FINAL
LOWER FOX RIVER OU2-5 REMEDIAL ACTION TRANSPORTATION PLAN

Prepared for

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For Submittal to

Wisconsin Department of Natural Resources
U.S. Environmental Protection Agency

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ACRONYMS

ADT	Average Daily Traffic
CDL	commercial driver's license
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CTH	County Trunk Highway
DOT	Department of Transportation
lbs	pound/pounds
OU2-5	Operable Units 2-5
PCB	polychlorinated biphenyl
ppm	parts per million
STH	State Trunk Highway
TSCA	Toxic Substances Control Act
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USH	United States Highway
WDNR	Wisconsin Department of Natural Resources

1.0 INTRODUCTION

This Transportation Plan describes the process and methods that will be used to address the safe and compliant transport of generated project wastes and import materials planned for use by the Fox River Operable Units 2-5 (OU2-5) remedial action project.

The remedial action project will be implemented using a three-phased approach. The first phase of the project will involve the construction of two land-based support facilities. The second phase of the project will involve the in-water dredging and land-based support facilities operations. The third phase of the project will involve dismantling of the land-based support facilities. Transportation activities will occur during all phases of the project as described in this plan.

Updates to this plan will be made as designs and schedules for the facilities are finalized and when significant changes to remedial action operations occur that impact transportation activities.

2.0 LAND-BASED SUPPORT FACILITIES

The sediment dredging work will be supported by two land-based facilities located in Green Bay and Lawrence, Wisconsin. The Former Shell Property Staging and Material Processing Facility (Green Bay facility) will process, stage, and ship several wastes offsite (described in Section 3.1) and will be the central location for processing Toxic Substances Control Act (TSCA) and Non-TSCA sediments. The Little Rapids Staging Facility (Lawrence facility) will import and stage clean material consisting of sand, gravel, and armor stone for future use in areas designated for caps/covers in the Fox River. Operations at the Green Bay facility are 24 hours per day, 5 days per week, Monday to Friday and Saturday for maintenance activities. Trucking will be done 10–12 hours per day for filter cake and trucking for import materials will occur during daylight hours.

3.0 WASTE AND MATERIAL TYPES

Before TSCA and Non-TSCA waste is transported from the Green Bay facility it will be sampled and analyzed as required by the disposal facilities. The requirements for sampling and analysis are specified in the *Lower Fox River Remedial Design, 60 Percent Design Report for 2009 Remedial Actions, Volumes 1 and 2* (Anchor, Tetra Tech, Brennan, and Boskalis, 2008).

3.1 Green Bay Facility

3.1.1 Filter Cake

Both TSCA and Non-TSCA filter cake containing polychlorinated biphenyls (PCBs) compounds will be shipped offsite for landfill disposal. TSCA filter cake will be characterized as containing greater than 50 parts per million (ppm) of PCBs and Non-TSCA filter cake as containing less than 50 ppm. The majority of the filter cake, sand, and scalped material generated for offsite disposal is anticipated to be Non-TSCA waste.

3.1.2 Sand

Both TSCA and Non-TSCA sand will be generated from the processing of dredged sediment. TSCA sand will be transported to an out-of-state TSCA approved landfill for disposal. Non-TSCA sand will be staged and transported offsite for beneficial reuse in accordance with the requirements of the remedial design document.

3.1.3 Scalped Material

The first step in processing the sediment is screening of all material greater than 3 millimeters in size by a scalping screen. The material scalped during this process will likely include gravel, wood, debris, and some organic material that is too small to be removed during debris removal activities. This material will be conveyed to a lined roll-off box located immediately outside the sediment processing plant and will be disposed of as TSCA or Non-TSCA waste, depending on the characterization of the area from which it was dredged.

3.1.4 Debris

Debris consisting of non-porous metal removed during dredging operations will be decontaminated to remove PCBs, sampled, and transported offsite for disposal as a TSCA waste, Non-TSCA waste, or for recycling as appropriate based on the results of sampling and analysis. Porous debris consisting of wood unsuitable for decontamination will be sized, containerized, and shipped offsite for disposal as a TSCA or Non-TSCA waste.

3.1.5 Import Materials

During the construction phase, materials that will be transported to the facility will include clay, sand, rock, asphalt, and miscellaneous building materials. These materials will be imported primarily from local sources in the greater Green Bay area. During the operations phase, sand, gravel, and armor stone are planned to be imported to the facility for staging prior to use as capping/cover material in the areas designated for caps/covers in the Fox River.

3.2 Lawrence Facility

3.2.1 Import Materials

During the construction phase materials that will be transported to the facility will include clay, sand, rock, asphalt, and miscellaneous building materials. These materials will be imported primarily from local sources in the greater Green Bay area. During the operations phase, clean sand, gravel, and armor stone are planned to be imported to the facility and staged prior to use as capping/cover material in the areas designated for caps/covers in the Fox River.

3.3 Quantities of Waste and Import Materials

The quantities of waste and import materials that will be transported to and from the facilities were initially estimated in the *Lower Fox River Remedial Design, 60 Percent Design Report for 2009 Remedial Actions, Volumes 1 and 2* (Anchor, Tetra Tech, Brennan, and Boskalis, 2008) which is currently under review by the Wisconsin Department of Natural Resources (WDNR) and U.S. Environmental Protection Agency (USEPA). Concurrent with design review activities, a Technical Working Group (WG 6)

continues to evaluate and refine design quantities. In the future as quantities are refined the truck load estimate shown in Table 1 will be revised and included in an update to this plan.

4.0 STAGING OPERATIONS

4.1 Green Bay Facility

4.1.1 Indoor Staging

Designated indoor staging areas will contain TSCA and Non-TSCA filter cake. Indoor loading operations are designed to prevent the migration of filter cake outside of the filter cake processing building and to minimize contact with the exterior components of the truck. Also located within this building is a truck wheel wash station that will remove any minimal amounts of filter cake that could be present on truck wheels prior to leaving the building.

4.1.2 Outdoor Staging

Two outdoor staging areas will be established and clearly marked with signage indicating the waste or material authorized to be staged in the area. A concrete pad will be used as a designated outdoor storage area for staging of Non-TSCA sand, gravel, and debris prior to shipment. A second designated storage area will be used to store clean sand, gravel, and armor stone for use as capping/cover material and to store debris for recycling. Both of these areas will be managed to minimize any cross-contamination between areas and migration of materials due to stormwater runoff and wind blown dust or sand and gravel beyond the property boundary.

During loading/unloading activities, visual observations for dust conditions will be performed and controls (wetting) will be applied as needed to reduce visible dust. Loading zones will be inspected weekly or more frequently depending on the level of activity to ensure there is not excessive migration of material beyond the designated staging area. If material has moved beyond the staging area it will be cleaned up and returned to the staging areas. Stormwater runoff from the Non-TSCA concrete pad will be collected and managed onsite.

4.2 Lawrence Facility

Designated outdoor staging areas will contain clean sand and gravel material. These areas will be managed to minimize the movement of import materials outside of the staging areas and beyond the property boundary. Loading zones will be inspected weekly or more frequently depending on the level of activity to ensure there is not excessive migration of material beyond the designated staging areas. If material has moved beyond these areas it will be cleaned up and returned to the staging areas.

Table 1. Estimated Truck Loads

Loads/Day		To Lawrence Facility	To Green Bay Facility			From Green Bay Facility to Offsite Location	From Green Bay Facility to Veolia Hickory Meadows		From Green Bay Facility to TSCA Facility		
Year	Number of Weeks	Fill Material Loads/Day	Construction Materials/ Deliveries Avg. Loads/Day	Fill Material Loads/Day	Total Loads/Day	Re-Used Sand Loads/Day	Filter Cake Loads/Day	Filter Cake Avg. Loads/Day	TSCA Loads/Day	TSCA Avg. Loads/Day	Total Loads/Day To & From Green Bay Facility
2008	20	---	33	150	183	---	---	---	---	---	183
2009	12	---	10	---	10	---	70–75	73	12–24	18	101
	16	---	10	---	10	---	86–97	92	0	0	102
2010	27	---	10	---	10	---	86-97	92	0	0	102
	1	106	10	---	10	---	86-97	92	0	0	102
2011	12	106	10	106	116	80	70–75	73	12–24	18	287
	16	106	10	106	116	80	86–97	92	0	0	288
2012	12	106	10	106	116	80	70–75	73	12–24	18	287
	16	106	10	106	116	80	86–97	92	0	0	288
2013	12	106	10	106	116	80	70–75	73	12–24	18	287
	16	106	10	106	116	80	86–97	92	0	0	288
2014	12	---	10	106	116	80	70–75	73	12–24	18	287
	16	---	10	106	116	80	86–97	92	0	0	288
2015	12	---	10	106	116	80	70–75	73	12–24	18	287
	16	---	10	106	116	80	86–97	92	0	0	288
2016	28	---	10	106	116	---	---	---	---	---	116

Assumptions:

- Construction materials brought to the Green Bay facility in 2008 will be about 50,000 cubic yards (75,000 tons).
- Standard quad-axel dump truck can haul 15 cubic yards or 22.5 tons per load and be a legal weight load.
- Operations run 28 weeks a year, 5–6 days a week, 10–12 hours per day.
- Re-used sand is assumed to be transported offsite (location to be determined) and not re-used as fill material starting in 2011.
- Import material to Lawrence facility is assumed to be coming from local sources.
- Import material to Green Bay facility is assumed to be coming from local sources.

5.0 REQUIREMENTS FOR TRANSPORTERS

5.1 Qualifications

All waste and material transporters will be prequalified prior to arrival at the facility. All drivers will have a current commercial driver's license (CDL) with HAZMAT endorsement as required. Additionally, transporters involved in shipping TSCA and Non-TSCA wastes will meet the following USEPA and WDNR requirements:

- Completed Notification of PCB Waste Activity submitted to USEPA as a commercial PCB waste transporter and an assigned USEPA Identification Number (required for transport of TSCA or hazardous waste only)

- Current registration with WDNR as a Hazardous Waste/PCB Waste Transporter (as applicable) or as a Solid Waste/Recyclables Transporter

5.2 Trucking Equipment

Transport vehicles brought to the facilities will be in good operating condition and free of mud or other contamination. Owners and operators of transport vehicles will be responsible for maintaining their equipment in a safe operating condition suitable for transport over public roads in accordance with the applicable motor carrier safety requirements.

Transport vehicles will meet the required specifications for hauling TSCA and Non-TSCA wastes. These specifications include use of covers and tight dump bodies to prevent leakage and display of the appropriate U.S. Department of Transportation (USDOT)-required placards.

6.0 TRAFFIC CONTROL PROCEDURES

Outbound truck traffic leaving the Green Bay and Lawrence facilities will exit onto pubic roadways and abide by all signs, speed limits, height limits, weight load, and any special restrictions.

Inbound trucks will not be permitted to idle on public roadways adjacent to the Green Bay and Lawrence facilities. Dispatchers at these facilities will monitor truck cycle times and communicate any inbound delays to drivers en-route to the facilities so that they may adjust their departure and arrival times accordingly. When trucks come onto the facility, drivers will be informed about and will abide by site-specific traffic control procedures for each facility.

7.0 TRUCK MOVEMENT AND LOADING OPERATIONS

7.1 Lawrence Facility

At the Lawrence facility, trucks will deliver import materials from local sources to the designated staging areas inside the facility. Following finalization of the site development plans for this facility, truck movement and loading details will be provided in an update to this plan.

7.2 Green Bay Facility

At the Green Bay facility, front end loaders will be used to transfer TSCA and Non-TSCA filter cake from the indoor staging area to transport trucks with an estimated 22- to 23-ton capacity. Any filter cake that drops onto the floor during indoor loading operations will be promptly cleaned up and returned to the indoor filter cake staging pile.

Non-TSCA sand, gravel, and debris will be loaded from the outdoor concrete pad storage area for transportation to the disposal facility. Before exiting the concrete loading area, trucks will be weighed, washed (wheels), and visually inspected to ensure no residue remains on the exterior of the truck.

Before exiting the indoor or outdoor loading areas, trucks will be weighed, washed (wheels) and visually inspected to ensure no residue remains on the exterior of the trucks. The required documentation (see Table 2) will also be reviewed prior to trucks exiting the facility.

The number of truck loads anticipated for each activity and the planned onsite routing and staging for these trucks is shown on Figure 1 for the year 2008, Figure 2 for the year 2009, and Figure 3 for the years 2010-2016. As indicated on these figures, there are sufficiently-sized designated areas at the facility for staging, loading, and movement of trucks.

8.0 OFFSITE DISPOSAL FACILITIES

8.1 Landfill Identification

Two landfills will receive wastes from the Green Bay facility. These landfills must meet the requirements for accepting TSCA and Non-TSCA wastes as described below. Both facilities will be authorized to receive Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) wastes under the CERCLA Off-Site Rule (40 Code of Federal Regulations [CFR] 300.440).

One landfill has been identified to receive Non-TSCA waste from the Green Bay facility. Non-TSCA filter cake, sand, gravel, and debris will be transported to the Veolia Hickory Meadows Landfill located in Hilbert, Wisconsin. This landfill is a WDNR-permitted Subtitle D Solid Waste Disposal Facility (DNR # 408042580). Negotiations are currently underway to select a second out-of-state landfill to accept TSCA waste.

8.2 Notifications

At the start of each operating season written notification of planned shipments to out-of-state disposal facilities will be provided to the WDNR, USEPA, and other state agencies as determined by the location of the TSCA disposal facility prior to initiating any offsite waste shipments greater than 10 cubic yards.

8.3 Waste Disposal Verification

Upon receipt of waste shipments, the Veolia-Hilbert Landfill operations personnel will sign the Special Waste Manifest Disposal Ticket and issue a weight ticket to the driver who will provide this documentation to the Green Bay facility operations personnel.

The selected out-of-state TSCA approved disposal facility operations personnel will provide Certificates of Disposal and original signed hazardous waste manifests to the Generators identified on the waste manifest no later than 30 days following receipt of the waste. Upon receipt of the Certificate of Disposal, the Generators will contact the facility to verify disposal in accordance with TSCA requirements and maintain a PCB Verification Log.

9.0 SHIPPING DOCUMENTATION

Tracking and documentation of waste transport is required by the federal and state solid waste, hazardous waste, TSCA PCB, and Department of Transportation (DOT) transportation and hazardous materials regulations.

Non-TSCA waste is classified as solid waste subject to the requirements in WDNR regulations (NR 500). TSCA waste is classified as PCB waste subject to the requirements in USEPA regulations (40 CFR 761). Import materials are classified as cargo subject to the Wisconsin DOT and USDOT requirements for highway transport. Table 2 shows a summary of the transport and disposal documentation.

Table 2. Required Shipping Documentation

	TSCA Waste	Non-TSCA Waste	Import Materials
Bill of Lading			√
Uniform Hazardous Waste Manifest	√	N/A	N/A
Shipping Paper/Special Waste Manifest Disposal Ticket	N/A	√	N/A
Weight Ticket	√	√	√

10.0 TRANSPORTATION ROUTES

Primary and alternate routes for trucks departing the Green Bay facility are identified below. Transportation routes for imported materials to the Green Bay and Lawrence facilities will be provided in future updates to this plan. The process for identifying these routes considered several factors including travel distance, existing traffic volumes, weight restrictions, and future roadway improvements. Sources for this information were obtained for the most part from web-based sources located on the Wisconsin DOT Internet site.

10.1 Preliminary Route to Veolia-Hilbert Landfill, Wisconsin

10.1.1 Primary Transportation Route #1

The primary transportation route from the Green Bay facility to the Veolia Hickory Meadows Landfill south of Hilbert is shown as the green trace line on Figure 4:

- State Street south to Liberty Street.
- Liberty Street west to Broadway.
- Broadway south to Potts Avenue.

- Potts Avenue to State Trunk Highway (STH) 32 (Ashland Avenue).
- STH 32 south to STH 172.
- STH 172 east to STH 57 (Riverside Drive).
- STH 57 south to Schneider Road.

The route is 32.75 miles and will take approximately 45 minutes one way.

10.1.2 Alternate Transportation Route #2

The second transportation route from the Green Bay facility to Veolia Hickory Meadows Landfill south of Hilbert is shown as the pink trace line on Figure 4:

- State Street south to Liberty Street.
- Liberty Street west to Broadway.
- Broadway south to Potts Avenue.
- Potts Avenue to STH 32 (Ashland Avenue).
- STH 32 south to United States Highway (USH) 41.
- USH 41 south to County Trunk Highway (CTH) U.
- CTH U south to STH 96.
- STH 96 east to STH 57.
- STH 57 south to Schneider Road.

The route is 36.80 miles and will take approximately 50 minutes one way.

10.1.3 Traffic Volumes (Waste and Import Materials)

The project is anticipated to generate an average of 85 additional truck loads per day on the routes utilized for the transport of Non-TSCA wastes to the Veolia Hickory Meadows Landfill. These routes include local streets and county trunk, state trunk, and United States highways. Table 3 shows the current and projected increase in the Average Daily Traffic (ADT) volume on each of the roadways on the two transportation routes. Overall the added vehicle volumes have the greatest impact as a percent of the ADT on the local streets immediately next to the State Street facility in Green Bay and at the landfill near Hilbert (State Street, Liberty Street, Potts Avenue, and Schneider Road) with an estimated increase of 5.3 to 5.7 percent of the ADT. The larger volume roadways will see very little impact in terms of the percentage of ADT. For example, STH 57 in downtown DePere only sees a 0.5 percent increase in ADT and STH 172 only 0.1 percent. The alternate routes also utilize United States and state trunk highways that would see small percent increases in ADT.

Starting in 2011 there will be an estimated average of 200 truck loads per day of import materials that will be transported to the Green Bay facility from the greater Green Bay area (see Table 1). Drivers may utilize some of the same roads as described previously from the Green Bay facility to the Veolia Hickory Meadows Landfill. For, example, the local roads near the Green Bay facility will be utilized—State Street, Liberty, Broadway, Potts, and Ashland. Therefore, while the other delivery routes are not known at this time, we can project anticipated loadings on the local roads near the Green Bay facility where the material will be delivered to or generated from. Combined with the 85 loads per day

of Non-TSCA waste going to the Veolia Hickory Meadows Landfill, the total traffic volume increase is projected to be 285 loads per day to and from the Green Bay facility. This represents an ADT increase of 5.7% on local roads near the Green Bay facility.

Table 3. Average Daily Traffic Volumes

Route #	Roadway	ADT (2006)	Project ADT	% Increase
1	State Street	1,000–2,000	1,085–2,085	5.7% Avg.
	Liberty Street	1,000–2,000	1,085–2,085	5.7% Avg.
	Broadway	3,600	3,685	2.4%
	Potts Avenue	1,000–2,000	1,085–2,085	5.7% Avg.
	STH 32 (Ashland Avenue)	20,800	20,885	0.4%
	STH 172	84,800	84,885	0.1%
	STH 57 in DePere	16,200	16,285	0.5%
	STH 57 south of DePere	3,000–7,100	3,085–7,185	1.7% Avg.
	Schneider Road	1,600	1,685	5.3%

Route #	Roadway	ADT (2006)	Project ADT	% Increase
2	State Street	1,000–2,000	1,085–2,085	5.7% Avg.
	Liberty Street	1,000–2,000	1,085–2,085	5.7% Avg.
	Broadway	3,600	3,685	2.4%
	Potts Avenue	1,000–2,000	1,085–2,085	5.7% Avg.
	STH 32 (Ashland Avenue)	20,800	20,885	0.4%
	USH 41 (2004 ADT)	40,000 – 64,100	40,085 – 64,185	0.2% Avg.
	CTH U (2004 (ADT)	4,800	4,885	1.8%
	STH 96 in Lawrence	8,900	8,985	1.0%
	STH 96 west/east of Lawrence	4,500 / 3,700	4,585 / 3,785	1.9% / 2.3%
	STH 57 south of DePere	3,000–7,100	3,085–7,185	1.7% Avg.
	Schneider Road	1,600	1,685	5.3%

Notes: Traffic volumes for State Street, Liberty Street, and Potts Avenue in the City of Green Bay are not available. Based on the observed traffic volumes on these streets in comparison to Broadway we estimate 1,000 to 2,000 vehicles per day. The traffic data are from Wisconsin DOT website as follows: http://www.dot.wisconsin.gov/travel/counts/maps.htm#list

10.1.4 Weight Restrictions

The routes utilize local roads and county, state, and federal highways and are subject to weight restrictions shown in Table 4. None of the roads or bridges included on the two routes has any special or seasonal weight restrictions.

Table 4. Weight Restrictions	
Axles	**Weight**
Any one wheel or wheels supporting one end of an axle	11,000 lbs
Truck tractor steering axle	13,000 lbs
Single axle	20,000 lbs
Tandem axles	34,000 lbs
Maximum gross vehicle weights on all axles	80,000 lbs

10.1.5 Future Construction

The Wisconsin DOT publishes a Six Year Highway Program each year identifying upcoming major roadway construction work. Using the 2008–2013 Six Year Highway Improvement Program the roadways shown in Table 5 will have construction.

Table 5. Future Construction		
Roadway	**Year**	**Description**
STH 32	2010–2013	Construct a roundabout at the 8th Street intersection. Close the median at 9th street.
STH 172	2009	USH 41, Webster Avenue—Concrete joint and pavement repair and overlay replaces the deck on the Fox River structure and rehab other bridges in this segment.
USH 41	2009–2013	Capacity expansion from DePere to Suamico in Brown County on USH 41, adding two additional lanes making a six-lane facility. Also includes interchange upgrades at eight locations.
STH 96	2010–2013	STH 96, High Street, Hickory; CTH ZZ, Lawrence—Urban reconstruction.
STH 96	2010–2013	Village of Lawrence—New bridge over Fox River.
STH 96	2010–2013	Lawrence to Greenleaf—Rural resurface.
STH 96	2010–2013	Village of Greenleaf, Old 57—Deuster, reconstruct the existing urban street.

Notes: Future construction information is from the Wisconsin DOT website as follows: http://wisconsindot.gov/projects/state/sixyear/project.htm

The primary transportation route has the least amount of planned construction in the next 6 years. In Green Bay, Broadway from just south of Liberty through the intersection of Broadway and Liberty was reconstructed in 2006 with new concrete pavement. In downtown DePere, the major reconstruction project associated with the new Claude Allouez Bridge, including work on STH 57, was completed in 2007. The only known construction work on the primary route in the next 6 years is on STH 172 in 2009, and traffic will be maintained in both directions during that project.

The alternate routes identified have some significant construction projects in the next 6 years. USH 41 has a major capacity expansion project that will take place from 2009 to 2013. STH 96 has significant reconstruction through Lawrence including the bridge over the Fox River.

10.2 Preliminary Routes to Green Bay and Lawrence Facilities

The transport routes for imported fill materials to the Green Bay and Lawrence facilities will be provided in an update to this plan as route information becomes available and where feasible prior to the start of transport activities. Based on current estimates approximately 106 truck loads/day will be entering both the Green Bay and Lawrence facilities as shown on Table 1.

10.3 Preliminary Route to the Selected TSCA Disposal Facility

The transport route to the selected out-of-state TSCA approved disposal facility will be provided in an update to this plan as it becomes available and prior to the start of transport activities. Processing and transportation of TSCA wastes is planned to occur only for limited times during the operations period for the Green Bay facility. Truck loads of TSCA waste are anticipated to be significantly less than those of Non-TSCA waste. Based on current estimates, truck traffic on local roads out of the Green Bay facility is expected to be 18 truck loads/day transporting TSCA wastes as shown on Table 1.

11.0 SAFETY MANAGEMENT

11.1 Facility Safety

Facility personnel and transporters will receive training in the project-specific Health and Safety Plan at the Green Bay and Lawrence facilities. The facility-specific Health and Safety Plan includes requirements for traffic control, loading/unloading operations, and site rules to follow when driving within each facility.

11.2 Public Road Transport Safety

Transporters of hazardous materials and clean sand and gravel will comply with applicable federal and state regulations for transportation of wastes over public roadways. These regulations include:

- USDOT Hazardous Materials Requirements (49 CFR 171-397)
- USEPA PCB Requirements (40 CFR 761)
- Wisconsin DOT Height/Weight, Special and Seasonal Restrictions (NR 348)
- Wisconsin Solid Waste Disposal Act Regulations (NR 500)

11.3 Landfill Facilities Safety

Transporters will adhere to the landfill-specific rules for access and unloading of wastes at the two landfills identified in Section 8.0. When trucks enter the landfill facilities, drivers will be informed about and will abide by site-specific traffic control procedures for each landfill. Before exiting the facility, trucks will be visually inspected and decontaminated as needed to remove any residue on the exterior of the truck. The receiving landfill will coordinate and manage the incoming truck traffic such that delays and traffic impacts are minimized. Green Bay operations personnel will coordinate delivery of waste with offsite landfills in advance of shipments so that they are informed about the composition, delivery method, and schedule for the waste. Waste profiles and supporting documentation (e.g., sample results) will be prepared, signed by the Generators, and forwarded to the landfills in advance of shipment as required.

12.0 SPILL RESPONSE AND CONTINGENCY PLAN

12.1 Spill Procedures

The primary obligation of reporting and cleaning up a hazardous materials spill that occurs during transportation lies with the owner or operator of the truck from which the material has been released. Tetra Tech, EC Inc. will require that transporters of hazardous materials be familiar with the contents of this plan, comply with all current rules governing the transportation, and have an emergency spill response plan in effect as part of their contract. Drivers will be trained in transportation spill response and be equipped with spill response equipment appropriate for responding to spills of TSCA and Non-TSCA wastes. Such response equipment will include a shovel, bags, booms, cones, or other means to demarcate the spill area. Training will also address the general spill response objectives and procedures, which include:

- Safeguard life and property
- Notify the proper authorities
- Begin containment and cleanup
- Follow-up with reporting

12.2 Notification

Transporters will immediately report spills of hazardous substances in accordance with the WNDR spill reporting requirements. In addition, if a spill of 1 pound or more of PCB occurs it will be reported to the National Response Center. Spills of PCBs greater than 10 pounds or releases of PCBs to water must also be reported to the appropriate USEPA Region 5 TSCA Coordinator. Additionally, any transportation incident involving hazardous materials will be reported to the USDOT as required by regulations.

13.0 REFERENCES

Anchor, Tetra Tech, Brennan, and Boskalis, 2008. *Lower Fox River Remedial Design, 60 Percent Design Report for 2009 Remedial Actions, Volumes 1 and 2.* June.

USDOT (U.S. Department of Transportation), 2007. Code of Federal Regulations, 49 CFR 171-397.

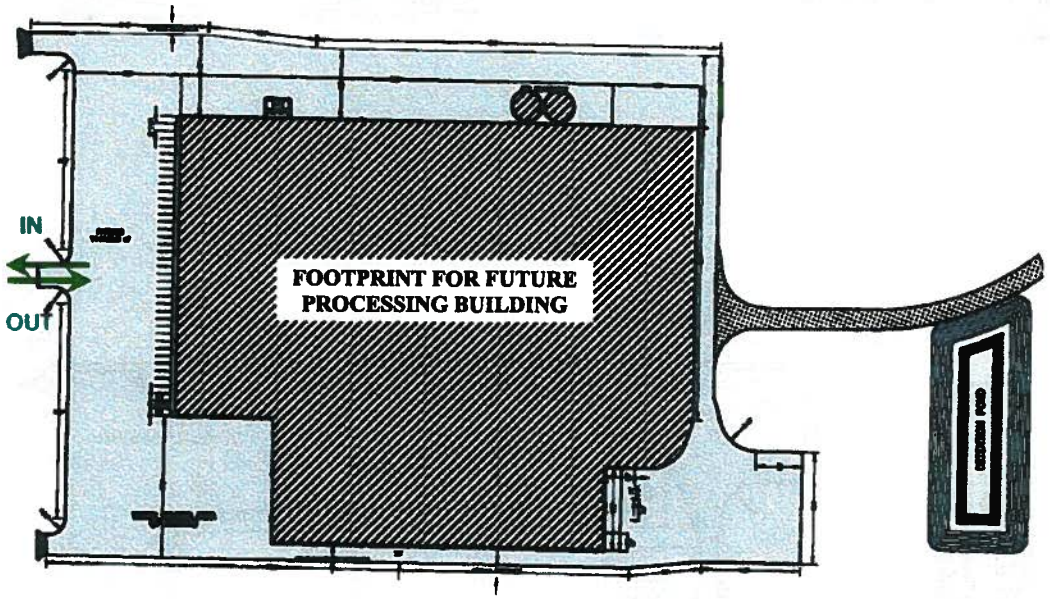
USEPA (U.S. Environmental Protection Agency), 2007. Code of Federal Regulations, Polychlorinated Biphenyls Manufacturing, Processing, Distribution in Commerce and Use Prohibitions, 40 CFR 761.

USEPA (U.S. Environmental Protection Agency), 1993. Code of Federal Regulations, *CERCLA Off-site Rule, 40 CFR 300.440.*

Wisconsin Department of Transportation, 2005. Wisconsin Chapter 348 Vehicles – Size, Weight and Load.

WDNR (Wisconsin Department of Natural Resources), 2006. General Solid Waste Management Requirements, Chapter NR 500.

FIGURES

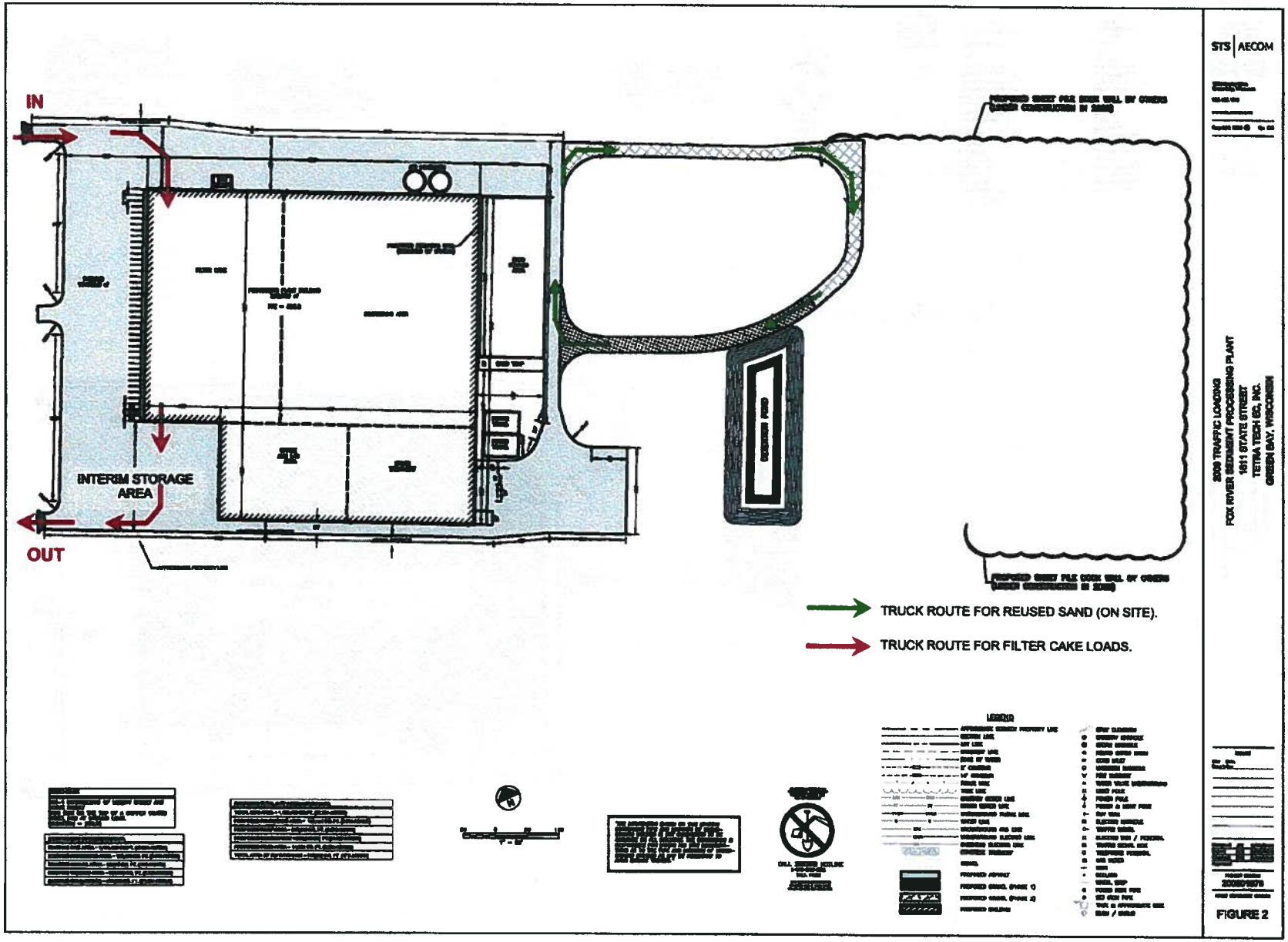


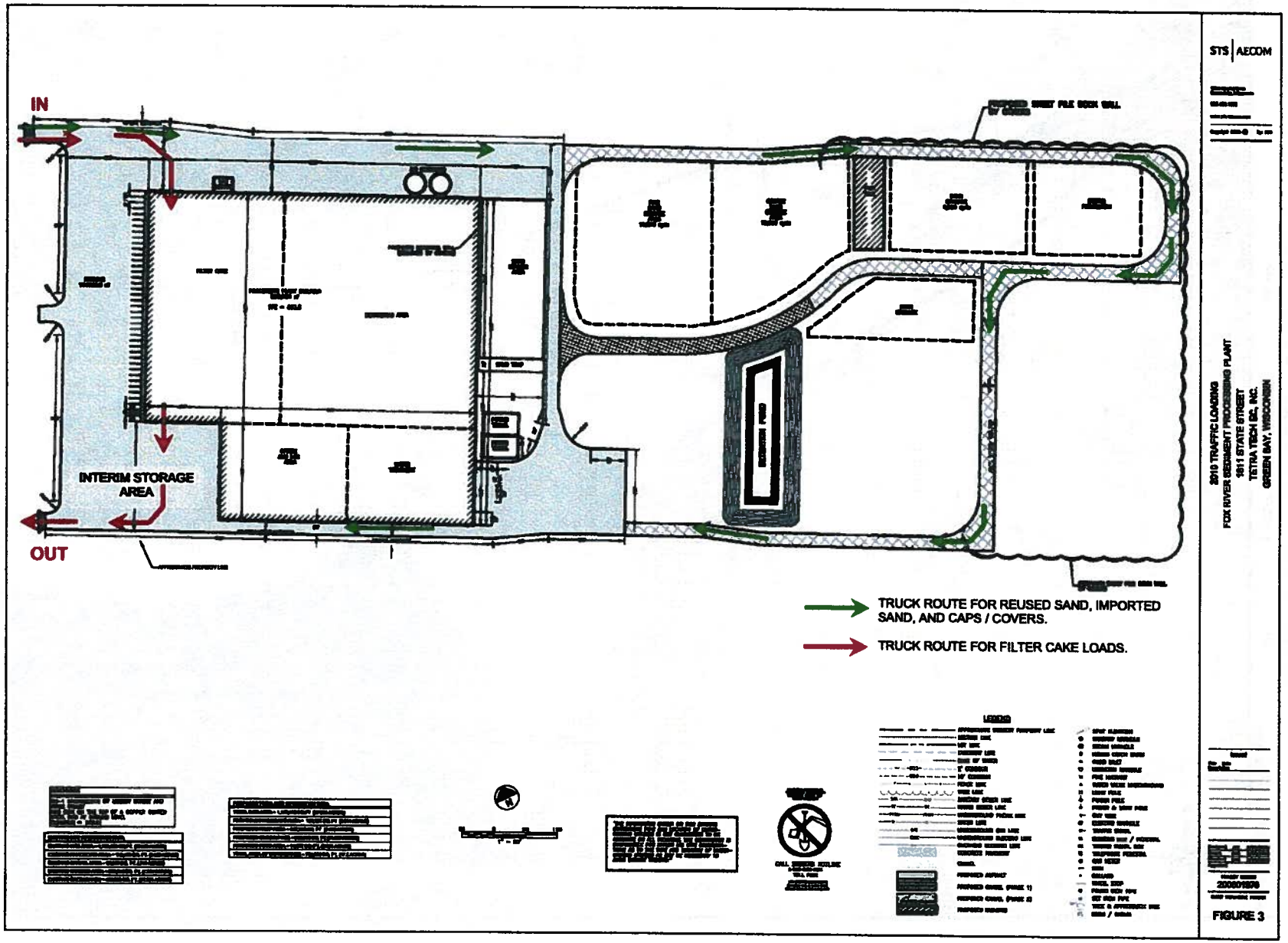
TRUCK ROUTE FOR
CONSTRUCTION/FILL MATERIALS

STS | AECOM

2005 TRAFFIC LOADING
FOX RIVER SEDIMENT PROCESSING PLANT
1611 STATE STREET
TETRA TECH EC, INC.
GREEN BAY, WISCONSIN

FIGURE 1


IN
INTERIM STORAGE AREA
OUT
TRUCK ROUTE FOR REUSED SAND (ON SITE).
TRUCK ROUTE FOR FILTER CAKE LOADS.
LEGEND
STS | AECOM
2009 TRAFFIC LOADING
FOX RIVER SEDIMENT PROCESSING PLANT
1611 STATE STREET
TETRA TECH EC, INC.
GREEN BAY, WISCONSIN
FIGURE 2


IN
INTERIM STORAGE AREA
OUT
TRUCK ROUTE FOR REUSED SAND, IMPORTED SAND, AND CAPS / COVERS.
TRUCK ROUTE FOR FILTER CAKE LOADS.
STS | AECOM
2010 TRAFFIC LOADING
FOX RIVER SEDIMENT PROCESSING PLANT
1811 STATE STREET
TETRA TECH EC, INC.
GREEN BAY, WISCONSIN
FIGURE 3

STS | AECOM

PROJECT				STS JOB NO.	
FOX RIVER OU2-5 REMEDIAL ACTION TRANSPORTATION PLAN				200801978	
SUBJECT				FIGURE NO.	
TRANSPORTATION MAP TO HICKORY MEADOWS LANDFILL				FIGURE 4	
DRAFT - FINAL	DATE	CHECKED BY	DATE	CALC. NO.	REV. NO
PAF	8/18/2008	MJM	08/18/08		1

HICKORY MEADOWS ROUTE MAP