



HAZARDOUS MATERIALS TRANSPORTATION PLAN SAN DIEGO SHIPYARD SEDIMENT SITE – SOUTH SHIPYARD

Prepared for

San Diego Bay Environmental Restoration Fund – South

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1 INTRODUCTION

1.1 Purpose

This Hazardous Materials Transportation Plan (Plan) has been 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 4.3.7 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 documents sediment containment procedures and emergency notification procedures that will be in place during construction. The Contractor will be responsible for implementation of the Plan. The Plan will be subject to review by, and its implementation will be verified by, the Regional Water Quality Control Board (Water Board). 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 (Water Board 2012a) for the remediation of marine sediments containing elevated chemical concentrations at the Site.

2 POTENTIAL HAZARDOUS WASTES ASSOCIATED WITH THE WORK

The following potential hazardous waste may be encountered during demolition and dredging activities:

- *Contaminated sediments.* Although sediment sampling did not indicate the presence of any hazardous waste levels as defined in the California Code of Regulations, Division 4.5, Title 22, sediments may contain chemicals of concern, such as copper, mercury, high-molecular-weight polycyclic aromatic hydrocarbons (HPAHs), polychlorinated biphenyls (PCBs), and tributyltin meeting Title 22 criteria for hazardous waste disposal.

3 LOCATION, MEANS, AND METHODS FOR STORING WASTE PRIOR TO TRANSPORTATION

The following means and methods will be implemented to ensure hazardous waste, if encountered, is stored properly prior to transportation to the disposal facility.

3.1 Sediment

All dredged material will be offloaded at the Sediment Management Area (SMA; Figure 1) located on the north side of Chollas Creek. If needed, dredged material will be stockpiled and stored at the SMA. Alternatively, if additional passive dewatering is not necessary, or if water absorbent additives or cement (liquid slurry) are combined with the sediment in the barge, then the sediment may be placed directly into lined trucks for transport to the off-site disposal location, provided that the sediment passes the Paint Filter Liquid Test before leaving the Site. Proposed dredged material was characterized as non-hazardous waste and pre-approved for disposal at the Otay Landfill. If required, the material will be re-tested prior to transportation to the disposal facility. In the event that material characterization re-testing indicates hazardous waste, the Contractor will provide separate stockpiles for these materials. Hazardous waste will be determined by using criteria set forth in 40 Code of Federal Regulations 260 and all applicable state and local laws, regulations, and ordinances regarding the transportation and disposal of hazardous waste.

The following best management practices (BMPs) will be implemented to ensure proper storing of hazardous material prior to transport:

- Suitable barriers (e.g., “Ecology” blocks, K-rails, or similar methods) and lining (e.g., geomembrane) shall be installed and maintained around the stockpiling area to contain and prevent decanted water and stormwater from flowing into San Diego Bay or into the underlying ground.
- All requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities shall be complied with as required.
- Sediments shall be dewatered to a point where they pass the Paint Filter Liquid Test; dewatering is anticipated to be done by air-drying action supplemented by regular

reworking of sediments and may be accelerated with the use of liquid or slurried drying agents.

- Trucks shall be loaded within the stockpiling limits of the secondary containment and stockpiling area to ensure sediments are not spread throughout the SMA.
- Trucks shall maintain a minimum of 12 inches of freeboard and be lined, as appropriate.
- Haul trucks shall be washed in a designated contained area prior to exiting the SMA to prevent transfer of materials to the surrounding area.

4 SUBCONTRACTOR AND PERSONNEL INFORMATION

This section provides the names and qualifications for each Subcontractor that will be transporting, storing, treating, and disposing of the waste and the facility location, its phone number, and name of its 24-hour point of contact.

Table 1 provides the names and qualifications of Subcontractors who will be supporting the Contractor with the handling, transportation, and disposal of any waste materials encountered as a part of construction.

Table 1
Subcontractor Information

| Subcontractor | Qualifications |
|--------------------------------|-------------------------------------|
| Enniss Materials: 619 719-6200 | 20 plus years of related experience |
| Burns and Sons 619 460-4394 | 20 plus years of related experience |
| Walters Trucking 760 726-6635 | 20 plus years of related experience |

In the event that hazardous materials are encountered at the site, they will be transported to a NASSCO-approved landfill authorized to receive hazardous waste in accordance with all applicable state and federal regulations.

5 METHODS USED TO PROTECT WORKERS FROM EXPOSURE TO HAZARDOUS WASTE

In the event that hazardous wastes are encountered, all workers may be required to wear additional PPE then what is required in the site specific Health and Safety Plan (HASP). This additional PPE may include tyvek suits to protect the worker from dermal contact, as well as additional respiratory protection.

6 EMERGENCY NOTIFICATION PROCEDURES

All emergency numbers and contacts will be posted at the job site at the designated meet-up location in case of an emergency. Table 3 lists contact information that will be provided by the Contractor in order to adhere to all protocols agreed to with the South Trust.

Table 2
Emergency Contact Information

| Name | Company | Phone Number |
|----------------|----------------|---------------------|
| Chad Carpenter | R.E. Staite | (619) 233-0178 |
| Ralph Hicks | R.E. Staite | (619) 233-0178 |

In the event of spills and releases of hazardous materials, the Contractor shall ensure the following occurs:

- 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.
- No waste that is incompatible with released material is treated or stored in the facility until cleanup procedures are completed.
- The National Response Center (1-800-424-8802) and appropriate local agencies are notified 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

In the event of any emergency (such as fire, earthquake, and worker injury), the Contractor will follow site-specific contingency measures to ensure the rapid communication of an emergency situation to project members to affect a swift and safe evacuation of the job site

until the emergency has subsided. Refer to the site-specific Health and Safety Plan developed by the contactor.

In the event of a medical emergency, immediate action will be taken by the first person to recognize the event following the appropriate protocols set forth by the Contractor. Refer to the site-specific Health and Safety Plan developed by the Contractor.

7 REFERENCES

Water Board (San Diego Regional Water Quality Control Board), 2012. 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.

FIGURE



SOURCE: Aerial from ESRI basemaps.
HORIZONTAL DATUM: California State Plane, Zone 6, NAD83, U.S. Feet.

