

**TRANSPORTATION PLAN
FOR
INTERIM MEASURES AT THE
AREA I BURN PIT – SOLID WASTE MANAGEMENT UNIT
(SMWU) 4.8
SANTA SUSANA FIELD LABORATORY
VENTURA COUNTY, CALIFORNIA**

Prepared for:

The Boeing Company
5800 Woolsey Canyon Road MC: 033-T487
Canoga Park, California 91304-1148

Prepared by:

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Tucson, CA

**File No. 2006-734/M474
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Canoga Park, California 91304-1148

Attention: Mr. Art Lenox

Subject: Transportation Plan for
Interim Measures at the Area I Burn Pit -
Solid Waste Management Unit (SWMU) 4.8
Santa Susana Field Laboratory
Ventura County, California

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Dear Mr. Lenox:

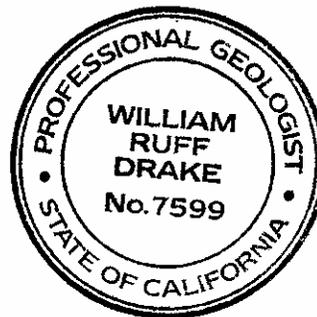
Enclosed is our plan, *Transportation Plan for Interim Measures at the Area I Burn Pit - Solid Waste Management Unit (SWMU) 4.8, Santa Susana Field Laboratory, Ventura County, California*. This transportation plan describes the proposed transportation of contaminated soil from the Area I Burn Pit to off-site disposal facilities and is pursuant to a 26 July 2006 letter from the Department of Toxic Substances Control (DTSC) entitled *Comments Regarding Revised Interim Measures Workplan for the Area I Burn Pit (Workplan) Santa Susana Field Laboratory (SSFL), Ventura County, California*.

We appreciate the opportunity to work with The Boeing Company on this project. Please advise if you have any questions or wish further discussion of this report.

Sincerely yours,
HALEY & ALDRICH, INC.

William R. Drake
Staff Geologist
California Professional Geologist No. 7599

Sheldon D. Clark
Vice President



Enclosure

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LIST OF ACRONYMS

118 Fwy	Ronald Reagan 118 Freeway
210 Fwy	Pasadena Freeway 210
Boeing	The Boeing Company
5 Fwy	Golden State Freeway 5
DOE	The Department of Energy
DTSC	Department of Toxic Substances Control
EPA	U.S. Environmental Protection Agency
IM	Interim Measures
IMWP	Interim Measures Work Plan
RCRA	Resource Conservation and Recovery Act
SSFL	Santa Susana Field Laboratory
SWMU	Solid Waste Management Unit
HASP	Health and Safety Plan

INTRODUCTION

This Transportation Plan was prepared by Haley & Aldrich, Inc., in accordance with the Department of Toxic Substances Control (DTSC) letter *Comments regarding Revised Interim Measures Work Plan for the Area I Burn Pit, Santa Susana Field Laboratory (SSFL), Ventura, California* (26 July 2006).

This Transportation Plan was prepared to address movement of excavated soil and debris generated during the implementation of the Interim Measures Work Plan (IMWP) for the Area I Burn Pit – Solid Waste Management Unit (SWMU) 4.8, Santa Susana Field Laboratory, Ventura County, California, prepared by Haley & Aldrich (9 June 2006) for The Boeing Company (Boeing). The removal, transportation, and disposal activities will be performed in accordance with applicable federal, state, local laws, regulations, and ordinances.

The Site is located in Area I of the SSFL, which is owned by the Boeing Company. The SSFL is located in the Simi Hills of southeastern Ventura County in Southern California (Figure 1), approximately 29 miles northwest of Los Angeles. The SWMU 4.8 is approximately 5.8 acres in size and is located in the southern portion of Area I of the SSFL (Figure 2). The Thermal Treatment Facility (TTF) Interim Status Facility lies within the Area I Burn Pit. Site features as well as the TTF Interim Status Facility and Area I Burn Pit are described below.

1.1 TTF Interim Status Facility

The TTF Interim Status Facility lies within and near the center of the eastern portion of the SWMU and formerly consisted of two concrete pads (Burn Pit 2 and Concrete Pad 2) surrounded by earthen berms (Figure 2). The TTF Interim Status Facility includes the concrete pads identified as “Burn Pit 2” and “Concrete Pad 2” and the surrounding berms. The TTF Interim Status Facility was used for evacuation of pressurized cylinders, and destruction of energetic wastes (such as nitroglycerin and ammonium perchlorate), plasticizers, and binders (EMCON, 1990).

1.2 Area I Burn Pit (SWMU 4.8)

The area surrounding the TTF Interim Status Facility (outside of the berms and former concrete pads) is included in the Area I Burn Pit (SWMU 4.8). The SWMU formerly consisted of several earthen and concrete-lined ponds, a control center and two explosives storage sheds. The SWMU was primarily used for the destruction of explosive and flammable wastes by open burning (Groundwater Resource Consultants, Inc. 1992). Wastes treated in the SWMU primarily included solvents and fuels generated from other areas at the SSFL (SAIC, 1994).

2. PURPOSE AND OBJECTIVE

The purpose of this Transportation Plan is to minimize potential health, safety, and environmental risks resulting from the implementation of the IMWP, particularly during loading, Site entry, and egress, and during transportation of waste on public roads. The Transportation Plan as well as the included Contingency Plan will be used as a stand-alone document by personnel involved in the transportation of the contaminated soil.

3. WASTE CHARACTERIZATION AND QUANTITY

Waste anticipated to be generated during implementation of the proposed IM activities at the Area I Burn Pit includes chemically-contaminated excavated soils, debris such as concrete, metal, glass, and wood, and equipment decontamination water. The types of contaminants suspected to be present at the SWMU are based on knowledge of historical disposal activities and soil sampling data. Soils and debris will have been screened for radioactive contamination using Department of Health Services approved procedures prior to shipment.

3.1 Estimated Waste Quantity

The in-situ volume of excavated soil is estimated to range from approximately 3,780 to 6,500 cubic yards, or approximately 328 to 563 truck loads, assuming an average truck load of 15 cubic yards and approximately 30% bulking. Because adjustments to the limits of excavation may be warranted based on visual field evidence (e.g., stained or disturbed soil, buried debris, and burned material), excavation volumes are estimates and do not include potential additional excavation that may be necessary in order to meet the clean-up goals of the IMWP.

The volume of generated wastewater from decontamination activities has been estimated at less than 500 gallons. This is only an estimate, because this waste has not yet been generated. If additional water is used during decontamination activities, the change in wastewater volume will not be considered as a minor change to this Transportation Plan, and no further approval will be necessary.

3.2 Waste Profiling

Representative soil samples will be collected from targeted excavation areas for the purpose of waste profiling. Chemical analysis will be conducted by a California-certified laboratory, and the soil will be classified in accordance with regulations described in California Code of Regulations, Title 22, Sections 66261.21 to 66261.24. Analytical results will be submitted to the appropriate disposal facilities for approval and disposal of waste. Once approval from the disposal facility is obtained, the waste will be transported to the disposal facility.

4. WASTE STAGING OPERATIONS

Based on soil analysis data, and pending the approval by the appropriate disposal facilities, it is anticipated that the majority of excavated soil will be temporarily stockpiled prior to loading. Stockpiles will be composed of soil from a single source (e.g., from only Excavation A). Furthermore, soil anticipated to exceed hazardous waste levels will be segregated and managed separately. Excavated soil that is not promptly loaded for transport to a disposal facility will be stored in covered stockpiles constructed on plastic sheeting. Wastewater generated during decontamination will be temporarily stored on-Site pending waste characterization and appropriate disposal.

5. REQUIREMENTS OF TRANSPORTERS

A transporter or combination of transporters will be selected prior to the implementation of this Transportation Plan. The selected transporters will be qualified, fully licensed, and insured to transport the wastes generated. For transportation of hazardous wastes, the selected transporter will be a registered hazardous waste hauler.

The soil and debris removed from the Area I Burn Pit excavations will be transported in bulk, using 18-wheel end dump trucks, or equivalent, each with a capacity of 20 to 25 tons of material. Prior to leaving the Site, Resource Conservation and Recovery Act (RCRA) or California-hazardous wastes, as well as non-hazardous waste, will be covered and secured with a tarp completely extending over the truck bed (see Section 8). If soil is stored on-Site in roll-off bins, then the roll-off bins will be fully covered during transportation to the appropriate disposal facility.

6. EMISSIONS ANALYSIS

Total vehicle emissions for transportation activities were calculated and compared to air quality thresholds to determine the daily limits for heavy equipment and truck emissions. The emissions for the various operations involving heavy equipment were determined using emission factors, operation times/distances, and emission thresholds. Transportation activities will take place in the following air districts:

- Ventura County Air Quality Management District (VCAQMD)
- South Coast Air Quality Management District (SCAQMD)
- Antelope Valley Air Quality Management District (AVAQMD)
- San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD)

6.1 SSFL on-Site equipment analysis

Vehicle emissions on-Site fall under the jurisdiction of the VCAQMD. 2006 emission rates were determined for anticipated on-Site heavy equipment according to the URBEMIS2002 construction equipment rates for 2006 (Jones & Stokes Associates, 2005). A standard load factor of 0.65 is assumed. Specific idling diesel truck emission factors were determined using EMFAC2002 (California Air Resources Board, 2003). According to the BURDEN module in EMFAC2002, average idling time is 105 minutes/day.

Equipment emissions were totaled and compared to VCAQMD's Thresholds of Significance. Calculations indicate that on-Site emissions are not anticipated to exceed Ventura County's threshold values (Ventura County Air Pollution Control District, 2003).

6.2 Transportation analysis:

Transportation vehicles will travel through three air quality jurisdictions on their way to either

- Chemical Waste Management - Kettleman Hills Facility near Kettleman City,
- Antelope Valley Recycle and Disposal Facility at Palmdale, or
- Lancaster Recycle and Disposal Facility at Lancaster.

Round-trip emissions were calculated using EMFAC2002 emission factors for on-road heavy-heavy duty diesel trucks of model years 1965-2006 (California Air Resources Board, 2003). These factors were multiplied by estimated round-trip miles to be traveled through each air quality management district. Emission calculations for variable numbers of trucks making one round trip were performed and compared to thresholds of significance for each air quality management district.

Route to Antelope Valley or Lancaster Recycle and Disposal Facilities: VCAQMD, SCAQMD, AVAQMD

40 heavy-heavy diesel trucks traveling through the VCAQMD have calculated emission totals below the VCAQMD thresholds (Ventura County Air Pollution Control District, 2003). Up to 40 heavy-heavy diesel trucks traveling through the SCAQMD have calculated emission totals below the SCAQMD thresholds (South Coast Air Management District, 2006). And, 40 heavy-heavy diesel trucks traveling through the AVAQMD have calculated emission totals below the AVAQMD thresholds (Antelope Valley Air Quality Management District, 2002).

Route to Kettleman Hills Facility: VCAQMD, SCAQMD, SJVUAPCD

40 heavy-heavy diesel trucks traveling through the VCAQMD have calculated emission totals below the VCAQMD thresholds (Ventura County Air Pollution Control District, 2003). Up to 20 heavy-heavy diesel trucks traveling through the SCAQMD have calculated emission totals below the SCAQMD thresholds (South Coast Air Management District, 2006).

SJVUAPCD has no daily emission thresholds for on-road diesel trucks; however, this district uses yearly thresholds. 40 heavy-heavy diesel trucks traveling through the SJVUAPCD for 15 days have calculated emission totals below the SJVUAPCD yearly thresholds (Mobile Source/CEQA Section of Planning Division of the San Joaquin Valley Air Pollution Control District, 2002).

6.3 Risk assessment for carcinogens:

There is no guidance for estimating carcinogenic risk from typical short-term construction projects. The shortest exposure duration suggested by Office of Environmental Health Hazard Assessment (OEHHA) is nine years (http://www.oehha.org/air/hot_spots/pdf/HRAfinalnoapp.pdf, page 8-4). The excavation and disposal activities of the IM are not anticipated to exceed 3 to 4 weeks in duration.

6.4 Vehicle emissions summary

Results of emissions analysis indicate that 40 round-trips per day are permissible for soil going to Antelope Valley and Lancaster Recycle and Disposal Facilities. Soil going to Chemical Waste Management - Kettleman Hills Facility is limited to 20 round-trips per day based on SCAQMD thresholds.

7. TRAFFIC CONTROL PROCEDURES

The plan is to dispatch trucks to and from the Site at set intervals to avoid traffic problems along Woolsey Canyon Road, the significant local traffic bottleneck. Between 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., trucks traveling on City of Los Angeles streets will be staggered at a minimum of 15 minute intervals. For other periods, the interval will be approximately 10 minutes. Although truck drivers will be instructed to approach the Site at the prescribed intervals, there is always the possibility that some trucks will approach the Site ahead of time.

Each truck driver will make a temporary stop at the facility entrance at the end of Woolsey Canyon Road. The driver will park the truck at an area designated by the security guards. The security guard will issue a temporary pass permit to the driver and authorize the truck entry to the facility. The driver will proceed to the loading area following the posted signs. While at the Site, vehicles will be required to maintain slow speeds for safety purposes and for dust control measures.

No more than 20 trucks will arrive and leave the Site on the same day. At any time, approximately four to five trucks may be staged at the loading area at the Area I Burn Pit. Excess trucks (those showing up earlier than planned) will use available parking space at SSFL. The transportation manager will then mobilize the empty trucks towards the facility, as the need arises at the loading area.

Truck dispatch and any special instructions will be communicated by the transportation manager to each driver via hand-held radio.

8. TRUCK LOADING OPERATIONS

Transportation trucks will be loaded at staging areas, which are anticipated to be at the Area I Burn Pit area, near excavation areas (Figure 2). Environmental monitoring, including monitoring for dust and VOCs, will be performed during loading activities for precautionary purposes.

Gentle loading will be performed to minimize the potential for spill or dust creation. Water spraying will be implemented as needed to suppress potential dust generation during loading operations. Loading will not be performed during unfavorable weather conditions (i.e., high winds or storms). The side of the truck will be draped with plastic to avoid contamination of the sides of the truck and the truck tires. Care will be taken to apply dust suppression water to the top of the load or source material to avoid wetting the truck tires. Any material that is spilled during loading will be collected for subsequent loading. After loading, trucks will then pass through the decontamination and inspection station prior to weighing and departure from the Site.

Transported material will be covered prior to leaving the SSFL property. Trucks will be inspected by the transportation manager before leaving the Site. The inspection will include visual checking of tire conditions, brake pads, latches, properly-secured covering, decontamination, placarding, and hauling documents (manifests). The inspection results will be logged in the daily construction logs kept by the transportation manager.

9. SHIPMENT DOCUMENTATION

The characteristics of the waste will be determined prior to transportation off-Site. A copy of the shipping document for each truckload will be maintained on-Site until completion of waste transportation operations.

9.1 Hazardous Waste Shipment

If the waste is categorized as a hazardous waste, a manifest of hazardous waste will be prepared for each truck, based on analytical data and the landfill approval profile sheet. After loading the truck, the driver will be handed the manifest for signature. The generator's copy (yellow) and the DTSC's copy (blue) will be removed from the manifest package, by the transportation manager, for logging and tracking purposes. The balance of the manifest sheets will be handed over to the driver to accompany the shipment of the waste to the landfill facility. At a minimum, the manifest document will include the following information:

- Name and Address of Waste Generator;
- Name and Address of Waste Transporter;
- Name and Address of Disposal Facility;
- Description of the Waste; and
- Quantity of Waste Shipped.

9.2 Non-Hazardous Waste Shipment

If the waste is characterized as non-hazardous waste, the truck driver will be handed a non-hazardous waste manifest or bill of lading. After loading the truck, the driver will sign the non-hazardous waste manifest. A generator's copy will be retained by the transportation manager for logging and tracking purposes. At a minimum, the manifest will include the following information:

- Name and Address of Waste Generator;
- Name and Address of Waste Transporter;
- Name and Address of Disposal Facility;
- Description of the Waste; and
- Quantity of Waste Shipped.

10. TRANSPORTATION ROUTES

Transportation of contaminated soils will occur on arterial streets and/or freeways, approved for truck traffic, to minimize any potential impact on the local neighborhoods. The primary routes and an alternate route are described in detail below.

10.1 Primary Route

The primary truck route to the various facilities will be based on reaching the Ronald Reagan 118 Freeway (118 Fwy). To exit the SSFL Site from the Area I Burn Pit (SWMU 4.8), vehicles will proceed directly towards the Site gate along Area I Road (Figure 3).

Primary Route to the 118 Freeway

From the SSFL gate, vehicles will turn right (east) onto Woolsey Canyon Road, turn right (south) onto Valley Circle Boulevard, turn left (west) onto Roscoe Boulevard, and turn left (north) onto Topanga Canyon Boulevard (Figure 4). The entrance to the 118 Fwy is on Topanga Canyon Boulevard.

Route to Antelope Valley and Lancaster Recycle and Disposal Facilities

Vehicles will go east on 118 Fwy, merge north onto San Diego Freeway 405 followed by I-5, and then east on 14 Fwy (Figure 5). Vehicles in route to Antelope Valley Recycle and Disposal Facility will exit and proceed west on W. Avenue S, turn right (north) onto Tierra Subida Ave, and proceed approximately 0.6 miles to the facility entrance. Vehicles in route to Lancaster Recycle and Disposal Facility will exit and proceed east on Avenue G, turn left (north) onto Division St., turn right (east) on E. Avenue F, and proceed approximately 0.7 miles to the facility entrance.

Route to Chemical Waste Management – Kettleman Hills Facility

Vehicles will go east on 118 Fwy, north on San Diego Freeway 405, north on I-5 to Kettleman Hills, south on Skyline Boulevard, and finally left on Old Skyline Road (Figure 6). The landfill is located at 35251 Old Skyline Road, Kettleman Hills.

10.2 Alternate Route

An alternate route between the Site and a freeway entrance includes avoiding the 118 Fwy by using the 101 Fwy and 405 Fwy instead. This alternate route is not recommended because traffic on 101 Fwy is usually heavier than on 118 Fwy. Another alternate route is access to 118 Fwy through De Soto Avenue instead of Topanga Canyon Boulevard.

11. OFF-SITE LAND DISPOSAL FACILITIES

Based on the results of waste profile and classification, the generated waste will be transported to a proper off-site disposal facility. Final determination of the facility selected for disposal will be based on approval from the disposal facility. Once the disposal facility is determined, copies of waste profile reports used to secure disposal permission from the facility will be provided to DTSC.

11.1 Non-Hazardous Soil

It is anticipated that the majority of the excavated soil from the Area I Burn Pit will meet non-hazardous waste classification criteria. Non-hazardous material will be transported to either Antelope Valley Recycle and Disposal Facility or Lancaster Recycle and Disposal Facility.

Facility Address

Antelope Valley Recycle and Disposal Facility
1200 W. City Ranch Road
Palmdale, CA 93553

Facility Contact

Leigh Ann Cullen
Tel: (800) 933-3841

Facility Address

Lancaster Recycle and Disposal Facility
600 E. Avenue F
Lancaster, CA 93535

Facility Contact

Leigh Ann Cullen
Tel: (800) 933-3841

11.2 Hazardous Waste

It is anticipated that some of the excavated soil from the Area I Burn Pit will not meet non-hazardous waste classification criteria. Excavation material that is classified as hazardous waste will be transported to the Kettleman Hills Facility for disposal.

Facility Address

Chemical Waste Management, Inc.
35351 Old Skyline Road
Kettleman Hills Facility
Kettleman City, California 93239

Facility Contact

Rachel Lopez
Tel: (559) 386-9711
Esther Salazar
Tel: (559) 386-9711

12. RECORDKEEPING

A daily field logbook will be maintained by the transportation manager during transportation activities. The field logbook will serve to document observations, personnel on-Site, important transportation information, and other vital project information.

The daily field logbook will document the following waste transportation details for each load that departs the Site:

- Date and time of loading;
- Vehicle identification;
- Truck driver name and trucking company name;
- Approximate weight of the load;
- Decontamination verification;
- Comments or remarks;
- Handling of the hazardous waste manifest;
- Type and quantity of waste in container/load;
- Destination and departure time;
- Instruction to truck drivers on record-keeping;
- Handling of hazardous waste manifest (signature, distribution of copies and handling);
- Handling of Transportation Plan; and
- Handling of driving certificate, maintenance log and vehicle permits.

Each truck driver will be given a copy of this Transportation Plan, which includes complete instructions describing the route to each disposal facility. The Transportation Plan, Health and Safety Plan (HASP), manifest or bill of lading, and analytical results (profile) shall be kept by the truck driver in the cab of the truck with the driver. The driver will be responsible for handing over the manifest or the bill of lading to the disposal facility, at the disposal facility gate, for signature and processing by the disposal facility.

13. HEALTH AND SAFETY

A site-specific HASP has been prepared for IM activities. Personnel working at the Site will be required to be familiar with the HASP. The HASP will be used for training purposes prior to the start of the project. Each truck driver will be given a copy of the HASP as an integral part of this Transportation Plan. Prior to transportation activities, the transportation manager will hold a health and safety meeting with all vehicle operators to thoroughly communicate the Transportation Plan and the HASP to the vehicle operators. Each vehicle operator will acknowledge their understanding of the plans by signing the attendance sheet. New truck drivers assigned to haul hazardous waste will go through the same procedures prior to being authorized to commence the work.

Truck drivers hauling hazardous waste will have Health and Safety training in accordance with 29 Code of Federal Regulations (CFR) 191 0.120 and CFR Title 8 Section 5192. The drivers will be protected per level D and each will have a respirator available for upgrade to level C, if needed. On-Site personnel will not be allowed near the loading area to avoid unnecessary exposure to airborne dust and/or physical risks associated with movement of heavy equipment (loaders, etc.).

14. CONTINGENCY PLAN

Each waste hauler is required to have a contingency plan prepared for emergency situations (vehicle breakdown, accident, waste spill, waste leak, fire, explosion, etc.) during transportation of waste from the Site to the designated disposal facilities. Once the waste hauler is selected, a copy of their contingency plan will be attached to this Transportation Plan.

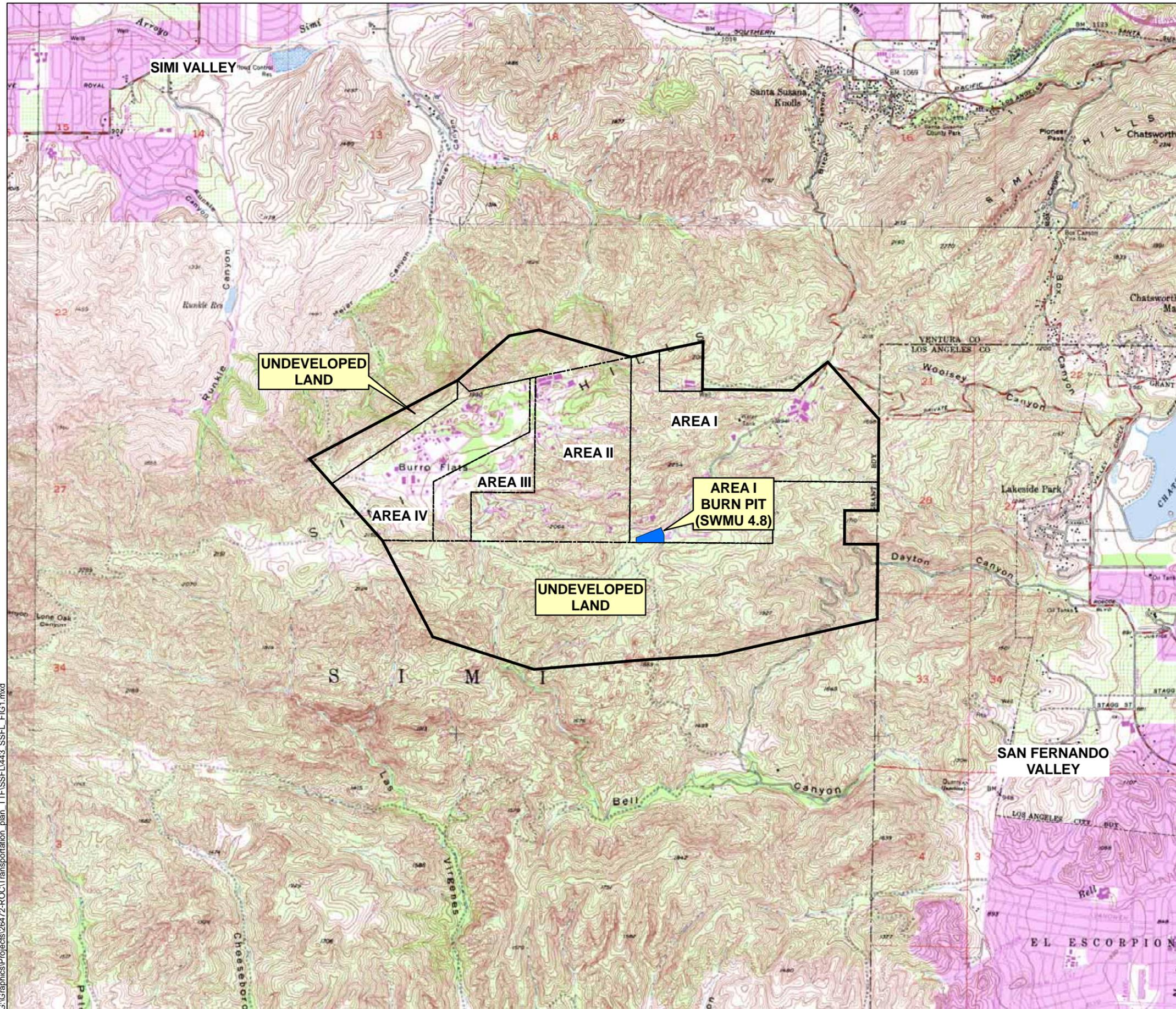
Prior to transportation activities, the transportation manager will hold a kick-off meeting with all truck drivers to thoroughly communicate the Contingency Plan to the drivers. Each driver will carry a copy of the Contingency Plan in the cab of the truck and will be prepared to implement the tasks assigned to them. The transportation manager will communicate the Transportation Plan to emergency service organizations, law enforcement agencies, and transportation authorities that have jurisdiction along the proposed route.

In case of hazardous waste release during transportation, the following shall be contacted by the driver:

911	if release originates on the highway
(800) 852-7550	if release originates off highway (State Office of Emergency Services)
911	Local Fire Department
(415) 974-8132	EPA Regional Emergency Response Office, Region 9
(916) 255-6504	Department of Toxic Substance Control (DTSC) – Emergency Response

15. REFERENCES

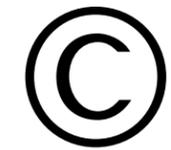
1. Antelope Valley Air Quality Management District, 2002. *Antelope Valley AQMD California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*. May 2002. (<http://www.avaqmd.ca.gov/forms/av-ceqa.pdf>) (accessed July 2006)
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4. EMCON Associates (EMCON), 1990. *Thermal Treatment Operations Plan, Rockwell International Corporation, Santa Susana Field Laboratory-Area I, Thermal Treatment Facility*. 23 May 1990.
5. Groundwater Resource Consultants, Inc., 1992. *Sampling and Analysis Plan, Area I Thermal Treatment Facility Santa Susana Field Laboratory, Rocketdyne Division, Rockwell International Corporation, Ventura County, California*. 08 January 1992.
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7. Jones & Stokes Associates, 2005. Software User's Guide: URBEMIS2002 for Windows with Enhanced Construction Module, Version 8.7, Emissions Estimation for Land Use Development Projects. Prepared for South Coast Air Quality Management District. April 2005. (<http://www.aqmd.gov/CEQA/urbemis/usermanual.pdf>) (accessed July 2006)
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10. South Coast Air Quality Management District, 2006. *Air Quality Analysis Guidance Handbook [Air Quality Significance Thresholds (rev. January 2006)]*. (<http://www.aqmd.gov/ceqa/handbook/signthres.doc>) (accessed July 2006)
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LEGEND

-  SSFL PROPERTY BOUNDARY
-  SSFL AREA BOUNDARY
-  AREA I BURN PIT (SWMU 4.8)

NOTE:
ALL LOCATIONS AND DIMENSIONS ARE APPROXIMATE.



HALEY & ALDRICH

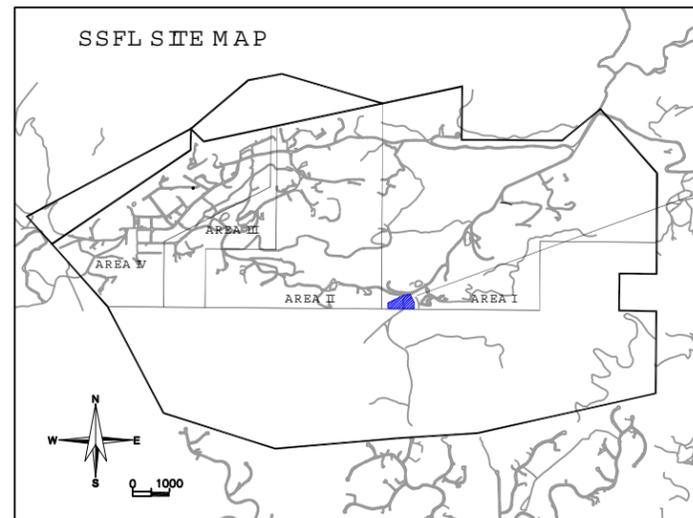
THE BOEING COMPANY
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VENTURA COUNTY, CALIFORNIA

SITE LOCATION PLAN

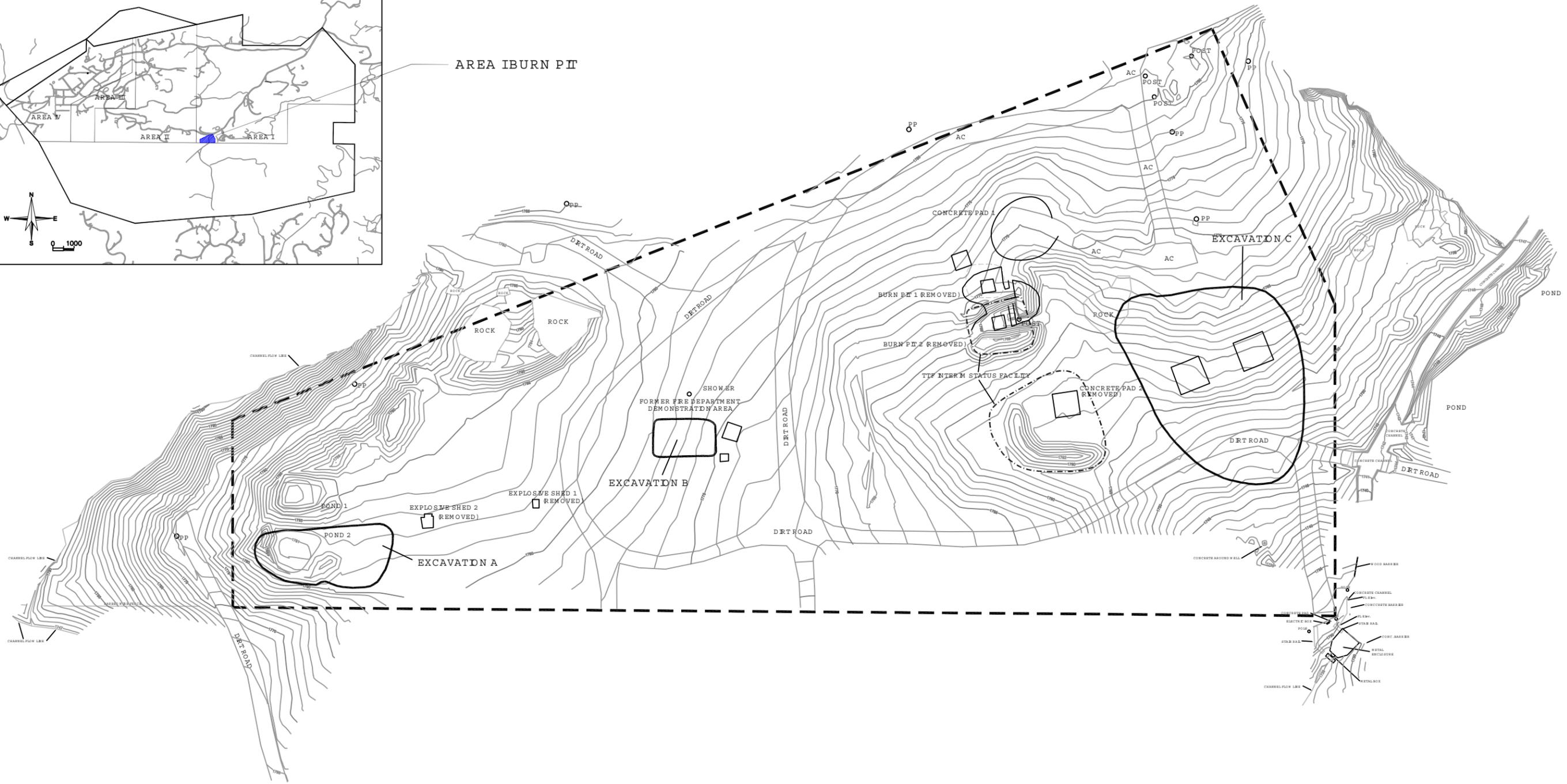
SCALE: AS SHOWN
AUGUST 2006

FIGURE 1

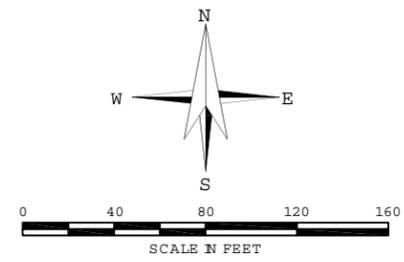
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AREA I BURN PIT



- LEGEND**
- PLANNED INTERM MEASUREMENTS EXCAVATIONS
 - TTF INTERM STATUS FACILITY
 - AREA I BURN PIT BOUNDARY
 - FORMER OR EXISTING FEATURE
 - 1770 ELEVATION CONTOUR (FEET ABOVE MEAN SEA LEVEL)
 - PP POWER POLE



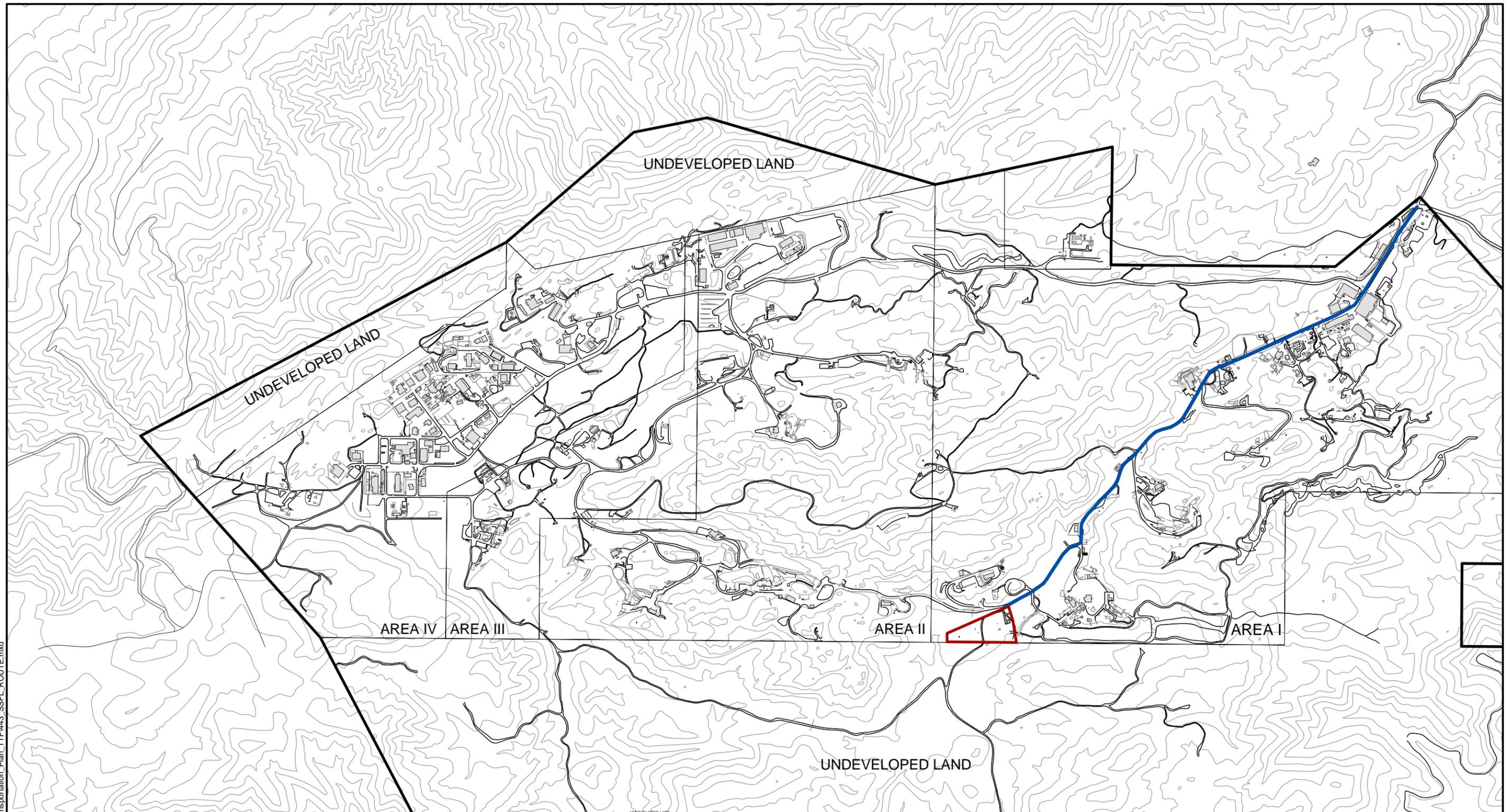
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 SANTA SUSANA FIELD LABORATORY
 VENTURA COUNTY, CALIFORNIA

AREA I BURN PIT SITE PLAN

SCALE: AS SHOWN
 AUGUST 2006

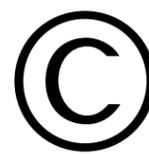
FIGURE 2

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Legend

- Property Boundary Line
- Road
- Building
- Route from Area I Burn Pit to Main Gate
- Area I Burn Pit (SWMU 4.8) Boundary



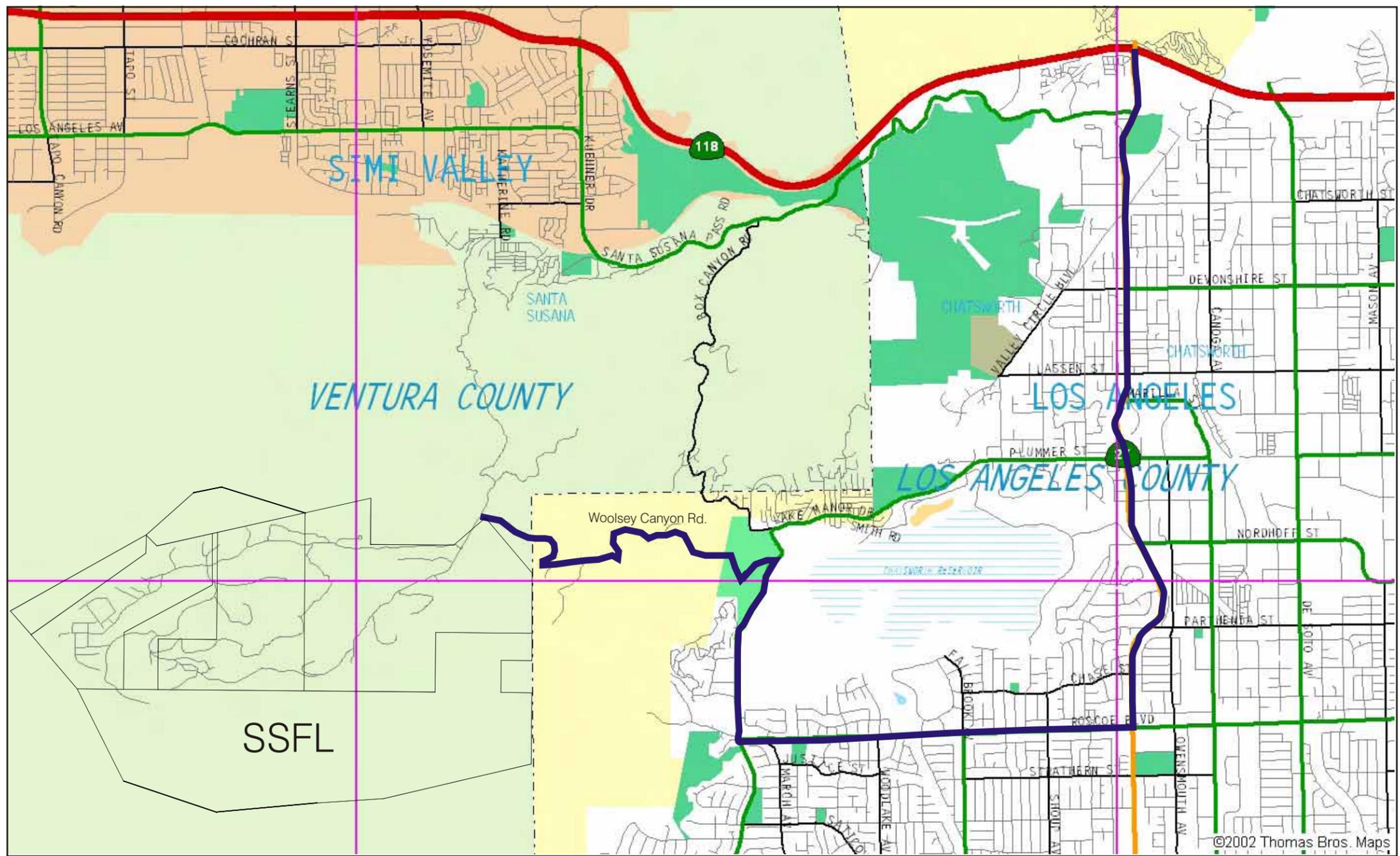
HALEY & ALDRICH

THE BOEING COMPANY
SANTA SUSANA FIELD LABORATORY
VENTURA COUNTY, CALIFORNIA

**TRANSPORTATION ROUTE DETAIL -
INSIDE SSFL**

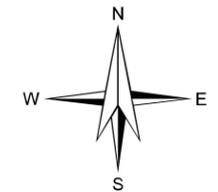
SCALE: AS SHOWN
AUGUST 2006

FIGURE 3



G:\GRAPHICS\26472\TRANSPORTATION_PLAN_TTFSSFLTO118_AREA_I_BURN_PIT

— Transportation Route Detail - SSFL To State Highway 118

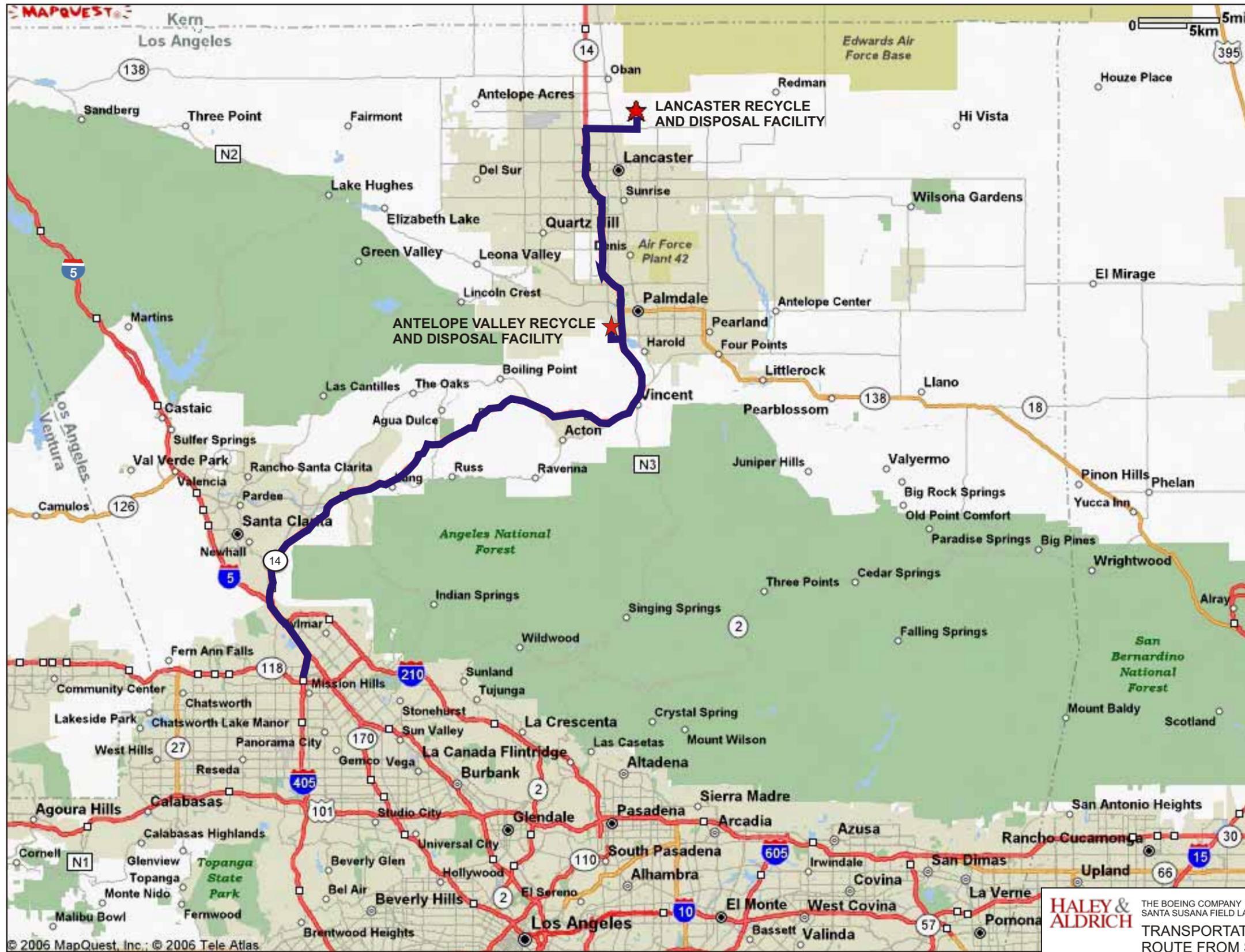


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TRANSPORTATION ROUTE DETAIL - SSFL TO STATE HIGHWAY 118

SCALE: AS SHOWN
AUGUST 2006

FIGURE 4



ROUTE FROM STATE HIGHWAY 118 TO
LANCASTER RECYCLE AND DISPOSAL
FACILITY, LANCASTER AND ANTELOPE
VALLEY RECYCLE AND DISPOSAL FACILITY

0 2.5 5
SCALE IN MILES

HALEY & ALDRICH

THE BOEING COMPANY
SANTA SUSANA FIELD LABORATORY, CALIFORNIA

TRANSPORTATION ROUTE DETAIL -
ROUTE FROM STATE HIGHWAY 118 TO
LANCASTER RECYCLE AND DISPOSAL
FACILITY, LANCASTER AND ANTELOPE
VALLEY RECYCLE AND DISPOSAL
FACILITY, PALMDALE
SCALE: AS SHOWN
AUGUST 2006

FIGURE 5



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 ROUTE FROM STATE HIGHWAY 118 TO CHEMICAL WASTE MANAGEMENT, KETTLEMAN HILLS FACILITY, KETTLEMAN CITY, CALIFORNIA

0 8 16
SCALE IN MILES

HALEY & ALDRICH

THE BOEING COMPANY
SANTA SUSANA FIELD LABORATORY, CALIFORNIA
TRANSPORTATION ROUTE DETAIL -
ROUTE FROM STATE HIGHWAY 118
TO CHEMICAL WASTE MANAGEMENT,
KETTLEMAN HILLS FACILITY,
KETTLEMAN CITY, CALIFORNIA

SCALE: AS SHOWN
AUGUST 2006

FIGURE 6