

Monthly Project Activities Summary Report
Sherwin-Williams Emeryville Facility, Emeryville, CA
Per DTSC Order IS/E 05/06-007
JULY 2011 (revised 8AUG11)

1. Community Safety Plan

Current version is always available at the DTSC Envirostor, [click here](#). Current version was last updated on April 26, 2011 .

2. Soil Excavation, Offsite Transport and Water Treatment

The following non-excavation activities were performed at the Site during July 2011.

- The new rail spur line was completed on July 8, 2011. This rail spur is for the loading and transport of hazardous material to offsite facilities via the adjacent railroad.
- Dust and vapor control measures continued to operate during working hours. Control measures include: windscreens, water spray/mist systems, and dust suppressants, including Hydroseal. All exposed soil surface of stockpiles and excavation were covered during non-work hours, including nights and weekends.
- Beams for shoring systems completed installation on July 8 2011. Vibratory hammers were used to install metal sheeting July 11 through 15, 2011. Noise and Vibration Monitoring results are covered in detail in Section 4 below.
- On July 20, 2011, Envirocon completed a Storm Water Pollution Prevention Plan (SWPPP) inspection and report on construction operations and storm water pollution prevention Best Management Practices (BMPs). The weekly reports indicated all SWPPP BMP controls are in place and adequate with the exception of inadequate controls around manhole inlet. Corrective actions were taken within 7 days . No non-stormwater discharges were recorded for July
- On July 13, 2011, an access ramp for trucks was built between the end of Halleck Street and the southwestern corner of the Site. Fifty-eight (58) loads of clean fill material were brought onsite for construction of the ramp. On July 15, 2011, the ramp was covered in asphalt to minimize dust generation as trucks proceed on and offsite.
- Construction of the dewatering and treatment system was completed and dewatering activities commenced on July 21, 2011. The water removed from within the excavation is treated using the onsite treatment system.

The following excavation activities were performed at the Site during July 2011:

- Excavation proceeded in the vadose, or non-saturated, zone. This occurred in Excavation Layers 2 and 3, as shown in the attached Figures 1 and 2.
- Stockpiling of excavated material is segregated by material types, prior to sampling and loading for offsite transport. Rail cars began transporting hazardous materials to

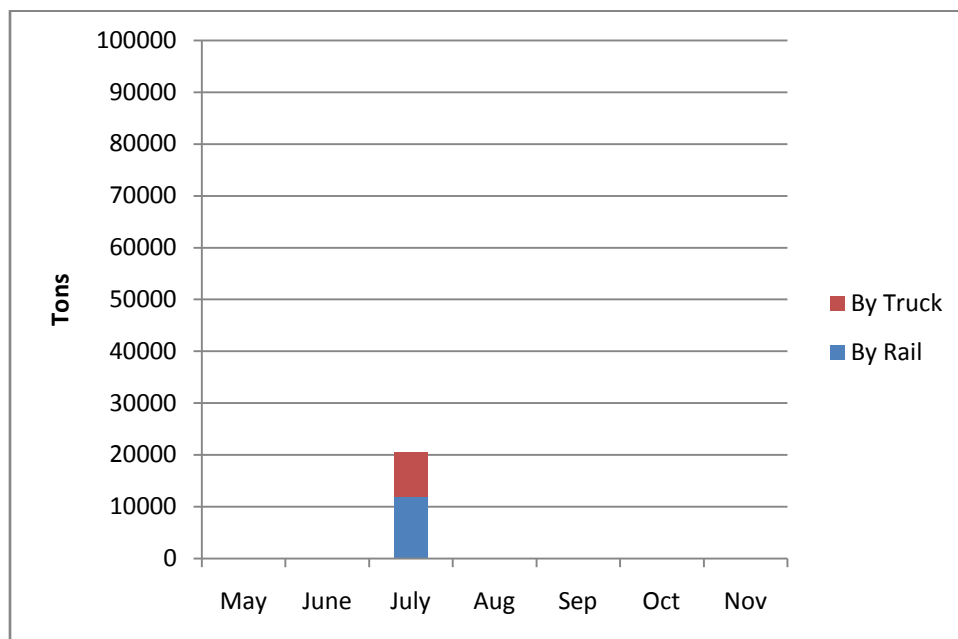
treatment and disposal facilities via adjacent rail lines beginning July 6, 2011. Trucks began transporting non-hazardous materials to disposal facilities via surface streets and adjacent highways July 18, 2011. The chart below shows tonnage transported offsite.

- On July 26, 2011, two trucks were loaded with hazardous materials for transport to a treatment and disposal facilities, approximately 20 tons each. Although the RDIP stated hazardous materials would be transported offsite by rail only, DTSC approved this temporary truck transport and notified interested parties in the community. This waste was transported by truck in order to complete treatment studies at the treatment and disposal facility in advance of the train transport containing larger amounts of this material (train departed on August 3, 2011).
- In addition to excavation within the Main Excavation Area, soils impacted with organic contaminants were removed along the railroad spur during the course of railroad spur construction. This material was stockpiled, separated and characterized for disposal consistent with the RDIP.

The following groundwater extraction and treatment activities were performed at the Site during July, 2011:

- The existing NPDES groundwater treatment system operations and monitoring were conducted in accordance with the NPDES requirements. Discharge from this system was discontinued at the end of June with the abandonment of the Site extraction wells to prepare for remedial action.
- Submitted combined groundwater and NPDES self-monitoring report.
- Received a special discharge permit from East Bay Municipal Utility District (EBMUD). Completed the installation of the components of the EBMUD pre-treatment system and began discharging under EBMUD requirements.

Soil transported off-site (in accumulated tons by month):



Total truck loads out: 401 in past month; 401 total (approx. 20% of project).

Total rail car loads out: 114 in past month; 114 total (approx. 17% of project).

3. Perimeter Air Monitoring Results

- Seven air monitoring stations surround the Site and measure respirable particulate matter less than 10 micrometers (RPM10) in size and total volatile organic compounds (TVOC) concentrations continuously. A weather station is operating and monitoring wind speed and direction, temperature and relative humidity. Perimeter real-time air monitoring for dust and total volatile organics were initiated with the start of excavation work at the Site on June 16, 2011.
- Results from arsenic and lead air samples collected to date demonstrate that their concentrations have been below their respective performance standards.
- Results from volatile organic compound (VOC) air samples collected to date demonstrate that their concentrations have been below their respective performance standards, except benzene. Benzene has been sporadically present above its performance standard, but within background concentrations that were measured prior to the start of Site activities in late January 2011 and confirmed this month. Additional background sampling for VOCs was conducted at the site on July 29, 2011 to more definitively assess protection of the surrounding community from VOCs originating from the excavation.

- The consistent air monitoring measurements below action levels and supporting laboratory analytical results below performance standards demonstrate that dust and vapor control measures implemented with the start of excavation have been sufficient to maintain protection of the surrounding community from Site contaminants.
- These consistent results below the action levels and performance standards support the dust and total volatile organics monitoring approach of using real time action levels for maintaining protection of the surrounding community from Site contaminants as shown in Figures 3 and 4 respectively. As such, DTSC approved modifying the perimeter air sampling program from daily to periodic, and notified interested parties in the community. The periodic events will occur when in the areas with the highest contaminant concentrations. This modification did not change the real-time perimeter air monitoring program which continues to be continuous.
- Wind rose data is generated daily from the Site weather data station. A cumulative wind rose for the month of July 2011 is shown in Figure 5.
- Daily and weekly reports presenting the real time perimeter air monitoring results have been posted to the DTSC website and the community board at the Site.

4. **Noise & Vibration Monitoring Results**

- Noise and vibration monitoring was conducted with the start of the onsite construction activity and PG&E construction activity on Horton Street on July 5 through 8, 2011. Temporary monitoring stations were placed along Horton Street, north of Hubbard Street.
- Existing noise sources included traffic noise from surrounding freeways and other roadways as well as railway noise. Additionally, during construction noise and vibration monitoring on July 6, 2011, a Pacific Gas and Electric (PG&E) construction crew was saw-cutting a portion of Horton Street in the vicinity of monitoring stations. Noise from the PG&E equipment, which included a concrete saw, was the dominant noise source at these receivers on July 6, 2011.
- All measured construction noise levels were below the applicable limit, with the exception of measurements made during shoring activities. However, additional noise mitigation of the shoring equipment was deemed impractical, as it would interfere with the operation of the equipment. Additionally, as shoring installation was completed in a short period of time, it can be considered a short term operation, and the noise impacts associated with this activity are considered acceptable.
- All measured construction vibration levels were below the applicable limit.

5. **Other Project News**

- Employee parking was installed in the former warehouse loading area, located adjacent to Sherwin Ave. A fence was installed around the temporary parking area.
- Sealant foam was used to line the bottom of construction wall along Horton Street, in order to prevent misting fluid and Hydro seal accumulation from dust and vapor suppression accumulating on the Horton Street sidewalk.
- On July 12, 2011 non-site personnel were observed accessing the scaffolding adjacent to the Horton Street construction wall. Subsequently no trespassing signs were installed on the access ladder and scaffolding.
- On July, 13, 2011 a sub-contractor truck operator was released from work associated with the Site due to failure to follow traffic safety plans and import material protocols.
- Construction of the access pad for completion of tie backs for the shoring wall is ongoing. Strategies to resolve settlement issues due to the clayey nature of the soils are being examined. Heavy equipment mats have been delivered for Site use.

6. **Coming Up Next in August**

- Dust and vapor control, continuous perimeter air monitoring, and periodic perimeter air sampling will continue throughout the month of August 2011.
- Excavation dewatering, groundwater treatment and discharge through the EBMUD discharge permit will continue through August 2011.
- Excavation of the source soils within the saturated layers (elev. +10 to -11 NAVD88) will continue through August 2011.
- Excavation of the vadose layer soil remaining outside the deeper saturated layer footprint will occur in August 2011.
- Drilling, installation, grouting and testing of thirteen (13) shoring wall tiebacks will occur during the second week of August 2011.
- Installation of shoring wall lagging below the water table to elev. -3 NAVD88 will occur in August 2011.
- Load out of hazardous material via railcar, and non-hazardous via truck will continue through August 2011.
- Confirmation sampling of the side walls in the vadose zone layers will occur throughout August 2011.
- Cultural resource monitoring will be completed in early August 2011 once the Temescal Formation is reached.
- Placement and compaction of backfill soils in the southeast quadrant of the excavation area (vadose area excavation above elev. +10 NAVD88).

- Conduct groundwater level measurements in groundwater monitoring locations.
- Regarding communications, outreach to area residents and monitoring of and response to hotline calls will continue in August 2011.

7. Communication

- On July 26, 2011, DTSC distributed a notice to community members about decisions they had made to modify certain Site activities pertaining to perimeter air sampling and analysis and temporary trucking of hazardous materials.
- Throughout the month of July 2011 members of the project team responded to calls made to the community hotline. Property managers in the Site vicinity were contacted to inquire about how Site activities were perceived by area residents.
- An 8' by 12' mural painted by Berkeley High graduates Ian and Adahn Stewart was mounted on the scaffolding along Horton Street. Recent Ex'pressions graduate Jay Hsu continued painting haiku poems submitted by community members on the construction wall fronting Horton Street.

8. Community Telephone Complaint Hotline

- Three hotline calls were received during the month of July 2011. The nature of the calls and the follow up information that was provided are listed below:

Concerned about dust and wants Sherwin-Williams to pay to wash the neighbor's car. The streets and parked cars were inspected for levels of accumulated dust by Envirocon, CDM, and DTSC personnel. The caller was contacted and informed that the dust levels appeared typical for this time of year and no car wash payment will be offered. The caller did indicate that the dust concern went away immediately after installation of the paved entry road ramp connecting to Halleck Street.

Concerned about solvent type odors detected mid-day near the north end of the Horton Street sidewalk canopy cover. Perimeter air monitoring readings indicated detections of organic vapors but none that exceeded the acute or 24 hour action level during the time period in question. On-site activities at that time had exposed the top of the saturated soil and some organic vapors were expected. On-site vapor and dust controls were implemented: reduced excavation activity, increased vapor controls. Site personnel were dispatched to collect readings with hand-held monitors upon receipt of complaint. Detections on the hand-held monitors did not exceed the acute or subchronic action levels.

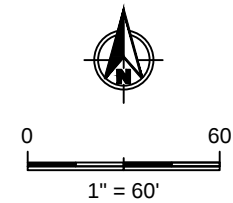
A commercial truck drove east on Sherwin Avenue and turned right (south) onto Horton Street – in violation of the traffic control procedures. There is also a dump truck parked along Horton Street. No Site trucks were loaded on the day of the complaint. Project staff toured the neighborhood area and observed two fresh loads of landscaping soil placed along Park Avenue immediately west of Halleck Street. While not confirmed, it appears possible that the observed truck may have left the load at this location and traveled the local streets to turn around. The parked truck was confirmed to belong to a local resident that routinely parks a dump truck on Sherwin Avenue, and now on Horton Street. Project-related trucks are not allowed on Horton Street at any time.

For Project information, contact:

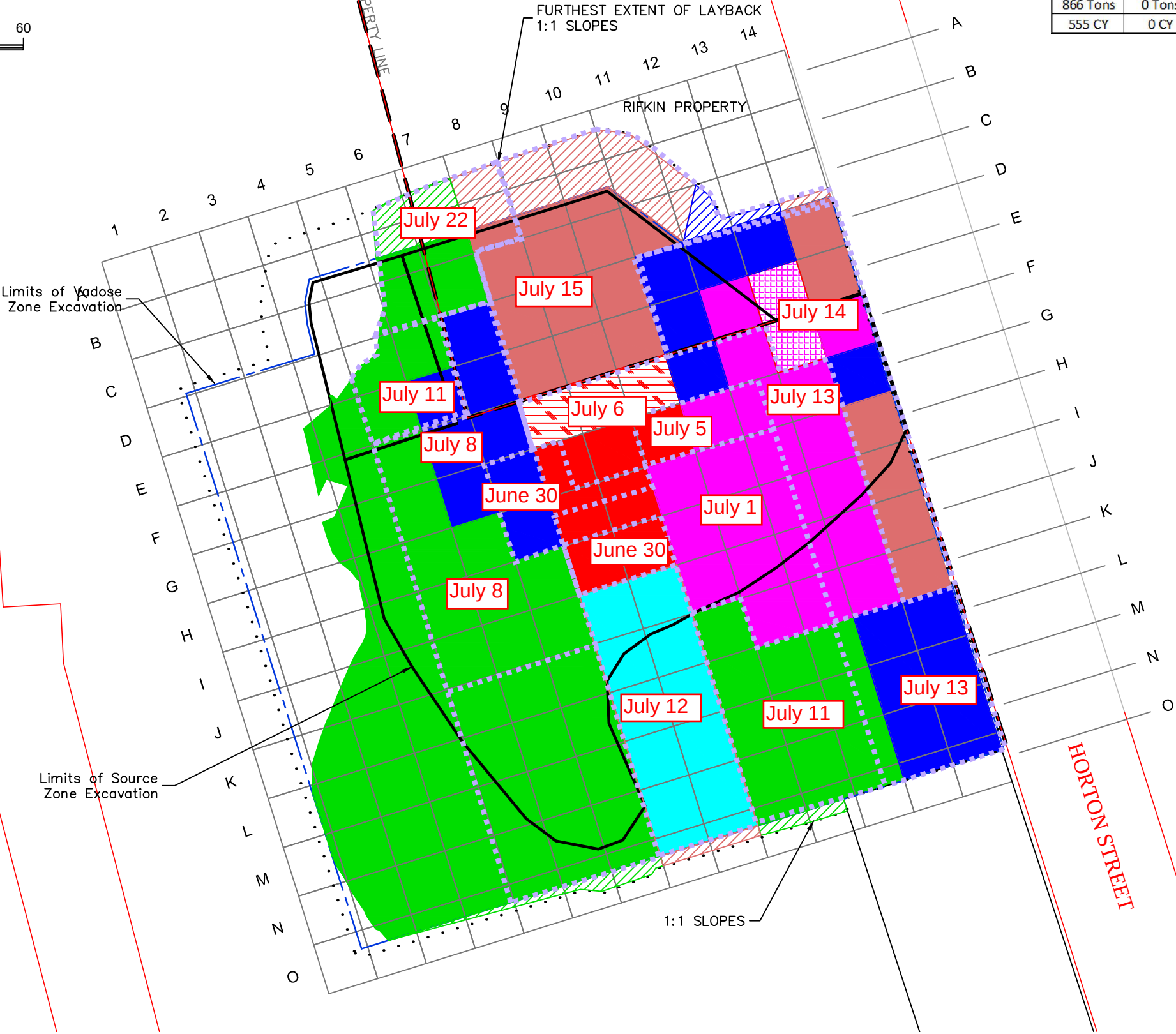
Nathan Schumacher, DTSC: 866-495-5651 (Mon-Friday, work hours)

To register a concern/complaint about the project activities, contact:

Project Complaint Hotline: 866-848-5307 (24 hrs/day)



Volumes of Each Waste/Disposal Category									
Cat 0A	Cat 1A	Cat 1B	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8
2,535 Tons	1,224 Tons	3,040 Tons	2,783 Tons	3,030 Tons	1,011 Tons	0 Tons	433 Tons	293 Tons	0 Tons
1,625 CY	785 CY	1,949 CY	1,784 CY	1,943 CY	648 CY	0 CY	278 CY	188 CY	0 CY
Additional Volumes for Layback of Each Waste/Disposal Category									
Cat 0A	Cat 1A	Cat 1B	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8
866 Tons	0 Tons	58 Tons	50 Tons	0 Tons	0 Tons	0 Tons	0 Tons	0 Tons	0 Tons
555 CY	0 CY	37 CY	32 CY	0 CY	0 CY	0 CY	0 CY	0 CY	0 CY



LEGEND

1
A

Grid Location
25' x 25' x 4' = 93 BCY
Axis
X = Rows A-O
Y = Columns 1-14
Z = Elevation at Bottom of Excavation

Waste Categorization

Category 0-A
Non-Hazardous Class II Daily Cover,
possible direct-load
based on in-place non-haz and arsenic below
24 mg/kg, actual landfill criteria not known

Category 1-A
Non-Hazardous Class II, possible direct-load
based on in-place data, Bay Area landfills, truck

Category 1-B
Stockpile to confirm non-hazardous Class II,
Bay Area landfills, truck

Category 2
Stockpile to confirm non-RCRA waste,
ECDC Carbondale, rail

Category 3
Stockpile to confirm RCRA waste
not requiring treatment,
USEI Grandview, rail

Category 4
Stockpile to confirm RCRA w/UHCs waste
requiring stabilization,
USEI Grandview, rail

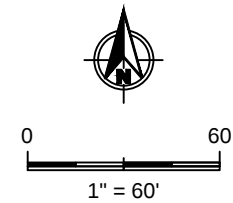
Category 5
Stockpile to confirm RCRA w/UHCs waste
requiring chemical oxidation,
USEI Grandview, rail

Category 6
Stockpile to confirm RCRA w/UHCs waste
requiring thermal treatment,
CWM Arlington, rail

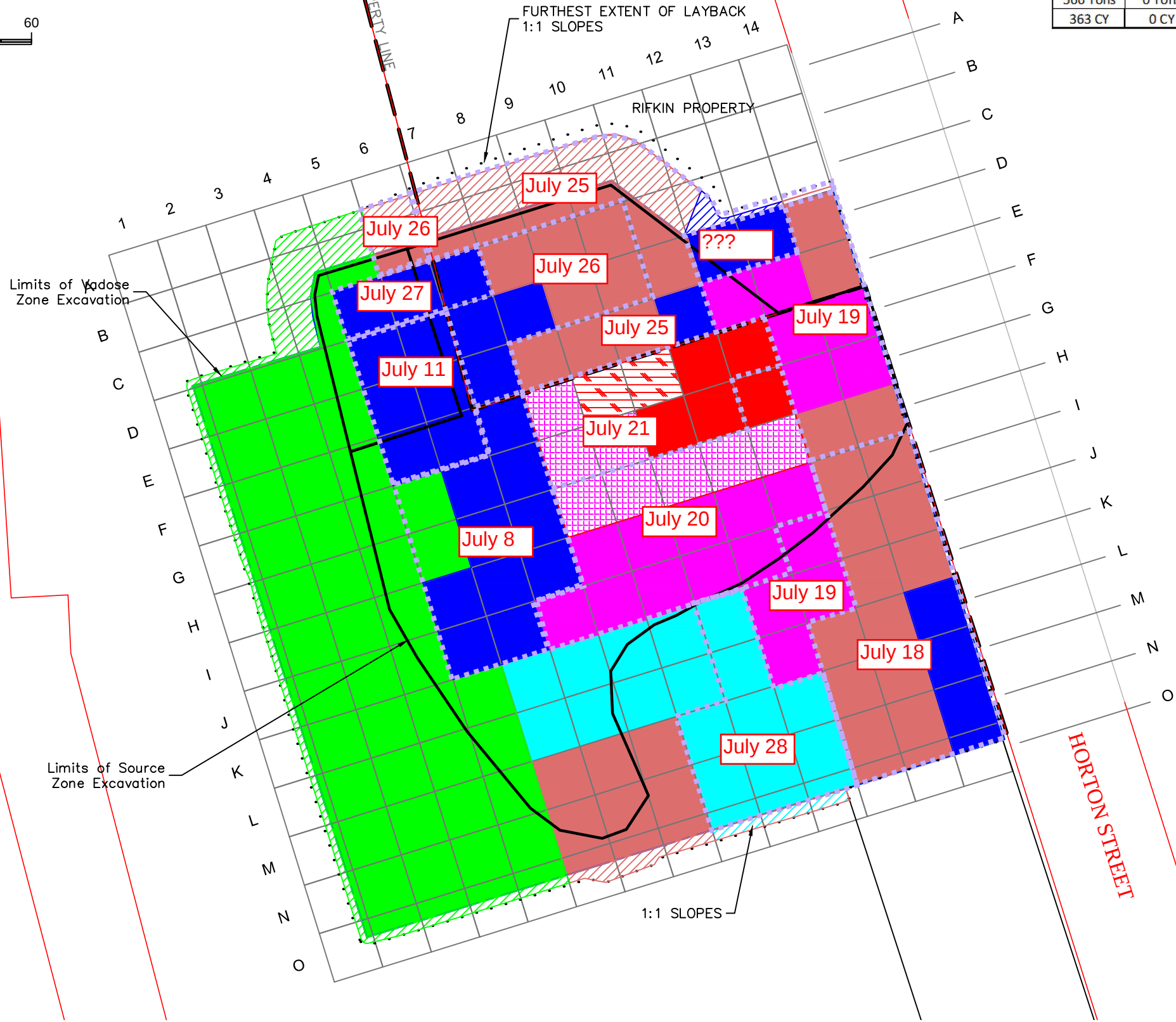
Category 7
Stockpile to confirm RCRA w/UHCs waste
requiring stabilization and chemical oxidation,
USEI Grandview, rail

Category 8
Stockpile to confirm RCRA w/UHCs waste
requiring stabilization and thermal treatment,
CWM Arlington, rail

FIGURE 1



Volumes of Each Waste/Disposal Category									
Cat 0A	Cat 1A	Cat 1B	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8
5,169 Tons	2,463 Tons	6,005 Tons	4,089 Tons	2,889 Tons	722 Tons	0 Tons	289 Tons	1,156 Tons	0 Tons
3,313 CY	1,579 CY	3,849 CY	2,621 CY	1,852 CY	463 CY	0 CY	185 CY	741 CY	0 CY
Additional Volumes for Layback of Each Waste/Disposal Category									
Cat 0A	Cat 1A	Cat 1B	Cat 2	Cat 3	Cat 4	Cat 5	Cat 6	Cat 7	Cat 8
566 Tons	0 Tons	382 Tons	31 Tons	0 Tons	0 Tons	0 Tons	0 Tons	0 Tons	0 Tons
363 CY	0 CY	245 CY	20 CY	0 CY	0 CY	0 CY	0 CY	0 CY	0 CY



LEGEND

1

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Category 4
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USEI Grandview, rail

Category 5
Stockpile to confirm RCRA w/UHCs waste
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Category 6
Stockpile to confirm RCRA w/UHCs waste
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CWM Arlington, rail

Category 7
Stockpile to confirm RCRA w/UHCs waste
requiring stabilization and chemical oxidation,
USEI Grandview, rail

Category 8
Stockpile to confirm RCRA w/UHCs waste
requiring stabilization and thermal treatment,
CWM Arlington, rail

FIGURE 2

TVOC Running Average Since 06/16/11

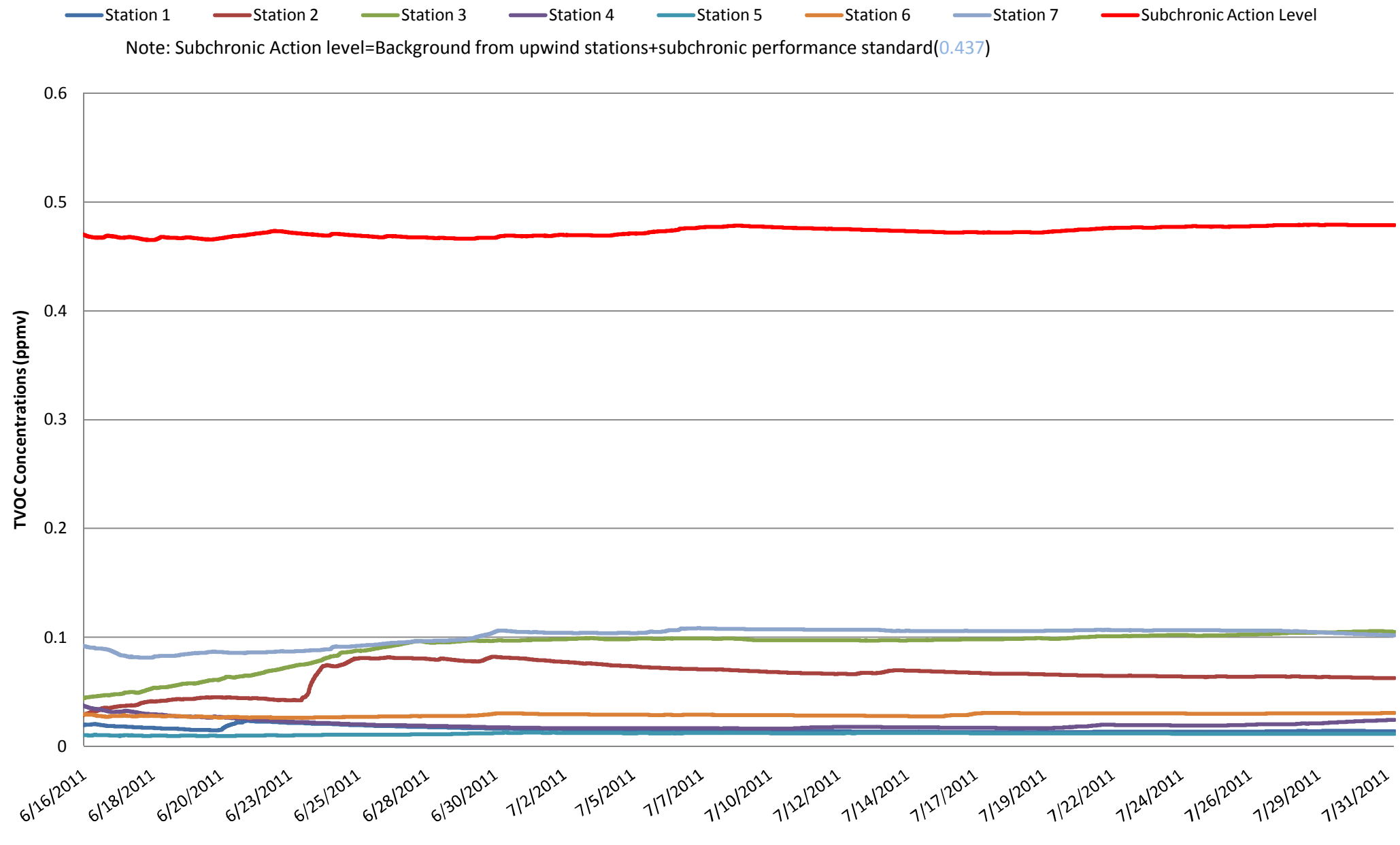


FIGURE 3

RPM10 Running Average Since 06/16/11

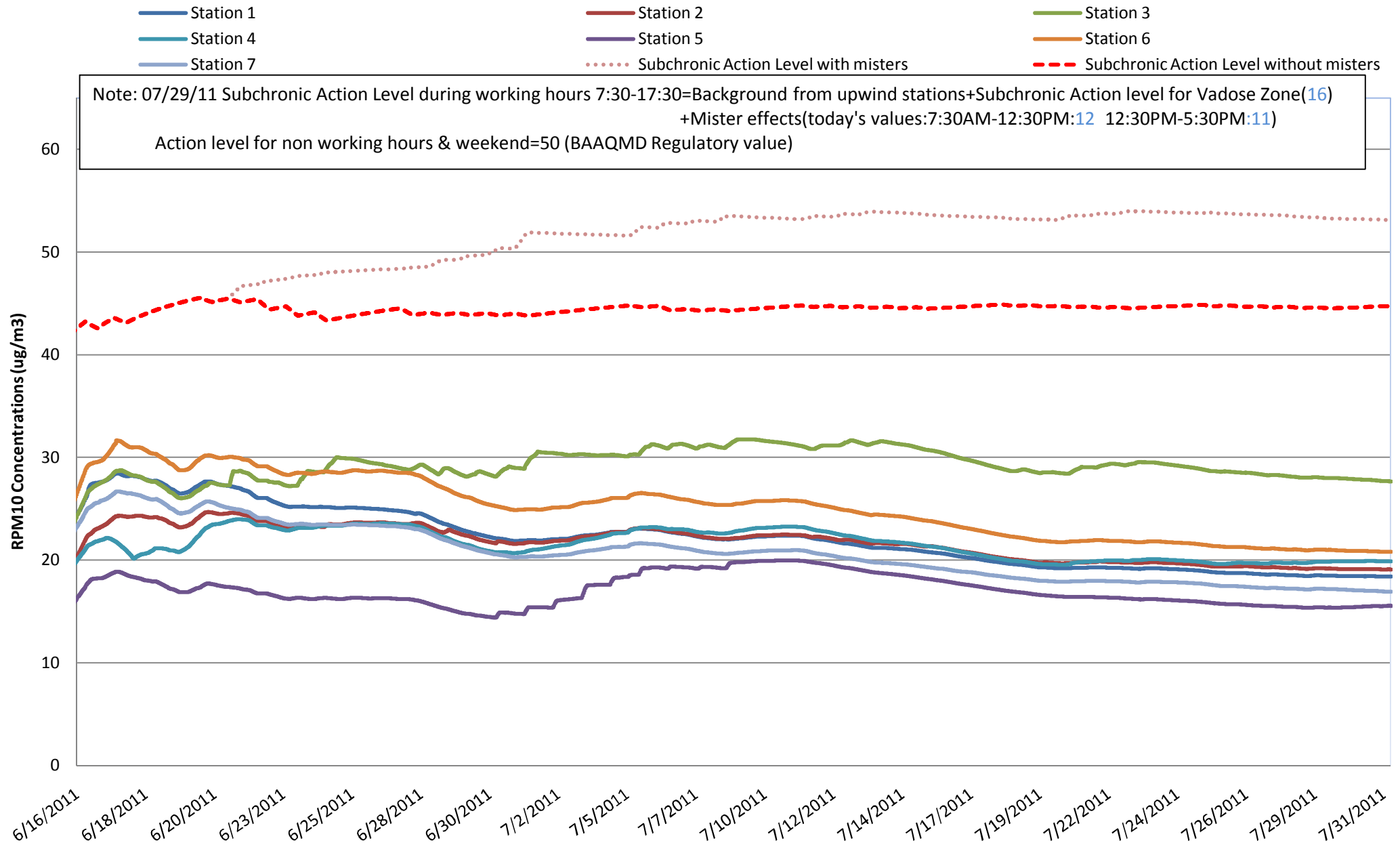


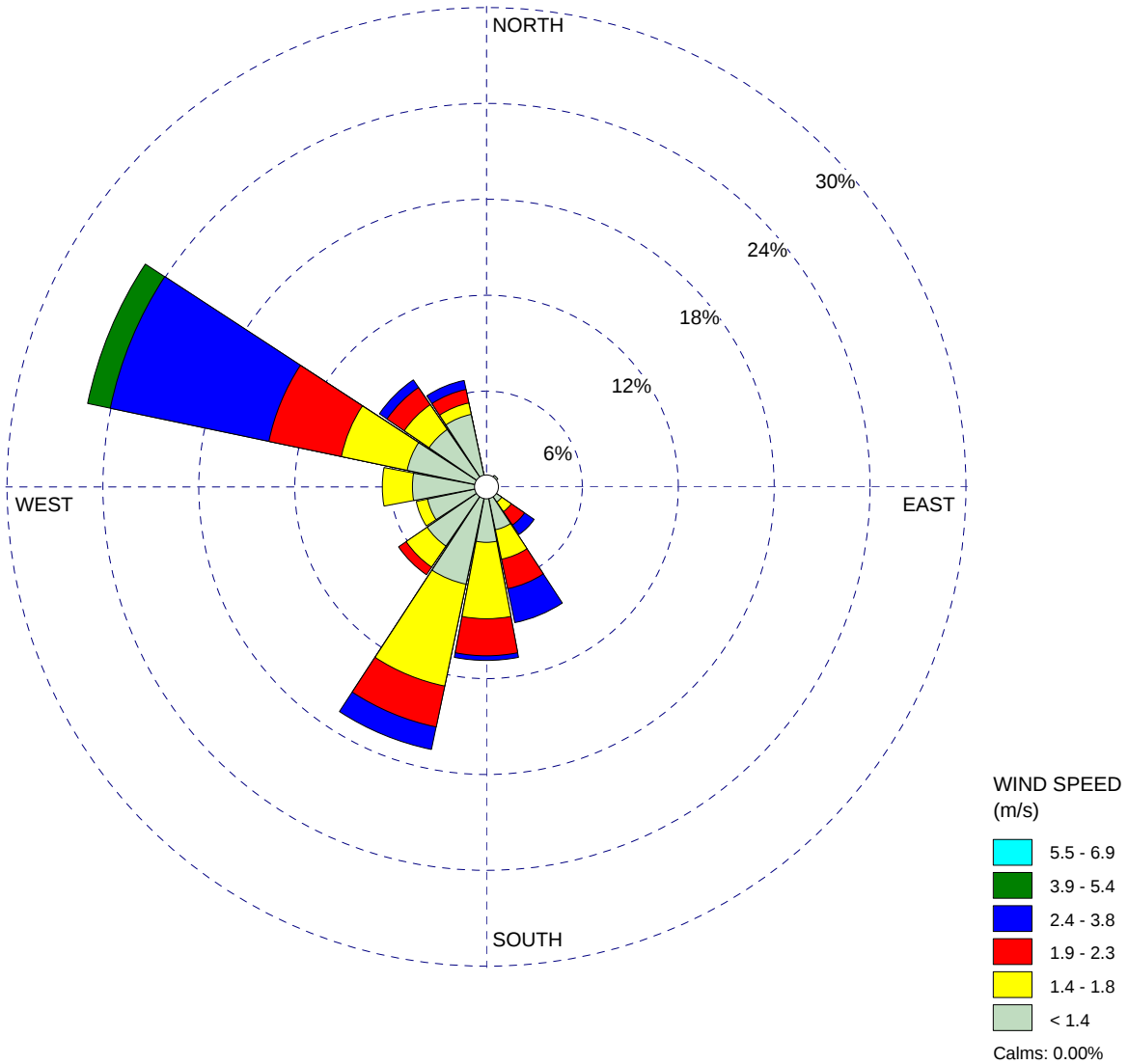
FIGURE 4

WIND ROSE PLOT:

Station #SW

DISPLAY:

**Wind Speed
Direction (blowing from)**



COMMENTS:

DATA PERIOD:

**Start Date: 7/1/2011 - 00:00
End Date: 7/29/2011 - 23:00**

COMPANY NAME:

MODELER:

CALM WINDS:

0.00%

TOTAL COUNT:

692 hrs.

AVG. WIND SPEED:

1.67 m/s

DATE:

8/5/2011

PROJECT NO.: