

**Site-Wide Transportation Plan for
The Santa Susana Facility
Ventura County, California**

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This Transportation Plan defines the methods used to control traffic by tractor-trailers or a combination of a straight truck and trailer, supporting day-to-day operations, such as storm water, ground water, remediation, or demolition activities at Santa Susana Field Laboratory (SSFL) on behalf of either Boeing, NASA, the Department of Energy or their subcontractors, located in unincorporated Simi Valley, Ventura County, California.

The SSFL is located approximately 29 miles northwest of downtown Los Angeles in the southeast corner of Ventura County. Figure 1 shows the geographic location and property boundaries of the SSFL, as well as surrounding communities.

All transportation activities will be performed in accordance with applicable federal, state, and local laws, regulations, and ordinances.

The purpose of this Transportation Plan is to identify and minimize potential health, safety, and environmental risks that may result from activities at SSFL.

1.0 REQUIREMENTS OF TRANSPORTERS

Transporters will be selected based on their performance and the Federal Motor Carrier Safety Administration Safety and Fitness Electronic Records (SAFER) System. The selected transporters will be qualified, fully licensed, and insured for the materials being transported. For transportation of hazardous wastes, the selected transporter will also be a registered hazardous waste hauler.

RCRA or California-hazardous wastes will be placed in 20-cubic yard closed-top transport bins or other DOT-approved containers and transported by truck in accordance with applicable transport regulations.

Prior to leaving the SSFL, non-hazardous waste will be wrapped and covered with a tarp completely extending over the truck bed. Trucks will be decontaminated by dry-brushing or other approved methods prior to leaving the staging/loading areas to prevent track out.

2.0 TRAFFIC CONTROL PROCEDURES

Trucks will be dispatched from SSFL at set intervals to avoid traffic problems along Woolsey Canyon Road, the significant local traffic bottleneck. In general, truck traffic will be restricted to the hours of 7 a.m. to 4 p.m. and will be staggered at a minimum **of five (5) minute intervals**. Boeing will attempt to avoid other times of travel. However, certain activities may require shipping activities between 4 p.m. and 7 a.m.



Although truck drivers will be instructed to approach the SSFL at the prescribed intervals, there is always the possibility that some trucks will approach the SSFL ahead of time.

Some activities at SSFL involving trucks will also involve a grading permit issued by the County of Ventura. In those instances, there may be a maximum number of trucks assigned to that project per day.

You are expected to obey the rules of the road and the posted signage at all times. Your cooperation with these requirements is mandatory. Failure to comply with these requirements may result in revoking your access to the facility.

3.0 SHIPMENT DOCUMENTATION

The characteristics of the waste will be determined prior to transportation offsite. Hazardous waste manifests, non-hazardous waste manifest, or bills of lading will be provided to the trucking companies as shipping document depending on the type of material being transported.

3.1 NON-HAZARDOUS WASTE SHIPMENT

For material characterized as non-hazardous waste, the truck driver will be handed a non-hazardous waste manifest or bill of lading. After loading the truck, a Boeing representative and the driver will sign the non-hazardous waste manifest. The generator's copy will be retained by Boeing for logging and tracking purposes.

3.2 HAZARDOUS WASTE SHIPMENT

For material that is categorized as a hazardous waste, a hazardous waste manifest (EPA Form 8700-22) will be prepared for each truck, based on analytical data and the landfill approval profile sheet. After loading the truck, a Boeing representative and the driver will sign the manifest. The generator's copy will be removed from the manifest package and a copy of the top manifest sheet made for the California Department of Toxic Substances Control (DTSC). Copies of the manifest will be used 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.



4.0 TRANSPORTATION ROUTES

Transportation of wastes will occur on arterial streets and/or freeways (Fwys), approved for truck traffic, to minimize any potential impact on the local neighborhoods. The onsite truck route, primary offsite truck routes, and alternate offsite truck routes are described in detail below.

No stopping along Woolsey Canyon Road is expected unless an emergency situation exists.

4.1 PRIMARY OFFSITE TRUCK ROUTE

Once trucks leave SSFL, the primary route to the various facilities will be based on reaching the CA State Route 118 (Ronald Regan Freeway). The choice of Route A versus Route B to the CA-118 is dependent on the time of day and the amount of traffic on Valley Circle Boulevard. Under no circumstances will Black Canyon Road be used for truck traffic. This road is not suitable for truck traffic.

4.1.1 Route A (Site to CA-118)

From the SSFL gate, vehicles will turn right (east) onto Woolsey Canyon Road, turn left on to Valley Circle Boulevard, proceed to Lake Manor Drive, and then Plummer Street to Topanga Canyon Boulevard North (Figure 4). The entrance to the CA-118 East is on Topanga Canyon Boulevard.

4.1.2 Route B to CA-118 (Site to CA-118)

From the SSFL gate, vehicles will turn right (east) onto Woolsey Canyon Road, turn right on to Valley Circle Boulevard to Roscoe Boulevard. Turn east onto Roscoe to Topanga Canyon Boulevard North (Figure 4). The entrance to the CA-118 East is on Topanga Canyon Boulevard.

4.1.3 Route to Antelope Valley and Lancaster Recycle and Disposal Facilities

Vehicles will go east on the CA-118, north on I-405, north on I-5, north on CA-14. 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.



4.1.4 Route to Clean Harbors – Buttonwillow, California Facility

Vehicles will go east on CA-118, north on I-405, and north on I-5 for approximately 98.6 miles. Vehicles will take exit 257 toward McKittrick/Buttonwillow/CA-58 and will merge onto Tracey Avenue. Vehicles will turn right onto CA-58 and proceed approximately 8 miles to Lokern Road. Vehicles will turn right onto Lokern Road and proceed into the facility.

4.1.5 Route to US Ecology – Beatty, Nevada

Vehicles will travel east on CA-118, east on I-210, north on I-15 to CA-127, north to NV-373, north to US-95 .

4.1.6 Route to U.S. Ecology, Idaho Facility

Vehicles will travel east on CA-118, east on I-210, north on I-15, north on US-93 north on NV318 to US-50/US-93 north, west on I-84 to Idaho SR-78, south on Hammett Hill Road, east on Old Oregon Trail Highway (old US-30), west on Idaho SR-78 to Lemley Road.

4.1.7 Route to NSTec (Nevada Test Site), Mercury, Nevada

Vehicles will travel east on CA-118, north on I-405 to I-5 north to CA-14 north to CA-58 east, to I-15 north, to CA-127 north to CA-178 east, to NV-372 east, to NV-160 north, to US-95 east to Mercury Nevada.

Alternately, vehicles may travel east on CA-118, north on I-405 to I-5 north to CA-14 north to CA-58 east, to I-15 north, to CA-127 north to NV-373 north to US-95 east to Mercury Nevada.

4.1.8 Route to Energy Solutions, Clive, Utah

Vehicles will travel east on CA-118, north on I-405 to I-5 north to CA-14 north to CA-58 east, to I-15 north, to CA-127 north to CA-178 east, to NV-372 east, to NV-160 north, to US-95 east I-15 north to I-215 north to I-80 west to Exit 49.

Alternately, vehicles may travel east on CA-118, north on I-405 to I-5 north to CA-14 north to CA-58 east, to I-15 north, to CA-127 north to NV-373 north to US-95 west to US North to US-93 north to I-80 west to Exit 49.



4.1.9 Route to other locations not identified in this plan.

Other tractor-trailers either delivering material to the facility or transporting material off the facility are expected to comply with this plan by following either Route A or B and the appropriate trucking designated routes to their final destination.

5.0 ALTERNATE TRUCK ROUTE

The US 101 and I-405 can be used to reach necessary highways instead of CA-118. This alternate route is not recommended because traffic on the US-101 is usually heavier than on CA-118. Another alternate route is to access CA-118 from De Soto Avenue instead of Topanga Canyon Boulevard.

6.0 OFFSITE LAND DISPOSAL FACILITIES

Based on the results of waste profile and classification, the generated waste will be transported to a proper offsite 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.

7.0 NON-HAZARDOUS MATERIAL (including waste)

Non-hazardous material will be transported to Chemical Waste Management's Antelope Valley Recycle and Disposal Facility. . Other facilities may be used as the need arises and with the appropriate advance approvals. Soil profiles will be prepared based on the results of the laboratory analyses of samples from each waste stream. The landfill facility will dispose of the non-hazardous materials in accordance with each specific profile.

Facility Address	Facility Contact
Antelope Valley Recycle and Disposal Facility 1200 W. City Ranch Road Palmdale, CA 93553	Elizabeth Navarro Tel: (559) 834-9151

8.0 HAZARDOUS MATERIAL (including waste)

Material classified as hazardous waste will be secured in 55-gallon drums, 20-yard bins, or other DOT-approved containers, and transported to the U.S. Ecology Beatty, Nevada facility or the Clean Harbors Buttonwillow Landfill for disposal. Other facilities may be used as the need arises and with the appropriate advance approvals.



Soil profiles will be prepared based on the results of the laboratory analyses of samples from each waste stream. The landfill facility will dispose of the hazardous materials in accordance with each specific profile.

Facility Address

US Ecology, Beatty
PO Box 578
Hwy 95, 11 miles south of Beatty
Beatty, NV 89003

Facility Contact

James Hubbard
(800)959-8601

Facility Address

Clean Harbors Buttonwillow Landfill
2500 West Lokern Road
Buttonwillow, CA 93206

Facility Contact

Marie Bouni
(661) 762-6200

9.0 RADIOACTIVE MATERIAL (including waste)

Material sent for disposal at a facility permitted to accept radioactive material will be packaged in accordance with the requirements set forth in the DOT Hazardous Materials Regulations (49CFR171-185) and the site Waste Acceptance Criteria. Material may be sent to any of the following facilities. Material may also be sent to another disposal site that is qualified to accept such material.

Facility Address

Energy Solutions
Clive Disposal Site
Interstate 80, Exit 49
Clive, UT 84029

Facility Contact

Jeff Ginsburg
801-649-2251

Facility Address

NSTec
Nevada Test Site
Mercury, NV 89023

Facility Contact

Sydney J. Gordon
Generator Coordinator
702-295-0966

10.0 VEHICLE INSPECTIONS

All vehicles subject to this plan are also subject to the requirements of the Federal Motor Carrier Safety Regulations and the California Highway Patrol Regulations (Title 13, Section 1215) pertaining to motor carriers. Each of these regulations require the motor carrier to have in place a program that documents daily vehicle inspection records attesting to the roadworthiness of the vehicle.



11.0 RECORDKEEPING

A copy of the shipping document for each truckload will be maintained onsite until completion of waste transportation operations and in accordance with record retention requirements mandated by State and Federal regulations.

12.0 COMMUNICATIONS

A copy of the instructions (in English and Spanish), shown in Appendix A, will be provided to all tractor trailer drivers when they sign in at the gate to support the communication of the requirements of this plan. In addition, contractor and field coordinators will take the necessary actions to implement compliance with this plan.



Appendix A

Bi-Lingual Trucking Instructions



Trucking Policy for Santa Susana

It is Boeing's policy to cooperate with the homeowners adjacent to our property in Ventura County and along the access road, Woolsey Canyon Road, in Los Angeles County. As such, the following requirements have been established.

This policy applies to all Class A Trucks defined as follows:

- A **Class A truck** is any combination of vehicles with a GVWR of 26,001 lbs (11,793 kg) or more pounds, provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds (4536 kg)

You are expected to obey the rules of the road and the posted signage at all times.

Your cooperation with these requirements is mandatory. Failure to comply with these requirements may result in revoking your access to the facility.

Incoming Tractor-Trailer to Santa Susana

Permit loads shall be coordinated with the assigned Boeing Field Coordinator 48-hours in advance of arrival.

Drivers will leave sufficient space between vehicles to permit homeowners to enter or leave their properties.

Drivers will use the turnouts along Woolsey Canyon Road to allow motorists to pass.

Tractor-Trailers departing Santa Susana

Drivers shall follow the direction of the Field Coordinator to ensure that transportation plan requirements are met.

Drivers shall not depart earlier than 7:00 am and not later than 4:00 pm, without specific concurrence from Boeing.

Drivers shall cover all end dumps and roll off trucks containing debris (e.g. concrete, soil, asphalt, metals) before leaving the truck scale area.

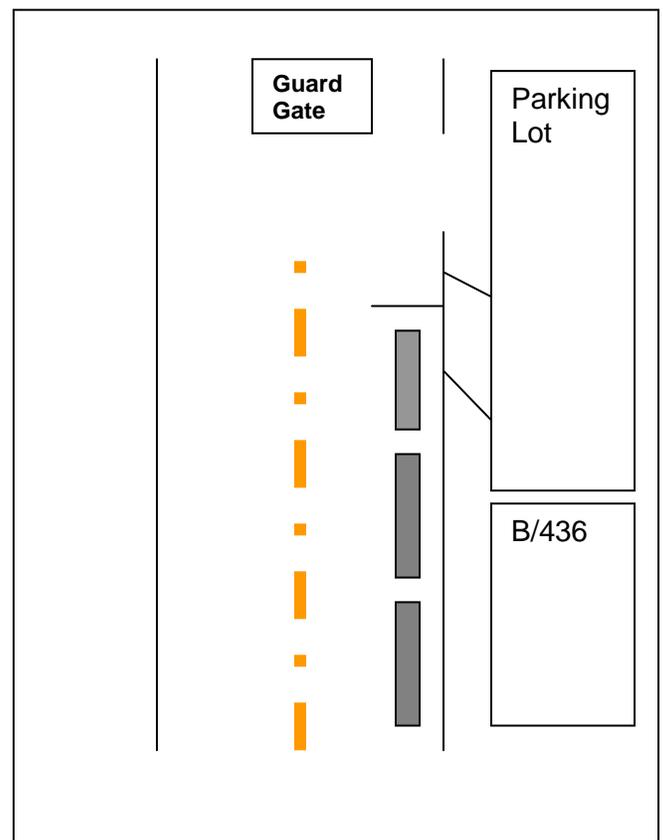
Departures for tractor-trailers shall be scheduled in such a manner that a **five-minute** gap occurs between each vehicle leaving the site (unless a specific instruction is given indicating another time). Queuing will be in accordance with sketch to the right (behind the line painted on the ground).

Do not block the intersection or the entrance to Building 436.

Drivers shall minimize the use of "jake-brakes" to only when necessary to minimize noise impacts.

Drivers shall use the area outside the gate to check their brakes if necessary but not to wait for other drivers.

Drivers shall not convoy through or spend the night in the adjacent neighborhoods.





Política de transporte para Santa Susana

La política de Boeing es cooperar con los propietarios que viven al lado de nuestra propiedad en el Condado Ventura y a lo largo de la ruta de acceso, Woolsey Canyon Road, en el Condado de Los Ángeles. Como consecuencia, se han establecido los siguientes requisitos:

Esta política se aplica a todos los camiones de Clase A, que se definen de la siguiente manera:

- Un **camión de Clase A** es cualquier combinación de vehículos con un GVWR (peso bruto del vehículo) de 26,001 libras (11,793 kg) o más, siempre que el GVWR de los vehículos que estén siendo remolcados exceda las 10,000 libras (4536 kg)

Se espera que usted obedezca las reglas de seguridad vial y las señales del camino en todo momento.

Su cooperación con estos requisitos es obligatoria. Si no cumple con estos requisitos, es posible que se cancele su acceso a la instalación.

Camión con remolque que ingresa a Santa Susana

Las cargas permitidas se coordinarán con el Coordinador de Campo de Boeing asignado 48 horas antes de la llegada.

Los conductores deberán dejar suficiente espacio entre los vehículos como para permitir que los propietarios ingresen o salgan de sus propiedades.

Los conductores utilizarán los apartaderos a lo largo de la carretera Woolsey Canyon Road para permitir el paso de los automovilistas.

Camiones con remolque que salen de Santa Susana

Los conductores deben seguir las instrucciones del Coordinador de Campo para garantizar que se cumplan los requisitos del plan de transporte.

Los conductores no deberán partir antes de las 7:00 a.m. ni después de las 4:00 p.m., sin la conformidad específica de Boeing.

Los conductores deben tapar todos los volquetes y camiones “roll-off” que contengan escombros (por ej., concreto, tierra, asfalto, metales) antes de abandonar el área de básculas para camiones.

Las salidas de los camiones con remolque estarán programadas de manera tal que exista un **intervalo de cinco minutos** entre la salida del emplazamiento de cada vehículo (a menos que se proporcionen instrucciones específicas indicando otro plazo). Las colas se harán de acuerdo con el diagrama que aparece a la derecha (detrás de la línea pintada en el piso)

No bloquee la intersección ni la entrada al Edificio 436.

Los conductores deben utilizar los frenos Jake únicamente cuando sea estrictamente necesario, con el fin de minimizar el impacto de ruido.

Los conductores deberán utilizar el área fuera del portón para revisar los frenos, si es necesario, pero no para esperar a otros conductores.

Los conductores no irán en convoy ni pasarán la noche en los vecindarios adyacentes.

