



TRAFFIC CONTROL PLAN SAN DIEGO SHIPYARD SEDIMENT SITE – SOUTH SHIPYARD

Prepared for

San Diego Bay Environmental Restoration Fund – South

Prepared by

Anchor QEA, L.P.

27201 Puerta Real, Suite 350

Mission Viejo, California 92691

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1 INTRODUCTION

1.1 Purpose

This Traffic Control Plan (Plan) was prepared by Anchor QEA, L.P., on behalf of the San Diego Bay Environmental Restoration Fund – South (South Trust) and has been reviewed and adopted by the Contractor to maintain Cleanup and Abatement Order (CAO) schedules. This Plan satisfies the conditions of CAO No. R9-2012-0024 (Water Board 2012a) and Mitigation Measure 4.3.8 of the Mitigation Monitoring and Reporting Program (MMRP; Water Board 2012b) for the South Shipyard portion of the San Diego Shipyard Sediment Site (Site).

Specifically, this Plan addresses operational guidelines for all haul truck operators at the Site to ensure the safe movement of truck traffic from the Sediment Management Area (SMA) to the Otay Landfill. The Contractor shall submit the final Plan to the City of San Diego and/or National City Traffic Engineer for approval two weeks prior to the start of sediment hauling operations. The Contractor will be responsible for implementation of the Plan. This Plan will be provided to the Regional Water Quality Control Board (Water Board) for verification during construction. An updated copy of the Plan will be kept on site at all times throughout construction.

1.2 Project Background

Discharges of metals and other pollutant wastes to San Diego Bay over the years have resulted in the accumulation of pollutants in marine sediments along the eastern shore of central San Diego Bay in San Diego, California. This accumulation resulted in conditions identified by the Water Board as adversely impacting beneficial uses (aquatic life, aquatic-dependent wildlife, and human health).

The Water Board identified the affected areas as including waters adjacent to two adjoining, active shipyard facilities in San Diego Bay—the North Shipyard and the South Shipyard, together termed the Site. In March 2012, the Water Board issued CAO No. R9-2012-0024 for the remediation of marine sediments containing elevated chemical concentrations at the Site.

An upland SMA is available for dredged material and debris offloading, dewatering, sediment management, haul truck loading, water management, and other staging activities. A portion of the U.S. Department of the Navy (USN) property, commonly referred to as the S-Lane Parcel, is the available SMA for the South Shipyard. The USN is the land owner of the SMA, which has been leased to General Dynamics National Steel and Shipbuilding Company (NASSCO). The South Trust has finalized an access arrangement for use of the property during construction operations.

1.3 Project Personnel

Prior to the start of construction operations at the Site, the Contractor shall verify that all transportation Subcontractors are familiar with requirements of this Plan and are properly licensed. Transporter qualifications will be reviewed and approved by the South Trust.

Traffic control shall be the responsibility of the Contractor throughout the duration of the project and is subject to all local, state, and/or federal regulations.

2 TRAFFIC OPERATIONS

2.1 On-Site Truck Routes

Sheet G-2 of the Contract Drawings (Anchor QEA 2013a) generally describes haul truck access to the SMA. Trucks will access the SMA from East Harbor Drive, which runs along the northeast corner of the property. Flagmen may be posted during loading hours, as necessary, to coordinate truck traffic at the entrance to the property from East Harbor Drive. Haul trucks will be required to complete a U-turn or three-point turn once entering the Site before being loaded with processed dredged material or project-related debris. Each truck will be lined with an impermeable plastic liner prior to loading is anticipated to have a material capacity of 20 to 35 tons. Once loaded, trucks will traverse an on-site wheel wash to remove any dredged material that may have accumulated on the truck or truck tires within the loading area. All wash water shall be captured, stored, and discharged in accordance with regulatory requirements. Proper documentation procedures, as described in Section 2.4 of this Plan, will be followed prior to haul trucks exiting the SMA onto East Harbor Drive.

2.2 Off-Site Truck Routes

Haul trucks will access the SMA from East Harbor Drive. Trucks waiting to access the SMA for loading will be staged within pre-negotiated parking areas within the S-Lane Parcel. Following the exit from site, trucks will follow the directions below to the Otay Landfill in Chula Vista, California. Trucks entering the site will follow the reverse of the directions below. These directions are also partially included on Sheet G-1 of the Contract Drawings (Anchor QEA 2013a).

1. Head southeast on East Harbor Drive.
2. Take the ramp onto I-5 South.
3. Take the exit onto CA-54 East.
4. Take the exit onto I-805 South.
5. Take the Main Street exit toward Auto Park Drive.
6. Turn left onto Main Street.
7. Turn left onto Maxwell Road.
8. End at 1700 Maxwell Road.

2.3 Traffic Restrictions

The Contractor shall be responsible for adhering to traffic restrictions and enforcing these restrictions upon all transportation Subcontractors performing work as part of the remedial action.

2.3.1 City of San Diego Traffic Restrictions

Disturbing, excessive, or offensive noise in San Diego is prohibited between the hours of 7:00 PM of any day and 7:00 AM of the following day or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with the exception of Columbus Day, Washington's birthday, and on Sundays. This restriction applies unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator in conformance with San Diego Municipal Code Section 59.5.04.04. The Contractor shall not apply for this, or any other, permit without prior approval from the South Trust. Contractor shall ensure that hauling activities occurring within these hours comply with the conditions of the aforementioned municipal code so as not to create disturbing, excessive or offensive noise.

2.3.2 National City Traffic Restrictions

Hauling activities—such as transportation of processed dredged material and construction debris—in National City shall comply with the noise restriction conditions established in Section 12.10.160 and Section 12.06.020 of the National City Municipal Code.

2.3.3 On-Site Speed Restrictions

During sediment processing activities, the Contractor shall ensure that on-site traffic speed is limited to 5 miles per hour. The Contractor will provide proper signs for the speed restriction.

2.3.4 Idling Restrictions

During sediment processing activities, the Contractor shall ensure that engines of construction-related equipment, including transportation equipment and motor vehicles, are turned off when not in use for more than 5 minutes. This restriction applies to all haul

trucks awaiting loading of sediment at the SMA and all trucks waiting for unloading at the Otay Landfill.

2.4 Specific Requirements for Waste Shipments

Waste shipments from the Site shall conform to the following minimum requirements, as applicable:

- Highway shipments shall include a waste manifest and/or bill of lading (BOL).
- Hazardous waste transporters shall comply with the California Vehicle Code, California Highway Patrol Regulations (California Code of Regulations [CCR] Title 13), the California State Fire Marshal Regulations (CCR Title 19), U.S. Department of Transportation Regulations (49 Code of Federal Regulations [CFR]), and U.S. Environmental Protection Agency (USEPA) Regulations (40 CFR). In addition, hazardous waste transporters must comply with the Health and Safety Code and CCR Title 22 administered by the Department of Toxic Substances Control.
- Hazardous waste shipments, if any, shall include a Land Disposal Restrictions Certification and/or Notice.

Draft versions of all shipping documents shall be forwarded to the Construction Manager for review and comment/approval prior to scheduling loads for off-site transport and disposal.

Coordination for scheduling of transportation and management of paperwork are as follows:

- The Contractor shall establish a proposed load-out schedule at the weekly project meeting if waste material load-outs are anticipated.
- The Contractor shall reconfirm each day's load-out schedule the day preceding load-out.
- The Contractor shall record individual load information as loading proceeds and provide paperwork to the South Shipyard's representative.
- The Contractor shall provide signed site copies to the Construction Manager and maintain copies on site. As necessary, regulatory copies will be forwarded to any/all state agencies.
- The Contractor shall supply each driver with signed paperwork prior to release of load from the Site.

Once the receiving disposal facility signs the shipping documents, the Contractor shall provide final versions to the Construction Manager and maintain copies on site.

2.5 Spill Contingency Plan

All transportation Subcontractors shall have Spill Response Contingency Plans for handling spills ranging from small incidental releases to large releases caused by overturns. The Contractor shall provide each Subcontractor's Spill Response Contingency Plans for approval by the South Trust prior to the transport of any hazardous material, sediment, or debris from the Site. In the event of an on-site spill, the Contractor shall assess the spill to determine if it has the appropriately trained personnel and on-site resources to safely and effectively respond to the spill. The Contractor shall handle small releases on-site in accordance with the procedures required to be detailed in the site-specific Health and Safety Plan and as specified in the Contingency Plan (Anchor QEA 2013b). Following determination that the spill can be safely and effectively managed, the Contractor shall immediately administer response actions to contain and clean the spill, as follows:

- The area of the spill shall be immediately isolated, and all non-essential cleanup personnel shall be kept away.
- Any combustible materials shall be moved from the vicinity of the spill.
- The Contractor shall report the spill of any hazardous materials to NASSCO Security at (619) 544-8401. NASSCO Fire will respond for awareness but will not conduct cleanup operations.
- Proper materials and Personal Protective Equipment (PPE) necessary to address the spill shall be secured.
- The source of the spill shall be located and stopped by containing, shutting valves, or powering down equipment and pumps.
- Appropriate spill response materials (sand, fill, booms, pads, etc.) shall be deployed as necessary to address the spill.
- The affected area and equipment that contacted the spilled material shall be decontaminated.
- Spill response materials shall be collected and disposed of appropriately.
- Spill response materials shall be collected and disposed of appropriately.

- Recovered waste, contaminated soil or surface water, or any other material that results from the incident or its control shall be treated and stored.
- No waste that is incompatible with released material shall be treated or stored in the facility until cleanup procedures are completed.
- The National Response Center (1-800-424-8802) and appropriate local agencies shall be notified (if spill is in reportable quantities) and given the following information:
 - Name and telephone number
 - Name and address of facility
 - Time and type of incident
 - Name and quantity of materials involved, if known
 - Extent of injuries
 - Possible hazards to human health or the environment outside of the facility

If the Contractor does not have the appropriate personnel and resources to respond to the hazardous material spill, then the area will be evacuated and the following parties will be notified:

- Fire Department, 911
- NASSCO Security, (619) 544-8401
- USEPA National Response Center, (800) 424-8802
- California Hazmat and Oil Emergency Response Team, (800) 852-7550
- U.S. Coast Guard (USCG) Sector San Diego, (619) 278-7031

In the event that emergency vehicles or responder units from the aforementioned parties are required, the Contractor in conjunction with NASSCO Security shall facilitate their access to the Site. Emergency vehicles shall be directed by the Contractor to any spill or health and safety incident area as needed. Additionally, other site traffic in or near the incident area will be restricted to allow for easy maneuvering of emergency vehicles.

Large releases caused by full overturns or off-site incidents will be handled by teams of the transportation Subcontractor's response crews and supplemented by other Subcontractors as required. Manpower, equipment, and materials are handled on a case-by-case basis. All Subcontractors shall notify the Contractor and NASSCO Security at (619) 544-8401 in the

event that any spill occurs during transit to its appropriate disposal facility. Each transportation Subcontractor is required to maintain and follow a Spill Contingency Plan. If the transporter does not have one, the Contractor will assist the Subcontractor with development of one. The Subcontractor shall notify the Contractor of any incidents within 15 minutes. In turn, the Contractor shall notify the South Trust and all other appropriate individuals associated with this project within 30 minutes of any spill and response actions being taken.

3 REFERENCES

Anchor QEA, 2013a. Contract Drawings. San Diego Shipyard Sediment Site – North Shipyard. August 2013.

Anchor QEA, 2013b. Contingency Plan. San Diego Shipyard Sediment Site – North Shipyard. August 2013.

Water Board (San Diego Regional Water Quality Control Board), 2012a. Cleanup and Abatement Order R9-2012-0024 for the Shipyard Sediment Site. March 14, 2012.

Water Board, 2012b. Technical Report for Cleanup and Abatement Order No. R9-2012-0024 for the Shipyard Sediment Site. March 14, 2012.