

RESPONSE PLAN
FORMER SOUTHLAND STEEL PROPERTY

APPENDIX E
TRANSPORTATION PLAN

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TRANSPORTATION PLAN

**Former Southland Steel Facility
5959, 5969, 6011, 6161, & 6169 Alameda Street
Huntington Park, CA 90255**

Prepared for:

**Successor Agency to the
Community Development Commission
of the City of Huntington Park
Huntington Park, California**

Prepared by:

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July 2014

Project No.: Eco-13-595

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	BACKGROUND	1
3.0	PURPOSE AND OBJECTIVE	2
4.0	CHARACTERISTICS OF WASTE/MATERIAL TO BE TRANSPORTED	2
5.0	DESTINATION OF WASTE/MATERIAL	2
6.0	TRANSPORTATION MODE	2
7.0	TRANSPORTATION ROUTE	3
8.0	TRAFFIC CONTROL AND LOADING PROCEDURES	3
9.0	RECORD-KEEPING	4
9.1	OVERVIEW OF RECORDKEEPING PROCESS	4
9.2	WASTE MANIFESTING PROCEDURES	4
10.0	HEALTH AND SAFETY	5
11.0	CONTINGENCY PLAN	5
11.1	WORK AREA.....	5
11.2	SPILL DURING HAULING IMPACTED SOIL.....	5
11.2.1	<i>EMERGENCY SERVICES</i>	6
11.2.2	<i>ECO & ASSOCIATES, INC. CONTACTS</i>	6
11.2.3	<i>CLIENT AND SITE CONTACT</i>	6
11.2.4	<i>DEPARTMENT OF TOXIC SUBSTANCES CONTROL</i>	6

FIGURE

- 1 SITE LOCATION MAP
- 2 TRUCK TRANSPORTATION ROUTE (SITE TO FREEWAY)
- 3 TRUCK TRANSPORTATION ROUTE (FREEWAY ROUTE TO ADELANTO)
- 4 TRUCK TRANSPORTATION ROUTE (FREEWAY TO DISPOSAL FACILITY)

1.0 INTRODUCTION

This Transportation Plan was prepared for the planned remedial activities at the former Southland Steel facility in Huntington Park, California. These remedial activities are described in the Response Plan (ResPlan) associated with this transportation plan. This plan addresses the transportation of waste materials that will consist primarily of soil impacted by volatile organic compounds (VOCs), polynuclear aromatic hydrocarbons (PAHs), arsenic, cadmium, and/or lead.

2.0 SITE LOCATION AND BACKGROUND

The subject site is comprised of approximately 4.8 acre of industrial land located immediately southwest of Alameda Street and Randolph Street, in the community of Huntington Park, California (see Figure 1). The site consists of the former Southland Steel facility, which included all of the property located between a western railroad spur and Randolph Street to the east.

The site has been used for industrial purposes since 1923. A summary of businesses occupying the site since this date are summarized below.

- 1923 to 1947: American Agricultural Chemical Company
- 1947 to 1971: Rawlings / Luftkin Foundry as a manufacturing/warehouse
- 1972 to 2002: Southland Steel
- 2002 to 2005: Fallon Family Trust
- 2005 to present: Successor Agency to the City of Huntington Park Community Development Commission

Subsurface environmental investigations have been performed at the site since 2004 under the oversight of Department of Toxic Substances Control (DTSC). Eco & Associates, Inc. (Eco) compiled the results of all of the soil, soil vapor, and groundwater investigations and presented them in a Site Characterization Report dated July 10, 2011. A summary of these investigations is provided in the ResPlan.

The planned onsite remedial actions are based on the findings of a risk assessment that was prepared using the soil and soil gas data collected to date. An overview of the remedial actions at the site is as follows:

- *Soil* – Shallow soils will be excavated in areas where metal or PAH concentrations exceed cleanup levels as identified in the risk assessment. These risk-based soil cleanup levels (RSL) are as follow:

PAH (BaP): 0.21 mg/kg
Arsenic: 12 mg/kg
Cadmium: 7.5 mg/kg
Lead: 320 mg/kg

- *Soil Vapors* – Shallow soils will be excavated in areas where soil vapor concentrations represent an indoor-air risk. These areas generally correspond to the planned soil excavation areas that contain elevated metal or PAH concentrations.

- *Groundwater* - Contribution to groundwater contamination from prior site use is not considered significant, and no active contaminant source was identified at the site that requires action.

Removal action is planned for nine areas at the site as depicted on Figure 8 of the ResPlan. As noted above, these areas are being removed in order to remove shallow soil and soil vapor impacts. Five of these areas (depicted as Areas 1, 5, 6, 7, and 8 on Figure 8) are relatively small isolated locations. The remaining areas (Areas 2, 3, 4, and 9) are relatively larger where contiguous locations of contaminated soil were identified. It is estimated that up to 4,000 cubic yards (approximately 6,000 tons) of soil will require excavation and removal.

3.0 PURPOSE AND OBJECTIVE

The objective of this project is to remove soil from the site that has been impacted by arsenic, cadmium, lead and/or PAHs. The impacted soil excavated from the nine areas discussed above will be transported from the site to a recycling or disposal facility. The resulting excavations will be backfilled with clean imported soil.

4.0 CHARACTERISTICS OF WASTE/MATERIAL TO BE TRANSPORTED

The impacted soil to be removed from nine areas depicted on Figure 8 of the ResPlan contains PAHs, arsenic, cadmium, and/or lead concentrations that exceed the RSLs noted above. In addition, risk calculations show that copper and nickel concentrations also contribute to calculated non-cancer risk. The hazards associated with the each primary contaminant are provided in Appendix D, Health and Safety Plan of ResPlan.

It is assumed the impacted soil will most likely be transported and treated as Non-Hazardous waste. The final determination of the waste's designation, however, will be based on the profiling results obtained from soil samples collected from the stockpiles generated during excavation activities.

In the event that the excavated soil is deemed to be hazardous waste, the transporters must be registered with the Department of Toxic Substances Control. Transporters must also comply with the California Highway Patrol Regulations; the California State Fire Marshal Regulations; and the United States Department of Transportation Regulations. In addition, hazardous waste transporters must comply with Division 20, Chapter 6.5, Article 6 and 13 of the California Health and Safety Code and the Title 22, Division 4.5, Chapter 13 of the California Code of Regulations which are administered by DTSC.

5.0 DESTINATION OF WASTE/MATERIAL

The soil removed from the site will be transported and disposed at Soil Safe (SSI), which is located at 12328 Hibiscus Road, in the community of Adelanto, California. SSI is located approximately 87 miles from downtown Los Angeles.

6.0 WASTE TRANSPORTATION

As noted above, the volume of soil to be transported off-Site to SSI will be about 4,000 cubic yards (approximately 6,000 tons). The soil excavated from each area will be placed into temporary stockpiles located in the north-central portion of WB2 (referred to as Warehouse Building 2 on Figure 3 of the ResPlan). Soil will be loaded from these stockpiles directly onto trucks.

The material handling and associated safety procedures to be implemented during this project are detailed in the ResPlan and associated appendices. These procedures will be followed in the field by all personnel.

Semi dump trailers with capacities of 25 tons per load will be utilized to transport the impacted soil from the Site to SSI's facility. A total of ten trucks will be utilized daily for the off-site transportation of impacted soil. Each truck is anticipated to make two round trips per day. This will be roughly equivalent to 500 tons of soil removed per day (one trip in the morning, and one trip in the afternoon). Twelve days will be required to remove the impacted soil from the site.

The impacted soil will be loaded onto the trucks immediately adjacent to the stockpiled soil in the north-central portion of WB2. The loaded trucks will be decontaminated prior to leaving the loading areas. For track-out prevention and control, all truck exteriors will be broom cleaned after loading. The dump truck portion of the truck will then be covered with a tarp to prevent soil and/or dust from spilling out of the truck during transport to the designated facility (SSI).

Prior to leaving the loading areas, each truck will be inspected by quality control personnel to ensure that the payloads are adequately covered, the trucks are cleaned of any spilled materials, and the shipment is properly manifested or documented.

In the event that the waste is classified as hazardous, placards will be provided and affixed to the trucks prior to off-Site transportation. The proof of valid hauler registration for the hazardous wastes transportation will be obtained from the transporter, prior to shipping the impacted soil with the transporter.

A round-trip cycle of a loaded truck to the SSI site for unloading and return to the Site is estimated to require approximately 4.5 hours. However, actual times are expected to vary due to possible traffic.

7.0 TRANSPORTATION ROUTE

The transportation route planned for the trucks between the site and the disposal facility is shown on Figures 1, 2, and 3. As noted on these figures, the trucks will leave the site for the disposal facility by way of the following route:

- North 2.5 miles on Alameda Street
- East 38 miles and Highway 60
- North 34 miles on Highway 15
- North 10.4 miles on Highway 395
- East 1.7 miles on Adelanto Road
- North 0.3 miles on Hibiscus Road

The trucks will be returning to the site with full loads of clean soil by way of the same route once within the Los Angeles area.

8.0 TRAFFIC CONTROL AND LOADING PROCEDURES

In order to minimize any potential impact on the site vicinity, the transportation of impacted soils or fill materials will be on arterial streets and freeways, approved for truck traffic. Moving along the proposed transportation route provided on Figure 1, all street intersections are controlled by traffic lights or stop signs. For those intersections without traffic control

signs, in case needed, one of the contractor's flag persons may be situated there in order to assist or direct traffic flows during heavy traffic hours. Therefore, the number of daily truckloads during implementation of the RAP is not expected to cause a disruption in local traffic.

9.0 RECORD-KEEPING

This section describes recordkeeping, and tracking of waste transport and disposal activities.

9.1 OVERVIEW OF RECORDKEEPING PROCESS

Eco will be responsible for maintaining field daily log during the soil excavation, confirmation sampling, and backfilling activities. The on-site Contractor Quality Control (CQC) personnel will be the primary personnel to provide any required training/instructions needed to the site personnel and vehicle operators.

Daily logs will be used to document where, when, how, and from whom any vital information was obtained. Log entries will be complete and accurate enough to permit reconstruction of field activities. All entries will be legible, written in black ink, and signed by the individual making the entries. Language will be factual, objective, and free of personal opinions or other terminology that might prove inappropriate.

The following information will be recorded as appropriate in the field daily log for each day of activity:

- Daily safety meetings
- Daily log of Site activities
- Deviations from workplan or Site safety plan
- Changes in personnel and responsibilities as well as reasons for the changes
- Levels of safety protection
- Calibration readings for any equipment used and equipment model and serial number

9.2 WASTE TRACKING PROCEDURES

Both EPA (under its TSCA regulations) and California Department of Toxic Substances (CADTSC) Control require tracking of waste disposition from "cradle to grave" – from when it leaves the point of generation until it arrives at the disposal site. The manifest accompanies the waste and must be signed by the generator or its representative, the transporter(s) (Truck's drivers), and the receiving facility (SSI). To track each shipment, regulations require the generator and TSDF, individually to mail a copy of the manifest form to CADTSC within thirty days of shipment.

In addition, the contractor will record and tabulate the information of manifests (i.e. date/time, weight/volume, waste/material, trucking company, driver name, and vehicle used for each trip). The generator initial manifest's copy will be kept in a weather proof folder box onsite. The driver will be instructed to take the specified transportation road in the plan before leaving the site to the designated facility. A hard copy of truck route maps (Figures 1,

2, and 3) along the emergency numbers and instruction during any emergency will be provided to the transporter.

10.0 HEALTH AND SAFETY

The health and safety plan (HASP) that will be in effect for all work conducted at the site is included as Appendix D of the ResPlan. The health and safety oversight at the Site will be the responsibility of an on-site Health and Safety Officer designated by Eco. Once a truck departs the Site, health and safety oversight during transport to the disposal site is the responsibility of the trucking company. Upon receipt of impacted soil shipments at the disposal facility, health and safety oversight becomes the responsibility of the disposal site owner/operator (SSI).

The HASP (Appendix D of ResPlan) defines the safety and health requirements, guidelines, and practices applicable to the overall remedial action project, including the loading, unloading, decontaminating, and routing of the trucks within the site. The truck drivers and their dispatching facility will be apprised of potential onsite hazards and remedies to be implemented to avoid injury or equipment damage. As noted above, this notification will be the responsibility of the on-site Health and Safety Officer designated by Eco.

11.0 SPILL CONTINGENCY PLAN

This section describes the response to spills that may potentially occur in the work area or during transportation to the recycling facility (SSI). Emergency telephone numbers for notifying local, state, and federal agencies of spills are included at the end of this section.

11.1 WORK AREA SPILLS

Spills from trucks will be minimized by placing plastic sheeting beneath the truck loading area. Immediately after loading, any spilled soil will be cleaned off of the truck and swept/removed from the loading area before the trucks can proceed to the load-out area.

The trucks will be given a final inspection in the load-out area (where covering of the soil load will take place and manifest are delivered/signed) before the truck can leave the site. The on-site CQC will be responsible for insuring that the trucks have been sufficiently cleaned and that the integrity of soil cover will withstand traveling to the recycling/disposal facility.

11.2 SPILLS DURING HAULING

In the event that a spill occurs in route to the recycling/disposal facility and the incident threatens human health or the environment, the driver will first notify the local police department, then the local fire department, the Emergency Management Agency, and finally Eco and Associates, Inc. Assistance will be provided by Eco to these organizations to determine if public evacuation is necessary.

If a reportable quantity of a hazardous material is released off-site, Eco & Associates will notify the National Response Center (800-424-8802).

The following information will be provided to the National Response Center:

- Name and telephone number of Driver
- Name and address of facility and the location of the incident
- Time and type of incident

- Name and quantity of materials involved, if known
- Possible hazards to human health and/or the environment outside of the facility

If hazardous waste has been controlled, ensure that:

- Waste is collected and contained;
- Containers of waste are removed or isolated from the immediate site of the emergency;
- Treatment or storage of the recovered waste, contaminated soil or surface water, or any other material that results from the incident or its control is provided; and
- Ensure that all emergency equipment used is decontaminated, recharged, and ready for use before site operations are resumed.

11.3 EMERGENCY CONTACTS AND TELEPHONE NUMBERS

11.3.1 EMERGENCY SERVICES

Fire Department	911
Police Department	911
Paramedics	911

11.3.2 ECO & ASSOCIATES, INC.

Project Manager/Director

Name: Dr. Mohammad Estiri

Eco & Associates, Inc.

1855 W Katella Ave, Suite 340

Orange, CA 92867

Phone: (714) 289-0995

Mobile: (714) 325-9237

11.3.3 CLIENT AND SITE CONTACT

Primary Client Contact

Ms. Fernanda Palacios

City of Huntington Park

6550 Miles Avenue

Huntington Park, CA 90255

11.3.4 DEPARTMENT OF TOXIC SUBSTANCES CONTROL

Project Manager

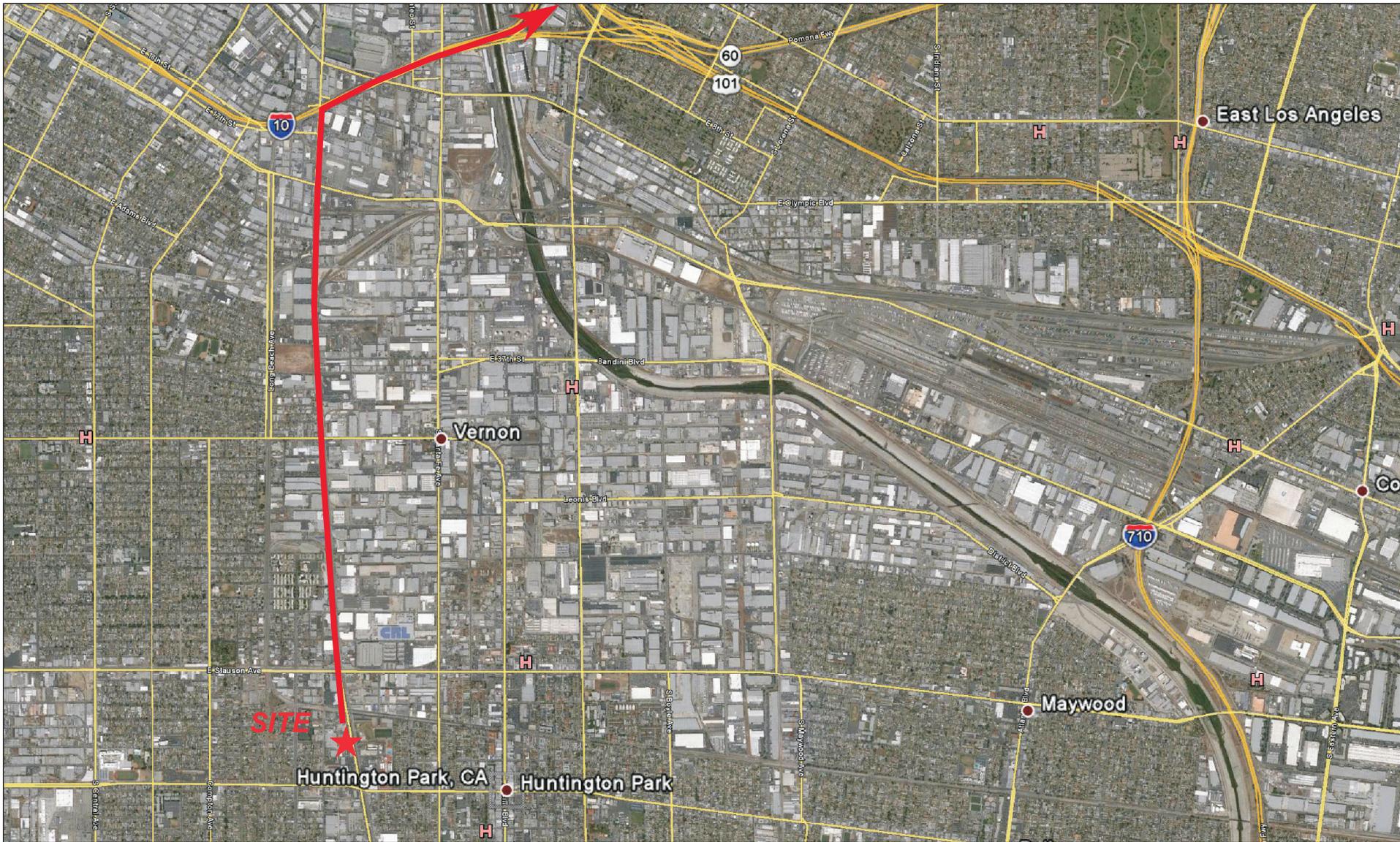
Mr. Manjul Bose

9211 Oakdale Avenue

Chatsworth, CA 91311-6505

Phone: (818) 717-6500

FIGURES



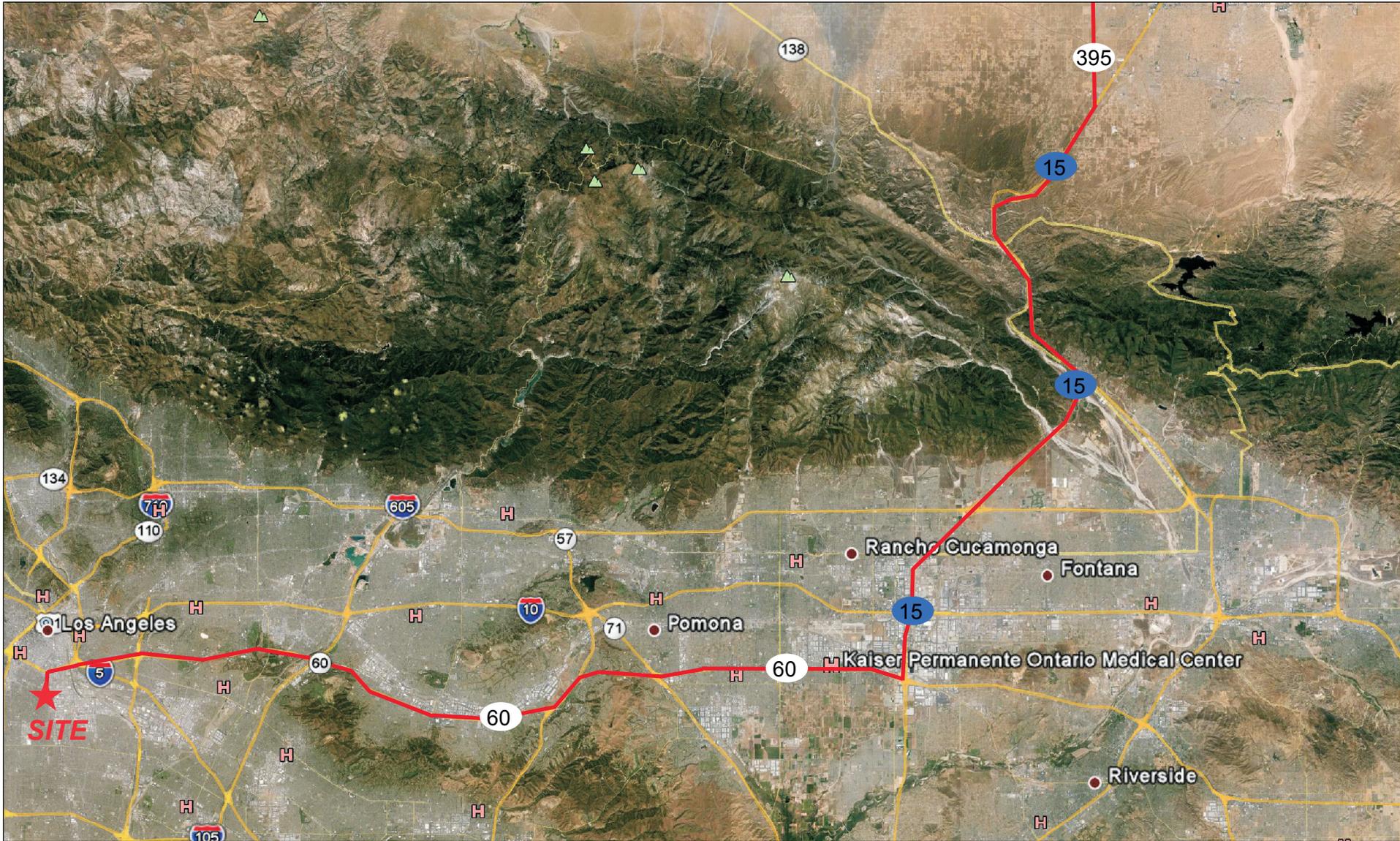
Base map courtesy of © 2013 Google

Note: Truck route as solid line.

Approximate Scale:



	<p>Eco & Associates, Inc. 1855 W. Katella Avenue, Suite 340 Orange, California 92867</p>	<p>TRANSPORTATION TRUCK ROUTE (from the site to Freeway)</p> <p>Former Southland Steel Facility Huntington Park, California</p>	<p>PROJECT NO. Eco-13-595</p>	<p>FIGURE 2</p>
	<p>Phone: 714.289.0995 Fax: 714.289.0965</p>		<p>DATED April 2014</p>	



Base map courtesy of © 2013 Google

Note: Truck route shown in solid red line.

Approximate Scale:

0 10 Miles



 	<p>Eco & Associates, Inc. 1855 W. Katella Avenue, Suite 340 Orange, California 92867</p>	<p>TRANSPORTATION TRUCK ROUTE (Freeway route to Adelanto)</p> <p>Former Southland Steel Facility Huntington Park, California</p>	<p>PROJECT NO. Eco-13-595</p>	<p>FIGURE 3</p>
	<p>Phone: 714.289.0995 Fax: 714.289.0965</p>		<p>DATED April 2014</p>	



Base map courtesy of © 2014 Google

Note: Truck route as solid line.

Approximate Scale:



	<p>Eco & Associates, Inc. 1855 W. Katella Avenue, Suite 340 Orange, California 92867</p> <p>Phone: 714.289.0995 Fax: 714.289.0965</p>	<p>TRANSPORTATION TRUCK ROUTE (route to Adelanto facility)</p> <p>Former Southland Steel Facility Huntington Park, California</p>	PROJECT NO. Eco-13-595	FIGURE 4
			DATED April 2014	