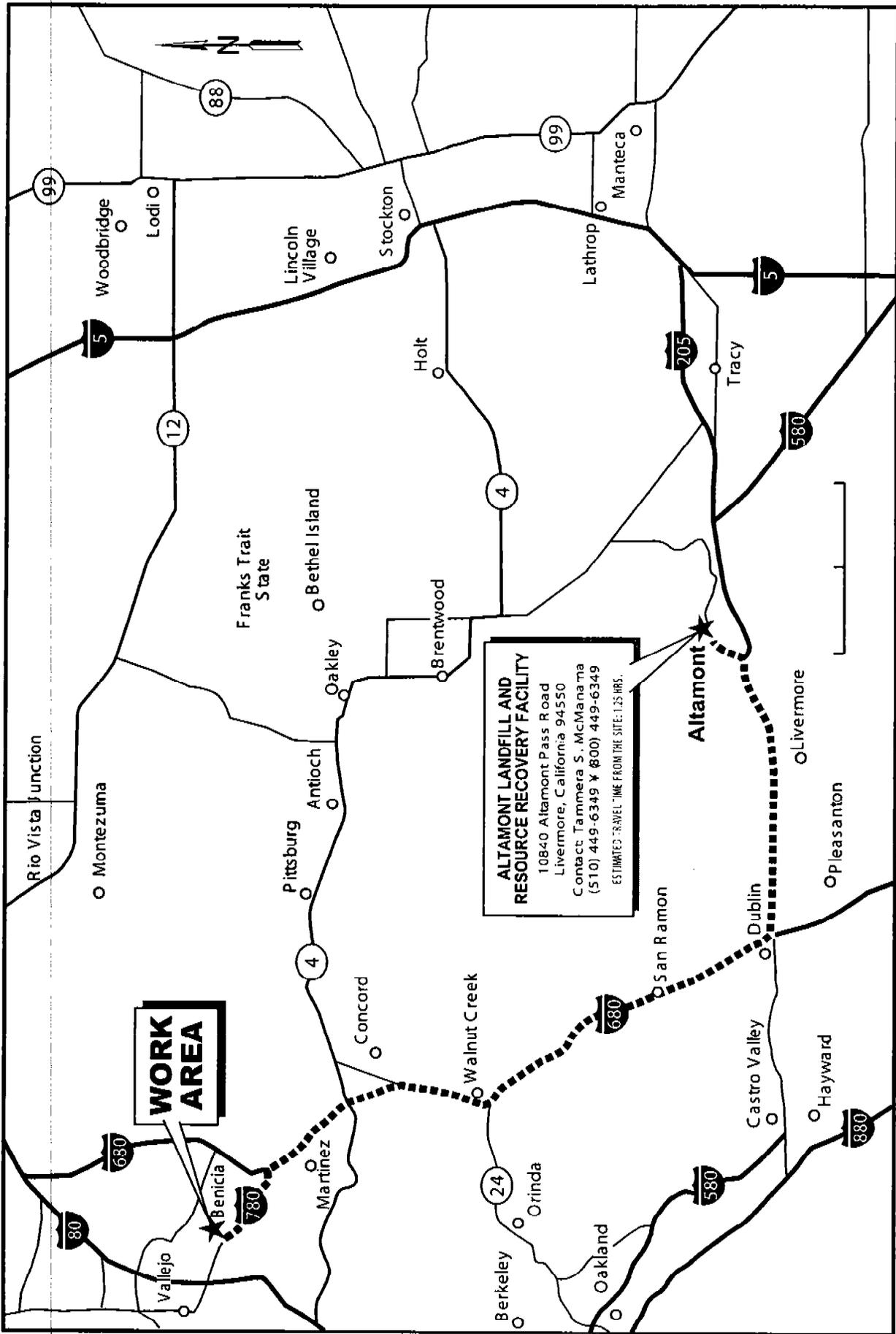


Figure 4
 TRANSPORTATION ROUTE TO ALTAMONT LANDFILL
 (CLASS II) FROM WORK AREA
 January 2001 * Proj. No. 1056.01



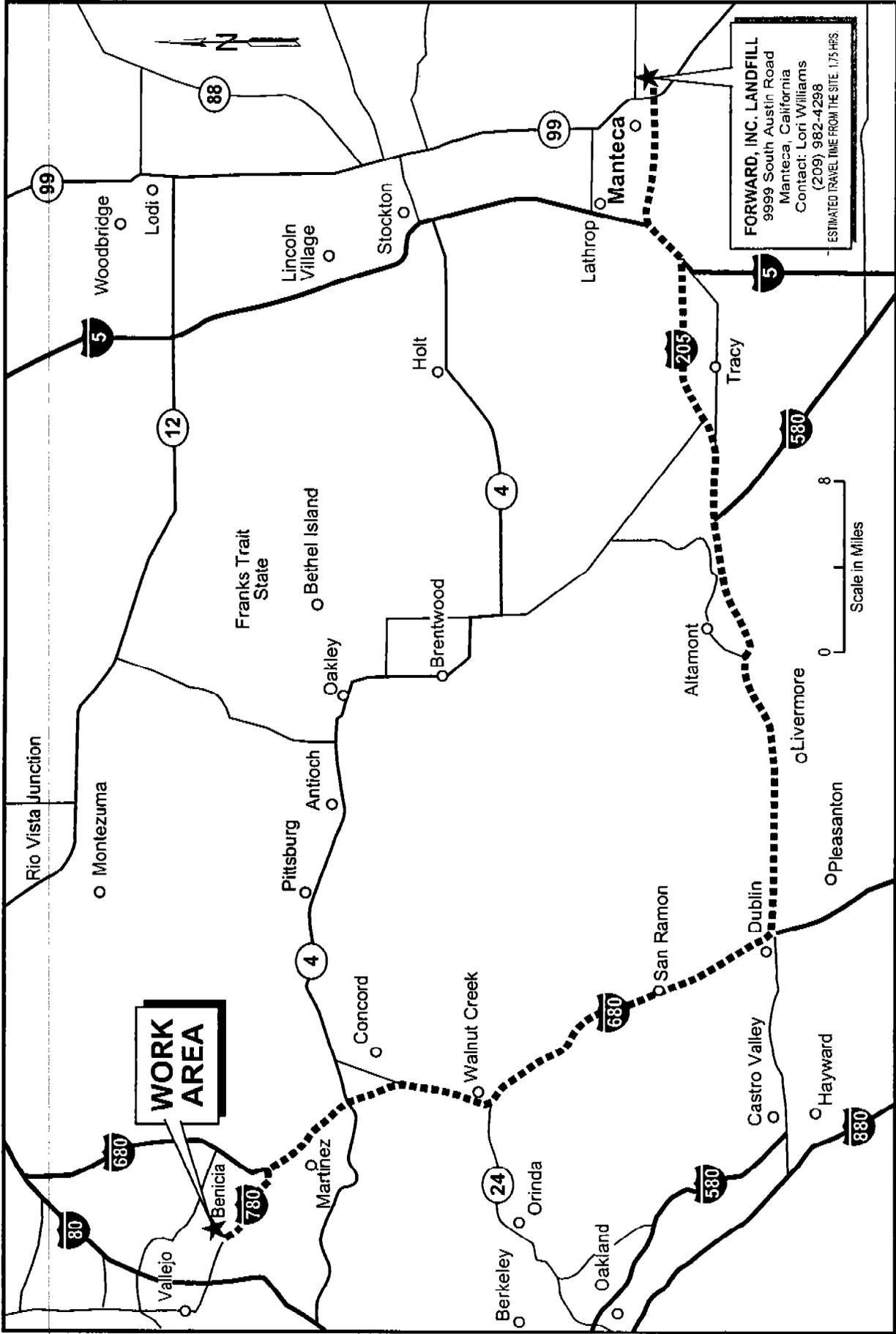


Figure 5
TRANSPORTATION ROUTE TO FORWARD, INC. LANDFILL
(CLASS II) FROM WORK AREA
 January 2001 • Proj. No. 1056.01

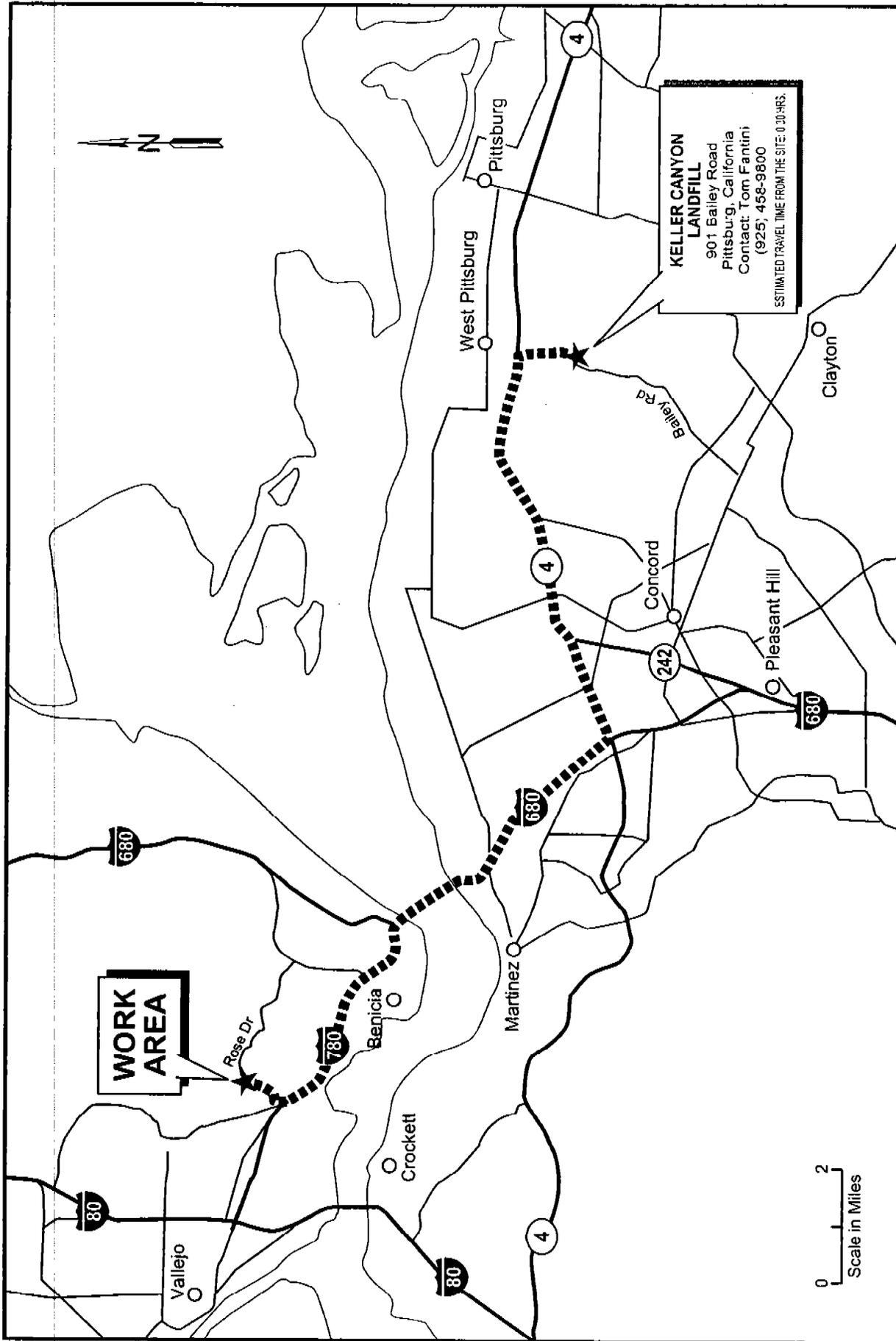


Figure 6
TRANSPORTATION ROUTE TO KELLER CANYON LANDFILL
(CLASS II) FROM WORK AREA
 January 2001 • Proj. No. 1056.01

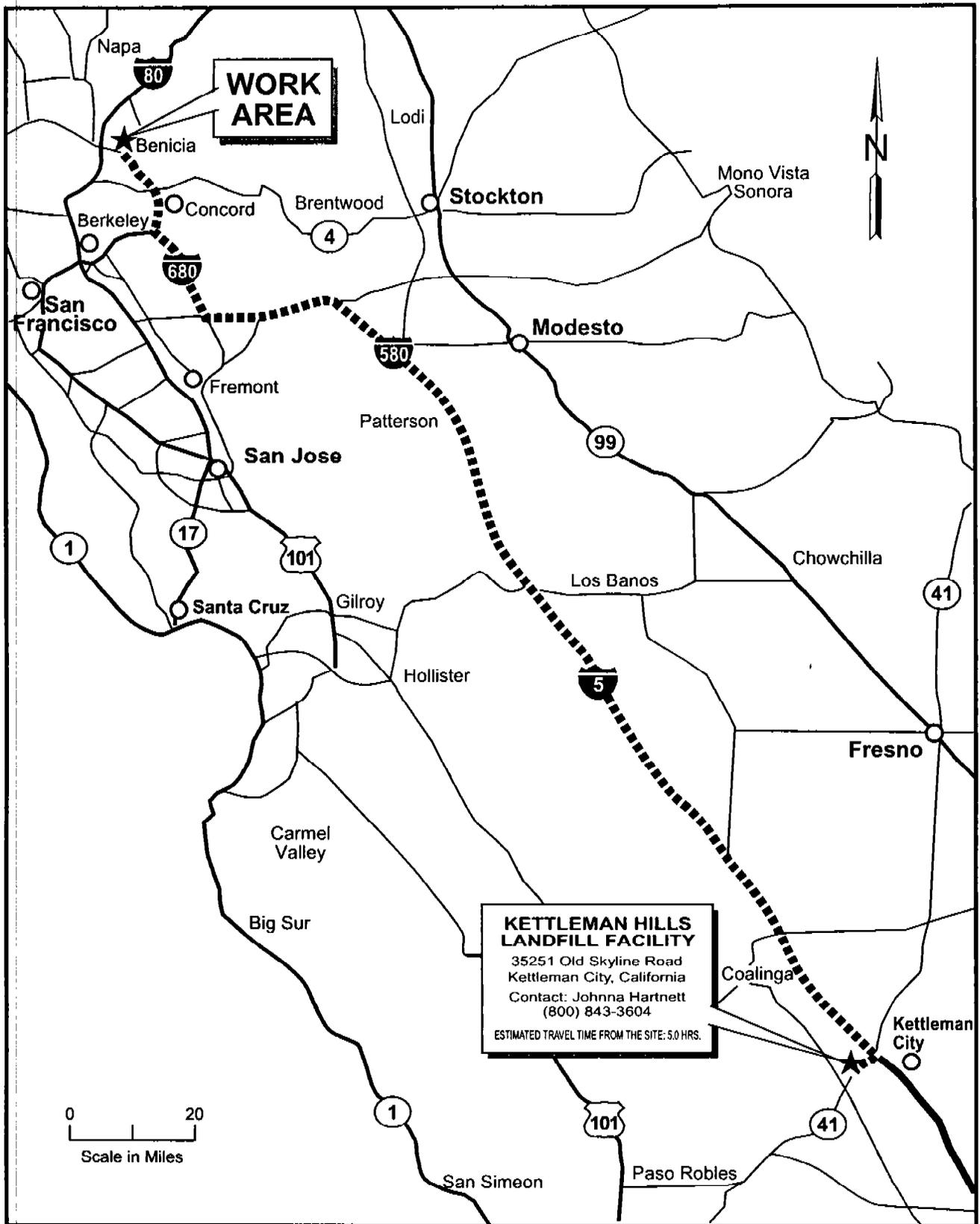


Figure 7
TRANSPORTATION ROUTE TO KETTLEMAN HILLS LANDFILL FACILITY (CLASS I) FROM THE WORK AREA

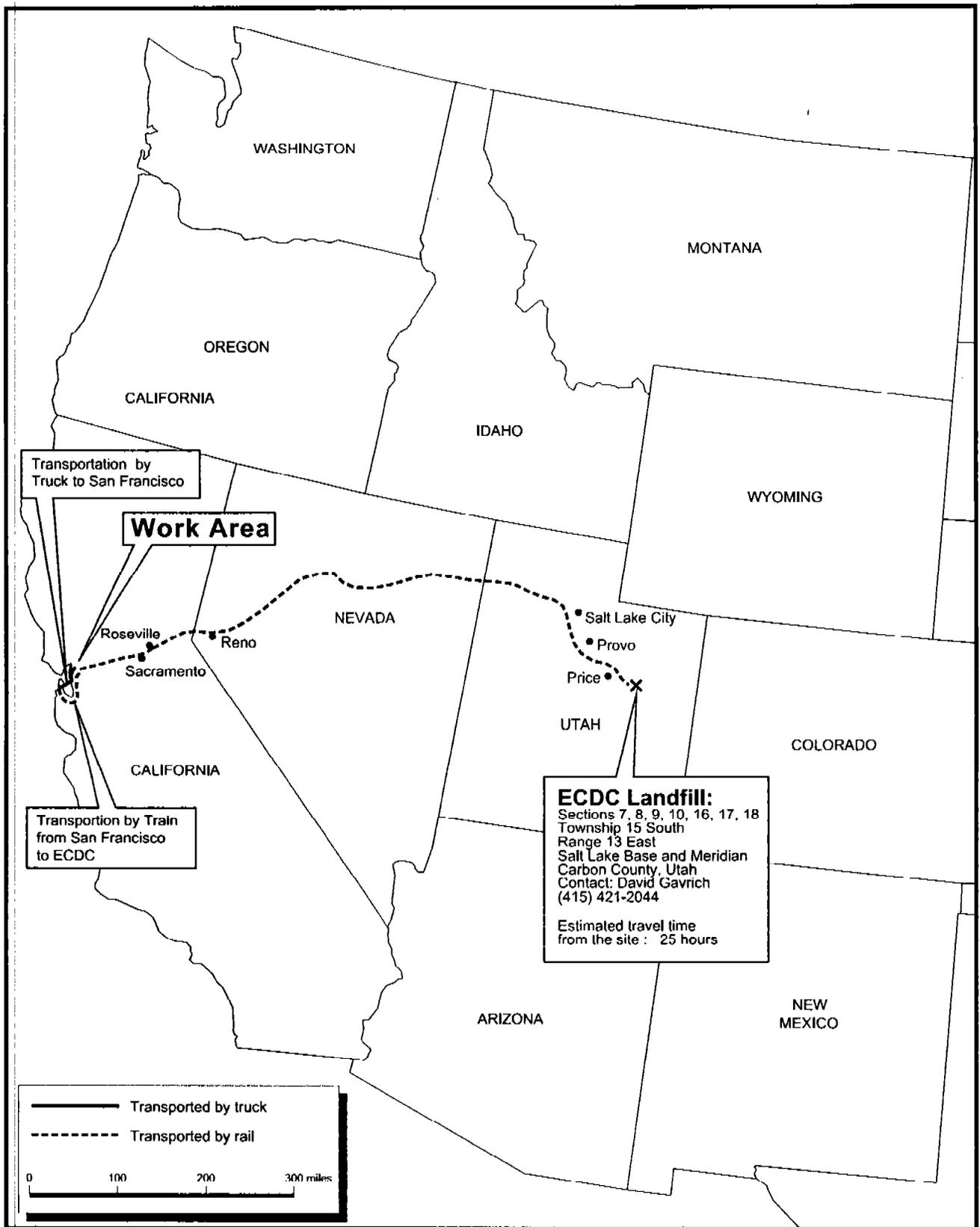


Figure 8
TRANSPORTATION ROUTE TO ECDC ENVIRONMENTAL FACILITY FROM THE WORK AREA



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APPENDIX A

**DEPARTING TRANSPORTATION
VEHICLE INFORMATION FORM**

DEPARTING TRANSPORTATION VEHICLE INFORMATION

Must be completed for every departure of every vehicle taking soil or wastes from the work area.

PROJECT NO.	DATE
LOCATION	NORTHGATE INSPECTOR
LOAD (MATERIAL INFORMATION)	
Manifest or Bill of Lading No.	
Destination	
Volume or Weight (if measured)	
TRANSPORTER INFORMATION	
Transport Company	
Driver Name	
Vehicle Type	
License Plate No.	
Vehicle Registration No.	
CHECKLIST	
<i>Driver Has:</i>	<i>And:</i>
<input type="checkbox"/> HSP with ERCP	<input type="checkbox"/> Driver is Familiar with H&S Procedures
<input type="checkbox"/> Transportation Plan	<input type="checkbox"/> Load is Secured
<input type="checkbox"/> Transporter Contingency Plan	<input type="checkbox"/> Tires/Underbody are Clean
<input type="checkbox"/> Manifest or Bill of Lading	
<input type="checkbox"/> Proof of Insurance	
<input type="checkbox"/> Material Profile Information	
General Comments:	
Time of Departure:	
Northgate Inspector's Signature	

APPENDIX B

EMERGENCY CONTACTS

TABLE B1: CALIFORNIA HIGHWAY PATROL (CHP) LOCATIONS AND PHONE NUMBERS

CHP STATION	LOCATION	TELEPHONE
GOLDEN GATE DIVISION		
Golden Gate Communication Center ^{1,2}	1551 Benicia Red., Vallejo, CA	(707) 551-4100
Contra Costa	5001 Blum St., Martinez, CA	(925) 646-4980
Dublin	4999 Gleason Rd., Dublin, CA	(925) 828-0466
CENTRAL DIVISION		
Merced ²	1800 E. Child Ave., Merced, CA	(209) 357-6922
Modesto	4030 Kiernan Ave., Modesto, CA	(209) 545-7440
Los Banos	706 W. Pacheco Blvd., Los Banos, CA	(209) 826-3811
Coalinga	125 S. Sixth St., Coalinga, CA	(559) 935-2093
VALLEY DIVISION		
Sacramento Communication Center ²	2555 First Ave., Sacramento, CA	(916) 861-1300
North Sacramento	5109 Tyler St., Sacramento, CA	(916) 338-6710
Woodland	41928 Country Rd. 23, Woodland, CA	(530) 662-4686
Tracy	385 W. Grantline Rd., Tracy, CA	(209) 835-8920
Buttonwillow	29449 Stockdale Hwy., Bakersfield, CA	(661) 764-5580
Fort Tejon	1033 Lebec Rd., Lebec, CA	(661) 248-6655
SOUTHERN DIVISION		
Bakersfield ²	4040 Pierce Rd., Bakersfield, CA	(661) 864-4444
Newhall	28648 The Old Road, Valencia, CA	(661) 294-5540
Altadena	2130 Windsor Ave. Altadena, CA	(626) 296-8100
Baldwin Park	14039 Francisquito Ave., Baldwin Park, CA	(626) 338-1164

NOTES

1. Closest to work area.
2. Dispatch Station; 24-hour telephone coverage.

TABLE B2: EMERGENCY RESPONSE NUMBERS

	TELEPHONE
ALL MEDICAL EMERGENCIES	(707) 745 3411
Sutter Solano Medical Center	(707) 554 4444
Benicia Fire Department	(707) 745 3411
Benicia Police Department	(707) 745 3411
State of Emergency Services Hotline (Emergency Only)	(800) 852 7550
National Emergency Response Center Hotline (Emergency Only)	(800) 424 8802 (916) 262 1621
Northgate Environmental Management	
Ted Splitter, Project Coordinator	(415) 492 0310 (510) 435 4609
Alan Leavitt, Project Engineer	(510) 839 0415 (510) 381 2334
Allen B. Storm, Project Hydrogeologist	(415)-492-0310 (415)-902-4431
Department of Toxic Substances Control	
Paul Ruffin, Project Manager	(916) 323 3369
Roman Racca, Public Participation Specialist	(916) 445 9543
Ron Baker, Media Contact	(916) 255 3646
For emergencies occurring after 5:00 p.m. and before 8:00 a.m., use the 24-hour alert pager	(916) 855 6264
City of Benicia	
Otto Giuliani, City Manager	(707) 746 4210
Incident Commander (available on 24 hour basis)	(707) 746 3412
Office of Environmental Health Hazard Assessment	
Case Officer	(916) 324 2829
California Integrated Waste Management Board	
Jacque Graber	(916) 341 6353
Solano County Department of Environmental Health	
Cliff Covey	(707) 421 6770 Ext # 164
Department of Transportation (Caltrans)	(800) 427 7623
Pacific Bay Homes	
Jason Keadjian, Public Information Officer	(707) 745 2112
Scott Goldie, Senior Vice President	(707) 745 2112

APPENDIX C

TRANSPORTATION DOCUMENTS

UNIFORM HAZARDOUS WASTE MANIFEST		1. Generator's US EPA ID No.		Manifest Document No.		2. Page 1 of		Information in the shaded areas is not required by Federal law.									
		3. Generator's Name and Mailing Address		A. State Manifest Document Number		98379383											
4. Generator's Phone ()		B. State Generator's ID															
5. Transporter 1 Company Name		6. US EPA ID Number		C. State Transporter's ID		D. Transporter's Phone											
7. Transporter 2 Company Name		8. US EPA ID Number		E. State Transporter's ID		F. Transporter's Phone											
9. Designated Facility Name and Site Address		10. US EPA ID Number		G. State Facility's ID		H. Facility's Phone											
11. US DOT Description (including Proper Shipping Name, Hazard Class, and ID Number)		12. Containers		13. Total Quantity		14. Unit Wt/Vol		I. Waste Number									
		No.		Type				State									
a.								EPA/Other									
b.								State									
c.								EPA/Other									
d.								State									
								EPA/Other									
J. Additional Descriptions for Materials Listed Above		K. Handling Codes for Wastes Listed Above		c.		d.											
15. Special Handling Instructions and Additional Information																	
16. GENERATOR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by proper shipping name and are classified, packed, marked, and labeled, and are in all respects in proper condition for transport by highway according to applicable international and national government regulations.																	
If I am a large quantity generator, I certify that I have a program in place to reduce the volume and toxicity of waste generated to the degree I have determined to be economically practicable and that I have selected the practicable method of treatment, storage, or disposal currently available to me which minimizes the present and future threat to human health and the environment. OR, if I am a small quantity generator, I have made a good faith effort to minimize my waste generation and select the best waste management method that is available to me and that I can afford.																	
Printed/Typed Name				Signature				Month		Day		Year					
17. Transporter 1 Acknowledgement of Receipt of Materials				Printed/Typed Name				Signature				Month		Day		Year	
18. Transporter 2 Acknowledgement of Receipt of Materials				Printed/Typed Name				Signature				Month		Day		Year	
19. Discrepancy Indication Space																	
20. Facility Owner or Operator Certification of receipt of hazardous materials covered by this manifest except as noted in Item 19.																	
Printed/Typed Name				Signature				Month		Day		Year					

DO NOT WRITE BELOW THIS LINE.

GENERATOR
 TRANSPORTER
 FACILITY

APPENDIX D

TRAFFIC MANAGEMENT PLAN



**northgate
environmental
management, inc.**

June 26, 2001

1056.01

Lee Cowles
Public Works Department
City of Benicia
250 East L. Street
Benicia, California 94510

Subject: Traffic Management Plan

Dear Mr. Cowles:

Enclosed are two copies of the Traffic Management Plan for the remediation of the Blake Court and Black Material Areas of the Former Solano County Sanitary Landfill in Benicia, California. Northgate Environmental Management, Inc. and CCS Planning and Engineering, Inc. have prepared this plan on behalf of Granite Management Corp. The intent of this plan is to describe procedures to manage traffic in the vicinity of the Project Site during remediation activities. This plan is being submitted to the City in accordance with the Project Environmental Impact Report.

If you have any questions regarding this plan, please contact either of the undersigned.

Sincerely,

Alan Leavitt, P.E.
Northgate Environmental Management, Inc.

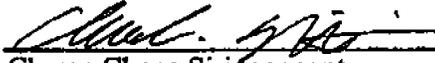
Chwen Siripocanont, C.E., T.E.
CCS Planning and Engineering, Inc.

Attachment

cc: Devin Hassett, Pacific Bay Homes

CERTIFICATION

All the Traffic Management information, conclusions, and recommendations in this document have been prepared under the supervision of and reviewed by a California licensed traffic engineer.


Chwen Cheng Siripocanont
Principal
License No. TE 1211, CE 33568

June 25, 2001
Date

TRAFFIC MANAGEMENT PLAN

INTRODUCTION

This Traffic Management Plan (TMP) has been prepared by Northgate Environmental Management, Inc. (Northgate, the Engineer) and CCS Planning and Engineering, Inc. (CCS) on behalf of Granite Management Corporation (Granite) for the remediation of the Blake Court and Black Material areas of the former Solano County Sanitary Landfill located in Benicia, California. The TMP was prepared in response to the mitigation measures detailed in the Environmental Impact Report, prepared by EDAW (May 2001) and will be provided to the Contractor of the remediation construction for compliance.

The construction area is located at the end of Blake Court east of Rose Drive, as shown on Figure 1. A staging area for construction trucks will be set up west of Rose Drive south of Cambridge Drive at the location shown on Figure 1. No construction activities will take place on Rose Drive; however, construction-related traffic between the truck staging area and construction work area will be controlled as detailed in this TMP.

PURPOSE AND OBJECTIVES

This Traffic Management Plan has been prepared to specify and outline safe practices for traffic in the vicinity of the project site, to limit the impact of construction-related transportation activities, and to reduce potential traffic conflicts with the Benicia Unified School District (BUSD) school bus pick-up and drop-off activities.

GENERAL REQUIREMENTS

The Contractor shall comply to the following general requirements:

1. Work shall be performed in accordance with this Traffic Management Plan.
2. This TMP includes, but is not limited to, installation of temporary signs and traffic control devices necessary for the safe and efficient movement of traffic to and from the construction area. Traffic control measures shall be in accordance with the standards and requirements of the City of Benicia, in addition to the requirements specified herein.
3. Traffic control shall conform to the principles set forth by the current edition of the STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION "Manual of Traffic Controls", the provisions of Section 12, "Construction Area Traffic Control Devices," of the CALTRANS STANDARD SPECIFICATIONS, 1999 metric

edition, the BENICIA MUNICIPAL CODE and General Ordinances, Title 10 Vehicles and Traffic, and as directed by the City's Engineer. The Contractor shall provide all required signs and traffic control devices. To address potential language barriers all signs to be posted shall include illustrations. The Contractor shall restrict construction truckhauling to the hours and days as specified below. No work shall be performed during the weekend or on designated legal holidays without prior approval by the City's Engineer. Because truck traffic will be staged outside of the residential area and in Blake Court east of Rose Drive, permits for road or lane closure and designated no-parking areas may not be needed. If such road or lane closure and on-street parking restriction are required, the Contractor must obtain prior approval from the City's Engineer.

4. The Contractor shall maintain property, pedestrian, and bicycle access at all times, except where written authorization by the City's Engineer is obtained prior to blocking access. There are no construction activities along Rose Drive, therefore a pedestrian and bicyclist detour plan is not necessary. If such detours are required, the Contractor must obtain prior approval from the City's Engineer.
5. The Contractor shall install and maintain all traffic control signs which are to remain in place for longer than five calendar days, 7 feet high on 4 x 4 wood posts or a convenient electrolier standard at locations as directed by the City's Engineer. Contractor shall securely attach suitable opaque covering for traffic control signs that are not in use. Signs, both permanent and temporary, which are damaged or lost, shall be replaced at Contractor's cost.
6. The Contractor shall be responsible at all times for informing the public of the traffic conditions affected by the construction activities by placement of appropriate warning and advisory signs. The Contractor shall provide and maintain all traffic control and safety items. The Contractor assumes sole and complete responsibility for the job and site conditions during the course of construction, including safety of all persons and property. This requirement shall apply continuously 24 hours per day and shall not be limited to normal work hours.
7. Temporary "NO PARKING" signs shall be posted by the contractor in front of unoccupied lots 40, 48, 49, 50 and 51 to reserve these spaces for worker parking. The signs shall be removed by the Contractor immediately when not required to facilitate the work. The Contractor shall notify the City's Engineer 7 calendar days in advance of any temporary or long-term parking disruptions resulting from construction activities.

SPECIAL TRAFFIC MANAGEMENT REQUIREMENTS

Access to the Site

The construction area is located east of Rose Drive, as shown on Figure 1. No construction activities are planned on Rose Drive, and neither lane closures nor detours are anticipated. Trucks and heavy equipment shall enter Rose Drive from

the Columbus Parkway, and proceed east along Rose Drive through its intersections with Cambridge Drive and Palace Court to the work area entrance at the intersection of Rose Drive and Blake Court. Trucks shall not use Rose Drive northeast of the Black Material / Blake Court work area or any routes other than Rose Drive, Columbus Parkway and Interstate 780, to travel to or from the site. The Contractor will instruct workers and subcontractors to use only the above access routes. Construction vehicles shall utilize the staging area on Rose Drive between Columbus Parkway and Cambridge Drive as necessary. The busiest traffic areas will be in the truck staging area and near the intersection of Rose Drive/ Blake Court. Construction traffic between these two areas shall be managed in accordance with this TMP.

Work area ingress and egress shall be maintained at the main gate on Blake Court. Appropriate construction area signs indicating construction traffic shall be posted both north and south of the Blake Court/Rose Drive intersection and west of the Bolton Circle/ Rose Drive intersection. As discussed below, a flagman shall be provided to direct vehicular and pedestrian traffic and help maintain traffic safety at these locations.

Additional work area access shall be maintained on a limited basis at the entrance gate located at Lot 50 on Rose Drive. This gate will be available for parking of employee vehicles and storage of equipment.

Schedule and Duration

Trucks shall not enter or leave the work area before 8:40 a.m. and after 4:00 p.m., Monday through Friday. No work shall be performed during the weekend or on designated legal holidays. Construction equipment and materials shall not be parked or stored on roadways with the exception of the gated construction area on Blake Court east of Rose Drive. Construction-related transportation activities may be conducted over a period of up to 3 to 4 weeks for removal of the stabilized Black Material, and for up to 4 months for the removal of materials from the Blake Court and Parcel C-1 areas. The number of trucks leaving the work area during periods of removal will range up to 60 per day.

Delivery of Heavy Equipment

Although no construction activities are planned that would require lane closure, delivery of oversized equipment may require escort vehicles. Heavy equipment, including excavators, loaders, cranes, a soil-mixing rig, and a mixing plant are anticipated to be used during construction activities. When vehicles used to escort oversized equipment are required, these vehicles shall use flashing caution lights during the transportation of such equipment in accordance with California Vehicle Code 35785 27904.5.

Street Sweeping

The Contractor shall conduct daily street sweeping along the construction traffic route or more frequently, as needed, to remove soil and debris from roadways.

Use of Flagmen

At all times when construction traffic is present, the Contractor shall provide flagmen at the intersection of Rose Drive and Blake Court, and at Rose Drive and the entrance of the truck staging area. The Contractor shall provide flagmen with the necessary equipment, and flagmen shall perform their duties in accordance with the current "Instructions to Flaggers" of the California Department of Transportation, and the provisions of Section 12-2, "Flagging," of the CalTrans Standard Specifications (1999 metric edition).

The Contractor shall conduct weekly morning briefing to flagman stationed on Rose Drive at the truck staging area entrance to assist vehicular and pedestrian traffic and help maintain traffic safety at the location of the KinderCare entrance and exit. The briefing should be conducted to inform flagman of anticipated activities to be conducted during the week and to relay traffic related issues that occurs during project implantation.

Speed Limit

Speed limit signs with 15 mph shall be posted at the intersections of Blake Court/Rose Drive and Rose Drive/staging area entrance. They shall be installed at the approximate locations as shown on Figure 1, and conform to the provisions of Section 12-3.06, "Construction Area Signs," of the CalTrans Standard Specifications (1999 metric edition).

Parking

Heavy equipment shall not be parked on any street at any time, with the exception of the gated construction area of Blake Court. Transport trucks will not be staged on residential streets. Staging will take place in the truck staging area and work area, as shown on Figure 1.

The Contractor will instruct workers to park at the staging area (except for appropriate numbers of vehicles that can park at parking spaces designated on Figure 2). The Contractor is encouraged to provide carpools from the Staging Area to the Work Area.

It is estimated that approximately 8 to 15 worker vehicles will be parked in the vicinity of the work area. Approximately ten off-street parking places will be available on Lots 40, 48, 49, 50, and 51. In addition, 7 on-street parking places in front of Lots 48 through 51 will be utilized. These lots are currently unoccupied and are owned by Granite Management. Temporary "NO PARKING" signs shall be posted in front of these lots by the Contractor as required to facilitate progress of work. The signs shall be removed by the Contractor immediately when work is completed. Another 4 parking spaces and temporary parking for delivery are located on Lots 50 and 51, behind the limited entrance gate on Lot 50. Parking space locations are shown on Figure 2.

School Bus Pick-up and Drop-off Locations

Dr. Joanne Haukland, the superintendent for the Benicia Unified School District (BUSD), has reviewed the TMP and determined that there are no apparent conflicts with the school bus operation. A letter from the superintendent that documents that there are no conflicts is included as Appendix A.

The Benicia Unified School District (BUSD) provides a regular school bus service during school sessions. BUSD is not in session from June 6 through August 24, 2001. During the summer vacation, Laidlaw provides individual school bus transportation for special education students on behalf of BUSD.

The school bus schedule indicates that pick up hours are prior to hours when trucks will be entering and leaving the work area. Therefore construction-related transportation activities are not anticipated to conflict with morning school bus operations. The BUSD regular school bus schedule includes three school buses that make stops along Rose Drive between 3:00 p.m. and 4:00 p.m., during construction transportation hours. Table 1 shows the bus schedules during this time, and the route taken along Rose Drive. Afternoon drop-off locations are shown on Figure 1. The Benicia High School and Liberty High School bus drives uphill, north towards Blake Court. The Benicia Middle School bus and the Mary Farmer School bus drive downhill, south towards Interstate 780.

The Contractor shall provide trained crossing guards to ensure the safety of school children at the bus drop-off locations. The cross guard shall ensure safe road crossing for pedestrians and to give warning and stop signals to the construction vehicles when necessary. Cross guards shall be provided at the drop-off locations as shown in Figure 1 between 3:00 p.m. and 4:15 p.m. on school days. During the summer, the Contractor shall contact Dr. Joanne Haukland at BUSD, (707) 747-8300 (extension 1210), or Ruth Lavarec at Laidlaw, (707) 745-8673 for the pick-up and drop-off time for special education students.

Communication amongst flagmen, cross guards, construction and monitoring personnel shall be maintained via cellular phones and radio.

Contractor and Subcontractor Certification

1. Contractor certifies that it has received a copy of this TMP, and will ensure that its employees and subcontractors are informed of and will comply with the requirements and the guidelines in this TMP, at a minimum
2. Contractor further certifies that it will take full responsibility of its employees and subcontractors for the safe practices for traffic in the vicinity of the project site, and to limit the impact of construction-related transportation activities in accordance with the TMP

CONTRACTOR

SIGNATURE

DATE

Pacific States Environmental

Peter Sumner

6/26/01

TABLES

1. Benicia Unified School District Bus Schedule

FIGURES

1. Traffic Control Measures
2. Worker Parking Plan

APPENDIX A

1. Letter from the Superintendent of the Benicia Unified School District (BUSD)

Table 1:

**Benicia Unified School District Bus Schedule
Starting August 27, 2001
Rose Drive, Benicia, CA**

No.	Drop-off location	Benicia & Liberty High School	Mary Farmar School	Benicia Middle School	Direction
1	Rose & corner of Cambridge	3:23 PM	-	-	Bus traveling north on Rose drive
2	Rose & corner of Blake Court	3:25 PM	-	-	
3	Rose & corner of Bolton (upper)	-	3:38 PM	3:07 PM	Bus traveling south on Rose drive
4	Rose & corner of Bolton (lower)	-	3:39 PM	-	
5	Rose & corner of Cambridge	-	3:40 PM	3:09 PM	
6	Rose & Kinder Care	-	3:42 PM	-	

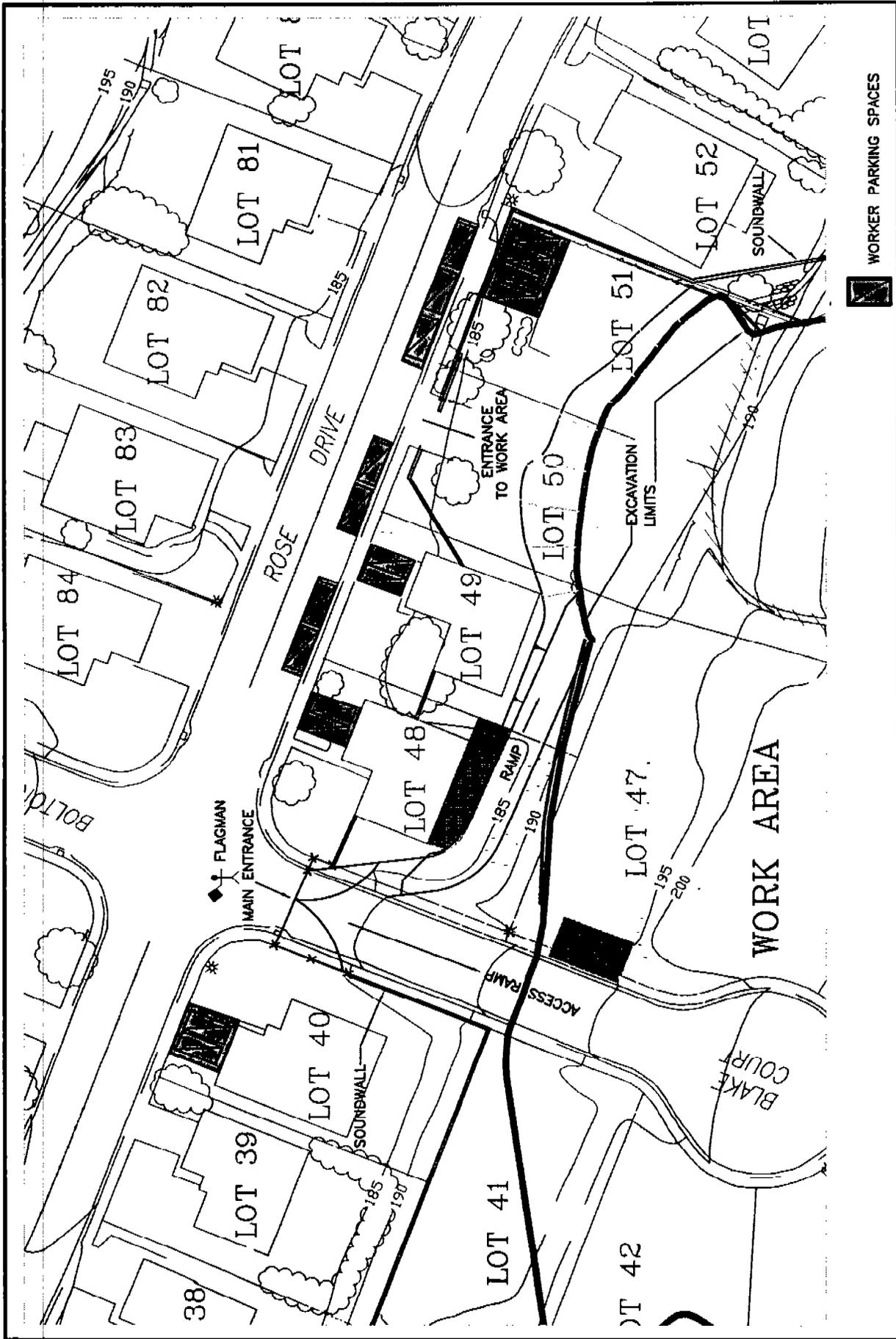


Figure 2
WORKER PARKING PLAN
 JUNE 2001
 Project No. 1056.01

APPENDIX A

Benicia Unified School District

A Partnership For Learning

June 25, 2001

SUPERINTENDENT:

Joanne Haukland, Ph. D.

GOVERNING BOARD:

Becky Billing
Diane Dooley, M.D.
Don Luce
Reg Page
Rhea Zaks

SCHOOLS:

Benicia High School
*California Distinguished
High School 1992*
*California Distinguished
High School 1996*

Benicia Middle School
*California Distinguished
Middle School 1994*
*National Blue Ribbon
School 1996*

Liberty High School

Joe Henderson Elementary
*California Distinguished
Elementary School 1993*

Mary E. Farmer Elementary
*California Distinguished
Elementary School 2000*

Matthew Turner Elementary

Mills Elementary
*California Distinguished
Elementary School 1995*

Robert Semple Elementary
*California Distinguished
Elementary School 1998*

350 East K Street
Benicia, CA 94510
(707) 747-8300
FAX (707) 746-6152

VIA FAX: 510-839-4350

Ms. Deni Chambers, C.Hg., C.E.G.
Principal Hydrogeologist
Northgate Environmental Management, Inc.
3629 Grand Avenue
Oakland, CA 94619

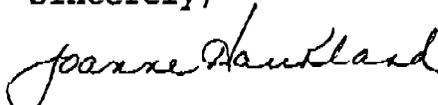
Subject: Traffic Management Plan for Black Material/
Blake Court Cleanup Project

Dear Ms. Chambers:

I have reviewed the Traffic Management Plan prepared by Northgate Environmental Management, Inc., and CCS Planning and Engineering, Inc., on behalf of Granite Management. Based on your current scope of work and schedule with an 8:40 a.m. truck start time, I see no apparent conflict with the Benicia Unified School District bus schedule or school traffic. We appreciate the inclusion of crossing guards at the school bus stops along Rose Drive as specified in your plan.

Please keep me informed of any changes to the remediation and construction schedule that could potentially affect the school bus operation or school traffic.

Sincerely,



Joanne Haukland, Ph.D.
Superintendent