

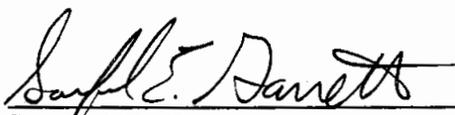
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**COMMUNITY PROTECTION PLAN  
NEW YORK STATE DEPARTMENT  
OF ENVIRONMENTAL CONSERVATION  
WEST SIDE CORPORATION SITE OU#1  
180<sup>TH</sup> STREET AND 106<sup>TH</sup> ROAD  
JAMAICA, QUEENS COUNTY, NEW YORK**

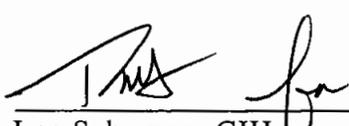
**MARCH 22, 2005**

  
\_\_\_\_\_  
Rohan Tadas, CHMM  
Site Health and Safety Officer

3/23/05  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Sanford E. Garrett  
Office Health and Safety Officer

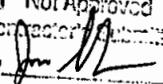
3/23/05  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Lee Schuman, CIH  
Certified Industrial Hygienist

3/23/05  
\_\_\_\_\_  
Date

**SHOP DRAWING REVIEW**  
Review is for general compliance with contract documents. Sole responsibility for correctness of dimensions, details, quantities, and compliance with performance specifications, and safety during fabrication and construction shall remain with the Contractor.

Approved  
 Approved as Corrected  
 Revise and Resubmit  
 Not Approved

Contractor's Submission No.: 01010-CMP Rev 1A  
 By:  Date: 3/24/05

**URS Corporation**  
BUFFALO, NEW YORK 14203

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## 1.0 INTRODUCTION

The New York State Department of Environmental Conservation (NYSDEC) has contracted Clayton Group Services (Clayton) to conduct remediation activities at the former West Side Corporation Site OU#1, located at 180<sup>th</sup> Street and 106<sup>th</sup> Road, Jamaica, Queens County, New York (hereinafter referred to as "WSC site"). The location of the site is presented in Figure 1, Site Location Map. Furthermore, NYSDEC has retained URS Corporation (URS) to provide onsite inspection and review of Clayton's remediation activities to verify compliance with the project specifications and plans, such as this Community Protection Plan (CPP). Clayton has retained Thermal Remediation Services (TRS) to design and install an Electrical Resistance Heating system to clean up soil.

During the course of the work, Clayton will be completing construction activities, which will include trenching and drilling and installation of an Electrical Resistance Heating (ERH) remediation system, which will have what is known as a vapor treatment unit. The ERH system consists of underground probes that run electrical current through the soil matrix. Heat generated in the soil causes the water/contaminant mixture to boil. Soil moisture boils into steam, which carries contaminant vapors to vapor recovery wells for treatment by the vapor treatment unit. The system is designed to remove vapors below the surface before they reach the breathing zone. Clayton is also responsible for the transportation of non-hazardous and hazardous soil from the site to disposal facilities located outside of New York City.

The remedial activities are planned to minimize and/or eliminate the release of vapors into community air. Clayton has prepared contingency plans in the event of uncontrolled vapor releases from the work area or the release of odors from the site into neighborhood air. Clayton has also arranged for transport, by truck away from the site, potentially contaminated soil that may affect the community. It is the purpose of the CPP to identify methods of communication to the community and to provide steps to be taken in order to eliminate or reduce the impact of any potential health or safety issues that might affect the residential and commercial community that surround the site.

The construction activities will take approximately five months. Upon completion, the ERH system and vapor treatment unit will operate for three months, be shut down for one month, and then possibly operate again for two months if so directed by NYSDEC. Upon completion of the ERH remediation, a separate Soil Vapor Extraction (SVE) system will be operated to extract and treat soil vapors before releasing them into the atmosphere. This system is scheduled to be on-site for a period of at least 18 months.

Safety issues for Clayton employees and subcontractors are addressed separately in a March 22, 2005 Health and Safety Plan (HASP) prepared by Clayton. Safety issues for Atlantic Express Bus Company employees are addressed in a separate document.

Technical discussions of the ERH, vapor treatment and SVE systems are addressed separately in the Work Plan for the WSC site dated January 2005 and prepared by Clayton.

## **2.0 COMMUNITY INVOLVEMENT WITH WEST SIDE CORPORATION SITE ACTIVITIES**

During the project, the Brooklyn-Queens Aquifer Feasibility Study Citizens Advisory Committee (CAC) will be updated on progress at the site, at bi-weekly progress meetings and monthly CAC meetings. This will enable them to assist in informing their constituencies about the status of remediation work and distributing contact numbers and other information, as appropriate.

In addition, the New York City Department of Environmental Protection (NYCDEP) will notify residents and businesses in the vicinity of the site (the zone identified on Figure 2). They will receive written notification describing the nature of the remedial work to be performed at the WSC site. This notice will also provide contact information and the procedure to be followed in the unlikely event of an incident at the site.

One part of protecting the community is to provide information to residents and the commercial community about current and planned site activities, and any potential health or safety risks these activities might pose to the community. Clayton has installed two (2) office trailers that will serve as office space during the construction and operation of the remediation systems. The trailers are located on NYCDEP property adjacent to (just north of) the site. The office trailers are located behind the NYCDEP building. Should members of the community require a visit to the site, they will be requested to enter and exit the NYCDEP property from the 180<sup>th</sup> Street entrance. Trailer telephone numbers and contacts are as follows:

|          |                 |              |
|----------|-----------------|--------------|
| NYSDEC:  | Anders Brunelle | 718.206.2423 |
| Clayton: | Rohan Tadas     | 718.206.0424 |

To assist the community in finding the trailers, a sign will be posted at the WSC site, directing all visitors to the proper location. Any member of the community seeking information regarding the site clean-up, or other site-related issues, can visit the trailers to discuss their questions and concerns with NYSDEC representatives. The phone numbers above are included in the list of Other Contact Numbers (Section 9.0) and will be posted on the project sign.

For the safety of the community, visitors will not be permitted to enter the WSC site directly.

Figure 3 is the Site Layout Plan that depicts the location of the office trailers. In order to maintain security at the site, Clayton has retained a security service, Spada Security that will be posted in the Clayton trailer 24 hours a day, 7 days a week. Any visitors to the trailer area will be requested to check in with security before entering. For the safety of the community, Clayton can only accommodate visitors during normal work hours (7:00 a.m. – 4:00 p.m., Monday through Friday).

The security service will monitor the entrance to the WSC site from the NYCDEP property to ensure that no unauthorized personnel enter the site. The security service is also tasked with monitoring work areas associated with remediation efforts for the WSC site. Upon completion of the construction efforts and startup of the ERH system, the security service will also monitor the ERH work areas 24 hours a day, 7 days a week. Upon installation of the SVE trailer, the security service will monitor the SVE trailer area.

The security service will be charged with the responsibility of visually inspecting the property and treatment system. The security service will also be charged with the responsibility of ensuring that unauthorized personnel do not gain access to the ERH, vapor treatment, or SVE areas. The security service will be provided contact numbers for the Atlantic Express Bus Company.

Prior to the start of active remediation (see sections below), Clayton will provide training to security personnel to identify warning signs of any emergency situation. Typical warning signs may include steam emanating from cracks in the asphalt, or an unknown odor. Clayton will train the security firm to identify these warning signs and immediately contact Clayton via cell phone so that appropriate action can be taken. This could be to shut the system down, enact emergency procedures (discussed below), or identify the situation as a non-emergency. A training session will be held with all members of the security firm to ensure that they are aware of the potential safety issues associated with active remediation. Clayton will require that each member of the security firm sign off as to their understanding of the potential issues and what their responsibilities will be in the event of an emergency.

Clayton has also developed a form that will be used to document non-emergency complaints, comments or concerns from residents. The security firm will keep copies of these forms, and fill them out in the event that a resident has an issue during off-hours. A copy of this form is provided as Attachment A. Either Clayton or URS will respond to the form within 1 business day.

Atlantic Express Bus Company will be responsible for maintaining the security of its equipment and busses, and for dealing with trespassers on its property exclusive of the ERH, vapor treatment and SVE areas. NYCDEP will be responsible for maintaining the security of its equipment and vehicles parked onsite, and for dealing with trespassers on its property.

Clayton has determined that the aforementioned three levels of security will ensure the community a high level of safety regarding unauthorized personnel on the WSC site.

Community protection plans related to drilling, trenching, and operation of the ERH, vapor treatment and SVE systems are provided in the following sections.

It should be noted that action levels and response actions that are identified in the following sections for Clayton employees and subcontractors are presented in the HASP prepared by Clayton.

Action levels and response plans for Atlantic Express Bus Company employees are addressed in a separate document.

### **3.0 POTENTIAL SITE HAZARDS**

#### **3.1 Physical Hazards**

The majority of activities will be conducted by Clayton inside the WSC site, with the exception of the following: installation of electric poles at the rear of the NYCDEP property; trenching activities to connect to the storm sewer on 180th Street for water discharge; and transportation of soil to permitted off-site disposal facilities outside New York City. Since the activities are being conducted inside the WSC site and NYCDEP property, there is minimal potential for the community to be exposed to any physical safety hazards associated with construction or remediation activities.

Information regarding the transportation of non-hazardous and hazardous soil, including routes that the trucks will take, is provided in Section 8.0.

#### **3.2 Air Monitoring**

During construction activities, which are scheduled to be conducted between 7:00 a.m. and 4:00 p.m. Monday through Friday, Clayton will have personnel perform air monitoring along the perimeter of the fence line that encompasses the WSC site.

Air monitoring will be conducted by collecting real time data for total airborne volatile organic compounds (VOCs) and airborne particulates along the downwind perimeter of the site and comparing it to upwind or background data. Wind direction will be noted and recorded daily by observing a windsock, which will be installed on the Clayton office trailer located on the NYCDEP property. Based on the wind direction, three downwind monitoring locations and one upwind monitoring location will be selected on a daily basis. The locations will be plotted on a scaled site map and assigned an alphanumeric designation based on the date and the relative cardinal direction from the work area. For the purposes of this plan, readings collected at the upwind station will be considered background. During construction activities, the upwind and downwind locations will be identified and noted.

Exceedances of the proposed air monitoring action levels, as defined in Sections 4.1 and 5.1, will initiate response actions as described in Sections 4.0 and 5.0. The action levels and response actions have been formulated to protect the community.

### ***3.2.1 Vapor Monitoring***

#### **A. Continuous Monitoring During Initial (Construction) Phase**

Clayton personnel will monitor for VOCs during on-site construction-related activities. Construction-related activities are expected to continue through July 2005. The monitoring will be conducted along the perimeter fence line, at selected air monitoring "stations", which will be designated daily and approved by the onsite URS inspector. The monitoring will be conducted each day of intrusive activities. The first reading will be conducted before the beginning of intrusive work and every 30 minutes thereafter until the end of the workday. A flame ionization detector (FID) will be used to collect readings around the perimeter of the work area at the designated stations identified above. The FID readings will be recorded in a bound notebook. The entry will include the station designation (as described above), the date and time of the reading, and the reading in parts per million (ppm). The notebook will be available for NYSDEC, New York State Department of Health (NYSDOH), NYCDEP, and community review. A shop drawing of a typical FID that Clayton will use onsite is provided as Attachment B. Calibration of the FID is discussed in the Health and Safety Plan.

#### **B. Continuous Monitoring During ERH Startup**

Upon completion of intrusive construction activities, active remediation will begin using the ERH system. ERH includes vapor treatment by a catalytic oxidizer (CATOX), which is designed to meet 99% vapor destruction efficiency. Clayton personnel will monitor for VOCs during the initial startup of the ERH system. This monitoring will be identical to the monitoring described in section (A) above.

Continuous manual air monitoring will be conducted until the system is observed to be operating consistently and reliably without generating FID readings above the action levels described in Sections 4.1 and 5.1. Demonstration of consistent, reliable operation is expected to be established prior to October 2005.

### C. Telemetry and Weekly Monitoring During Steady State ERH Operation

Manual air monitoring, as described above, will not be conducted during active remediation once consistent and reliable operation has been demonstrated. However, Clayton will perform weekly air monitoring during this active remediation period. Additionally, Clayton will operate a telemetry system 24 hours a day, 7 days a week to remotely monitor the performance of the ERH system. A description of the sensors included in the telemetry system and the responses to be implemented based on telemetry data are described in Attachment C. If the ERH system is shut down in response to telemetry sensor measurements, Clayton will mobilize to the site within 60 minutes of notification of shutdown and conduct indoor air monitoring to ensure that no fugitive vapors have entered into the Atlantic Express Bus Company building.

#### ***3.2.2 Particulate Monitoring***

During on-site intrusive construction activities, particulates (dust) will also be continuously monitored at the perimeter of the work area at 30-minute intervals throughout the work day. A real-time aerosol monitor capable of detecting particulates between 0.1 and 10 micrometers ( $\mu\text{m}$ ) in diameter at a range of at least 0.001 to 400 milligrams per cubic meter ( $\text{mg}/\text{m}^3$ ) will be used to collect airborne particulate readings at three stations located along the downwind perimeter of the work area and at one station located upwind of the work area. A shop drawing of a typical aerosol monitor is provided as Attachment D. Aerosol readings will be recorded in a bound notebook. The entry will include the station designation (as described above), the date and time of the reading, and the reading in  $\text{mg}/\text{m}^3$ . Dust suppression techniques will be employed if a downwind particulate level more than 2.5 times greater than the upwind particulate level and greater than 150  $\text{mg}/\text{m}^3$  is recorded. These techniques may include covering the work area with plastic during times of high winds, or using a water spray. All readings shall be recorded and be available for NYSDEC, NYCDEP and NYSDOH review.

It should be noted that action levels and response actions for VOCs and particulate monitoring during construction activities for Clayton employees and subcontractors are presented in the HASP prepared by Clayton.

Action levels and response plans for Atlantic Express Bus Company employees are addressed in a separate document.

#### **4.0 MINOR VAPOR EMISSION RESPONSE PLAN**

##### **4.1 Minor Vapor Emission Response Plan During Active Construction**

Protection of the community, human health and the environment is paramount in all activities taken by Clayton. Clayton will utilize a reading of 5 ppm above background levels at the perimeter of the fence line as an action level to determine if air monitoring should be conducted at off-site locations. The 5 ppm level has been established by the NYSDEC Community Air Monitoring Plan Guidance.

Community background levels will be determined by taking readings along the fence line of the WSC site at the start of each workday, to determine ambient VOC levels. The purpose of determining background VOC levels is to take into account potential effects of exhaust from vehicles and nearby operation from commercial properties that may affect the VOC levels found at the perimeter of the site. These sources may be located both on and off the WSC site.

Based on the background levels, Clayton will monitor air at the perimeter of the fence line, to confirm that readings are less than 5 ppm above background levels. Clayton will employ good judgment during the collection of background readings to ensure that the readings are not taken during intervals of high VOC generation, i.e. background readings will not be taken when school busses start in the morning, or when busses are entering and exiting the property. URS will be overseeing Clayton's background readings, and ensuring that the location and time of these readings do not coincide with times of high VOC generation by other sources.

In the event that the readings are greater than 5 ppm above background levels at the perimeter of the fence line during times of active construction, Clayton will instruct all work activities to immediately cease. A Clayton employee will utilize an FID to monitor vapors outside the fence line of the area where vapors were first detected, to ensure that FID readings do not exceed 5 ppm above the background action level. Clayton will also monitor 200 feet downwind or half the distance to the nearest residential or commercial property to confirm that identified VOCs are not exceeding the 5 ppm above background action level at these locations. Clayton will also confirm that the VOC source is not coming from a secondary source (e.g. from Atlantic Express Bus Company operations) by monitoring or visual observation as described in the following paragraph. If Clayton does identify an exceedance above the 5 ppm action level in the community, and it is not from a secondary source, Clayton will immediately enact the Major Vapor Emission Response Plan (see section 5.1).

During the above-referenced action, a second Clayton employee, equipped with another FID, will monitor vapors around the active work areas inside the WSC site to determine the source of the vapors. Once the source area is confirmed, if it is an active work area source or another source (for example a passing vehicle near the fence line that may emit VOCs), Clayton will monitor the area to determine if it is a continuing source of VOCs. By ceasing intrusive work activities, the sources should be eliminated. The Major Vapor Emission Response Plan would be implemented if the exceedances are identified to be on-site, are determined to be due to construction activities, and do not stop within 30 minutes.

#### **4.2 Minor Vapor Emission Response Plan During Active Remediation**

During times of active remediation, it is possible that vapors could be emitted due to system malfunction or unanticipated operating conditions.

Unanticipated operating conditions could include a high level of liquids in any of the ERH water condensate holding tanks, an unexpected malfunction of the heat exchanger, or a mechanical malfunction of the blowers or condenser in the ERH system. In that case, the electricity that is being applied to the subsurface will be shut down, thereby eliminating any chance of generating fugitive vapors. When the electricity is shut down, the rapid volatilization of VOCs will gradually cease. However, in this type of situation, the CATOX system will continue to operate to provide vapor control for any fugitive vapors while the subsurface cools and VOC emissions diminish to a point where vapor collection is not required.

In the event of an unanticipated operating condition, the telemetry system will notify Clayton of a malfunction, and the system will not restart until Clayton manually turns on the system.

In the event of a malfunction of the ERH/vapor treatment system, for example if a natural gas line is broken or if physical damage occurs to the system, the ERH system, SVE system and CATOX system will be shut down.

As discussed in Section 3.2.1, Clayton will mobilize to the site within 60 minutes and conduct air monitoring inside the Atlantic Express Bus Company building in the event of a shutdown of the system.

It should be noted that action levels and response actions under the Vapor Emission Response Plan for Clayton employees and subcontractors during construction are presented in the HASP prepared by Clayton.

Action levels and response plans for Atlantic Express Bus Company employees are addressed in a separate document.

## **5.0 MAJOR VAPOR EMISSION RESPONSE PLAN**

As indicated in Section 4.0 – Minor Vapor Emission Response Plan, Clayton will undertake community air monitoring and on-site vapor mitigation when fence line readings reach levels of 5 ppm above background for a period in excess of 30 minutes, or if conditions in the ERH/SVE and CATOX systems indicate failure in any of the system operations that may result in a VOC release. These activities will address the protection of the community, human health and the environment. When an emission cannot be controlled by the Minor Vapor Emission Plan, as outlined above, the Major Vapor Emission Plan will be enacted.

### **5.1 Major Vapor Emission Response Plan During Active Construction**

Clayton will enact the Major Vapor Emission Response Plan during active construction activities if: (1) VOC levels persist above 5 ppm above background at the fence line for a period of 30 minutes or more, or (2) VOC levels measured 200 feet downwind or half the distance to the nearest residential or commercial property are greater than 5 ppm above background.

The first step would be to utilize vapor suppression foam to reduce vapors. A description of the foam suppression system is presented as Attachment E.

It is anticipated that the use of the vapor suppression foam will be effective in eliminating vapors and reducing VOC emissions to below the 5 ppm background level during construction activities.

Should the actions identified in the Major Vapor Emission Plan not be successful in reducing FID readings to below the 5 ppm level 200 feet downwind of the site, or half the distance to the nearest residence or business, Clayton will enact the steps outlined in Section 5.3 of this plan.

### **5.2 Major Vapor Emission Response Plan During Active Remediation**

As discussed in Section 4.2, during active remediation, the system will shut down in the event of a system malfunction or unanticipated operational issue. Since the system is shut down and vapor emissions will be reduced, there do not appear to be any scenarios where Major Vapor Emissions, as defined above, will be generated during active remediation.

However, in the unlikely event that a Major Vapor Emission does occur during remediation, Clayton will follow the steps outlined in Section 4.2, which includes shutting down the remediation systems, and mobilizing to the site within 60 minutes to conduct monitoring of air to confirm that no vapor releases have occurred inside the Atlantic Express Bus Company building. If this monitoring detects PCE vapors, then the Clayton responder will continue monitoring

throughout the site including the site perimeter. If FID readings exceed 5 ppm above background 200 feet downwind of the site, or half the distance to the nearest residence or business, Clayton will enact the steps outlined in Section 5.3 of this plan.

### 5.3 Steps for Emergency Notification

A list of Emergency Contacts is provided below. Other Contact Numbers are provided in Section 9.0.

|                               |              |
|-------------------------------|--------------|
| Police/ Fire Department/EMS   | 911          |
| Clayton Office Trailer (site) | 718.206.0424 |

Clayton has been already been in contact with the 103<sup>rd</sup> and 113<sup>th</sup> Precincts of the New York City Police Department (NYPD) regarding field activities at the site. Each precinct will be provided with a copy of the CPP (via certified mail) in advance of field activities in order to have an opportunity to review the document before the start of intrusive work. Clayton will forward a copy of the CPP to Inspector Robert Napolitano of the 103<sup>rd</sup> precinct, and Deputy Inspector Edward Mullen of the 113<sup>th</sup> Precinct. Clayton will schedule a meeting with both precincts in order to obtain input from the Commanding Officers regarding the involvement of their precincts in the event of an emergency. In addition, Clayton will forward copies of the CPP to Engine Company 275, which is the nearest fire station to the site. The CPP will be forwarded to the attention of Commander Clinton, to obtain his input. Clayton will also schedule a meeting with Commander Clinton prior to the start of any intrusive work.

During discussions with NYPD, it was recommended that Clayton's first course of action in the event of an emergency should be to contact 911. NYPD indicated that this would be the fastest way to get a qualified emergency responder – which will be NYPD - to the site to assess the situation with respect to community protection, identify steps to be taken to protect the community, and take action from that point forward. This procedure is also consistent with the requirements of the New York City Office of Emergency Management's (OEM) Citywide Incident Management System, dated May 14, 2004.

Clayton will assist the emergency responders by providing information about the remediation system, the processes involved in remediation, pertinent chemical information (Material Safety Data Sheets (MSDS), for example), and any other information that the qualified emergency responders may require.

Since construction activities are being conducted during daylight hours, there should not be any issues with emergencies at night. During active remediation, when the ERH/SVE and CATOX systems will be operating 24 hours a day, 7 days a week, Clayton will assist the emergency responders as discussed above.

Clayton will continue to call the 911 number at 15-minute intervals until an emergency responder arrives at the site. In the event that no emergency responder arrives during the first 15 minutes, Clayton will also contact the 103rd precinct at (718) 657-8181, and the 113<sup>th</sup> precinct at (718) 712-7733 to ensure emergency responders arrive.

In the event of an emergency, NYPD may advise residents and businesses, on a door-by-door basis, to stay indoors and to keep their doors and windows shut if ambient VOC levels adjacent to their properties exceed 5 ppm above background.

NYPD may take this action regardless of whether the activities are construction-related, during the day, or during times of active remediation, which will take place 24 hours a day, 7 days a week.

If required, the New York City Fire Department would be called in by NYPD to determine the proper course of action for protection, treatment and decontamination as needed, as outlined in OEM's Citywide Incident Management System. This system outlines the responsibilities of each agency that will respond to an incident. The protocol also instructs agencies to direct operations based on core competencies, giving tactical direction to other agencies with that competency. The Citywide Incident Management Flowchart of Responsibilities is provided as Attachment F.

The On-Scene Coordinator (OSC), defined as the lead person of the primary responder, will have jurisdiction over response actions and community notification procedures. In the event that any response is needed for the WSC site, the OSC will most likely be a representative of NYPD.

## **6.0 ODOR**

PCE has a sharp, sweet odor that is often noticed on freshly dry cleaned clothes. According to the Odor Thresholds for Chemicals with Established Occupational Health Standards, the range for PCE is between 2-71 ppm, with a 47 ppm geometric mean air odor threshold. In general terms, this is the average odor threshold for PCE that can be identified by an individual. This plan requires Clayton to take action to maintain PCE levels at less than 5 ppm above background at all times.

## **7.0 OFF-SITE SPILL RESPONSE**

As part of the project, an estimated 64 tons of non-hazardous classified soil and an estimated 10 tons of hazardous soil will be transported off-site for proper disposal. Based on the waste classification results, each driver will be provided with MSDS sheets of the constituents detected in the specific waste being hauled (i.e. non-hazardous soil or hazardous soil). Trucks will be properly placarded in

accordance with U.S. Department of Transportation regulations. In the event of a spill, the driver is to call the 24-hour National Response Center emergency number (800.424.8802). Additional emergency and non-emergency contact numbers are provided in Sections 5.3 and 9.0.

## **8.0 ROUTES**

The routes for the trucks that are transporting hazardous and non-hazardous soil have been selected to avoid traveling through any residential areas, and on roads that can facilitate truck traffic.

### **8.1 Hazardous Soils Route**

An estimated 10 tons of hazardous soil will be transported to the Model City Landfill located at 1550 Balmer Road in Model City, New York near Niagara Falls, New York. Prior to leaving the site, all trucks will be properly placarded, and drivers will carry signed manifests. The top of the rolloff container will be completely covered with a tarp, which will be securely fastened to the rolloff. A photo of trucks typically used to carry soils is provided as Attachment G.

Please refer to Attachment H for the route description and map for the transportation of hazardous soils.

### **8.2 Non-hazardous Soils Route**

An estimated 64 tons of non-hazardous soil will be transported to Soil Remediation of Philadelphia, Inc. located at 3201 South 61<sup>st</sup> Street, Philadelphia, Pennsylvania. Placards are not required for soils deemed non-hazardous; however, all drivers will carry proper bill of lading.

Please refer to Attachment I for the route description and map for transportation of non-hazardous soils.

## **8.3 SCHEDULE**

The hazardous and non-hazardous soils are scheduled to be loaded and transported off-site for disposal within 90 – 120 calendar days after starting soil generating activities. Loading activities will be conducted between 8:00 a.m. and 4:30 p.m. Monday-Friday. The estimated time of arrival of the hazardous soil at Model City, New York (near Niagara Falls) is 11:00 a.m., the day following removal of the soils from the project site. The estimated time of arrival of the final load of non-hazardous soil in Philadelphia, Pennsylvania is between 8:00 a.m. and 12:00 noon the day following removal of the soils from the project site. Between departing from the site and arriving at the disposal facility, the soil will be maintained in a covered dump trailer or equivalent piece of equipment. With the exception of an

emergency, there will be no transfer of soil from the truck until it arrives at the disposal facility.

Paper work will be provided to NYSDEC documenting that the waste was properly transported and disposed off site.

## 9.0 OTHER CONTACT NUMBERS

|   |  |
|---|--|
| Poison Control Center                         | 800.222.2122   |
| Clayton Group Services, Inc.                  | 800.909.9822 (office number)                           |
| Mr. Sanford E. Garrett or<br>Mr. Rohan Tadas  | 732.489.3174 (cell phone)<br>732.489.3176 (cell phone) |
| NYSDEC Project Engineer<br>Mr. David Chiusano | 518.402.9813 (office)<br>(M-F 8:00 a.m. - 5:00 a.m.)   |
| URS Project Manager<br>Mr. Jon Sundquist      | 716.856.5636<br>(M-F 8:00 a.m. - 5:00 p.m.)            |
| Clayton Office Trailer (site)                 | 718.206.0424   |
| NYSDEC Office Trailer (site)                  | 718.206.2423   |
| Atlantic Express Bus Company                  | 718.739.1740   |