



**DRAFT
COMMUNITY HEALTH AND SAFETY PLAN**

for the

**Boles Incident
Weed, California**

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LIST OF ACRONYMS

CalOES	California Office of Emergency Services
CalRecycle	Department of Resources Recycling and Recovery
CalTrans	California Department of Transportation
DROC	Debris Removal Operations Center
EPCRA	Emergency Planning and Community Right-to-Know
HazMat	Hazardous Materials
HHW	Household Hazardous Waste
ICS	Incident Command System
MPH	Miles per Hour
NIOSH	National Institute for Occupational Safety and Health
Operations Plan	Operational Debris Management Plan
Plan	Community Health and Safety Plan
PM	Particulate Matter
PSEC	Pacific States Environmental Contractors, Inc.
Sukut	Sukut Construction
USEPA	United States Environmental Protection Agency

1.0 INTRODUCTION

This Community Health and Safety Plan (Plan) has been developed to support all activities associated with removing debris caused by the fire (Boles Incident) in the City of Weed. The Department of Resources Recycling and Recovery (CalRecycle) has authorized Pacific States Environmental Contractors, Inc. (PSEC) and Sukut Construction (Sukut), et. al. (jointly referred to as Contractors) to conduct the work. Both Contractors are licensed in the State of California (PSEC License # 723241 and Sukut Licence # 554278) with the following classifications: A-General Engineering, C21-Building Moving, Demolition, HAZ-Hazardous Substances Removal, and ASB-Asbestos (PSEC only).

Two types of health and safety documents were prepared for this project. The first one is a site-specific health and safety plan for all personnel working within a specific project area (i.e. home site, church, etc.). The second is this Plan, which specifies health and safety measures for the overall project site. Both plans are based on known conditions at the time and may be updated as newer information is received.

The objective of this Plan is to specify and communicate the safety measures that may be used to prevent and/or minimize impacts to the community due to debris removal activities. Personnel working on the project must provide the utmost consideration to those citizens and businesses who were affected by the fire.

The health and safety measures described in this Plan further support the intent of the Emergency Planning and Community Right-to-Know Act (EPCRA) established by Congress in 1986. EPCRA includes requirements for federal, state and local governments, tribes, and industry regarding emergency planning and "community right-to-know" reporting on hazardous and toxic chemicals. The intent of the right-to-know provisions was to increase the public's awareness and access to information on chemicals and potential releases into the environment. Communities can use this information to improve their safety and protect health and the environment.

This document will be considered a DRAFT until all supporting documents, which include, but are not limited to, the site specific health and safety plan, Operational Debris Management Plan (Operations Plan), confirmation sampling plan and any air monitoring plans, are prepared by CalRecycle or their consultants.

2.0 SITE DESCRIPTION

The City of Weed, California, is nestled at the base of Mount Shasta in the Cascade Mountains and halfway between San Francisco and Portland. The areas impacted by the Boles Incident is shown in Figure 1. Two branches were identified for the debris removal project as shown in Figure 2. The Northern Branch includes a part of Angel Valley with home sites located on Oak Street, Morris Street, Pine Street, Jackson Street, Center Street, Arbaugh Street, and Broadway Street as shown in Figure 3. The Southern Branch home sites and other structures on Hillside Street, South Davis Avenue, Woodridge Court, Shasta Avenue, Genoa Street, Venice Street, Spur Street, White Avenue, Olive Street and Cedar Avenue as shown in Figure 4.

Approximately 150 homes and other structures were destroyed by the fire. One section of the Elementary School was also damaged, along with the Library and Community Center. Individual legal parcels of privately owned home sites were identified. The sites vary in composition. Some contain just foundations, ash and metal debris, while others are partially

burned. An estimate of 18,750 tons of waste and debris have been identified for removal. The debris removal activities will cover structural debris and trees within the project area. The Incident Commander and Operations Section Chief and will make the final decision on what structures and material will be removed.

Figure 1. General Location Map (Source: Cal OES/CalFire, 2014)

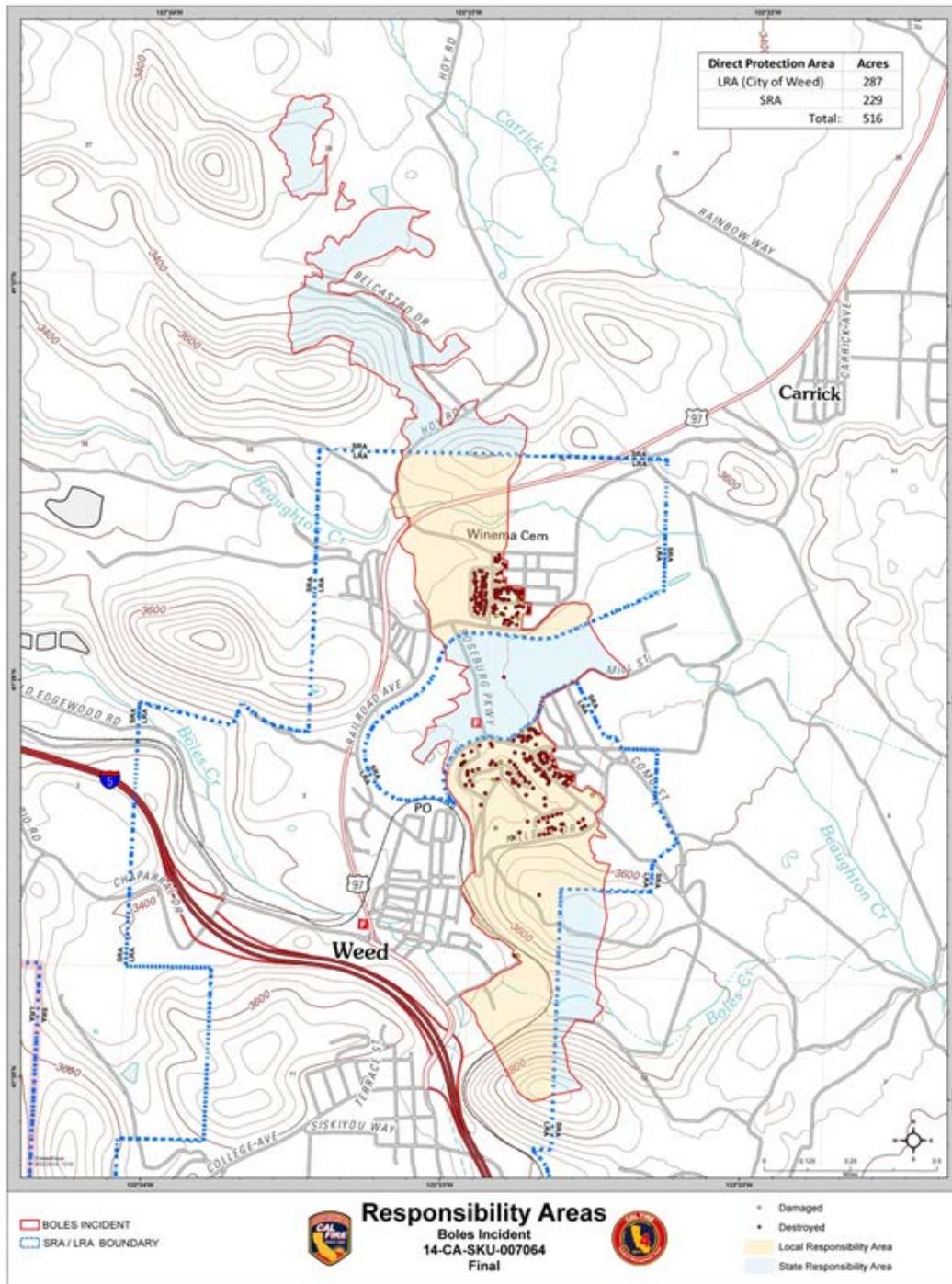


Figure 2. Branch Locations for Debris Removal (Source: Cal OES/CalFire, 2014)

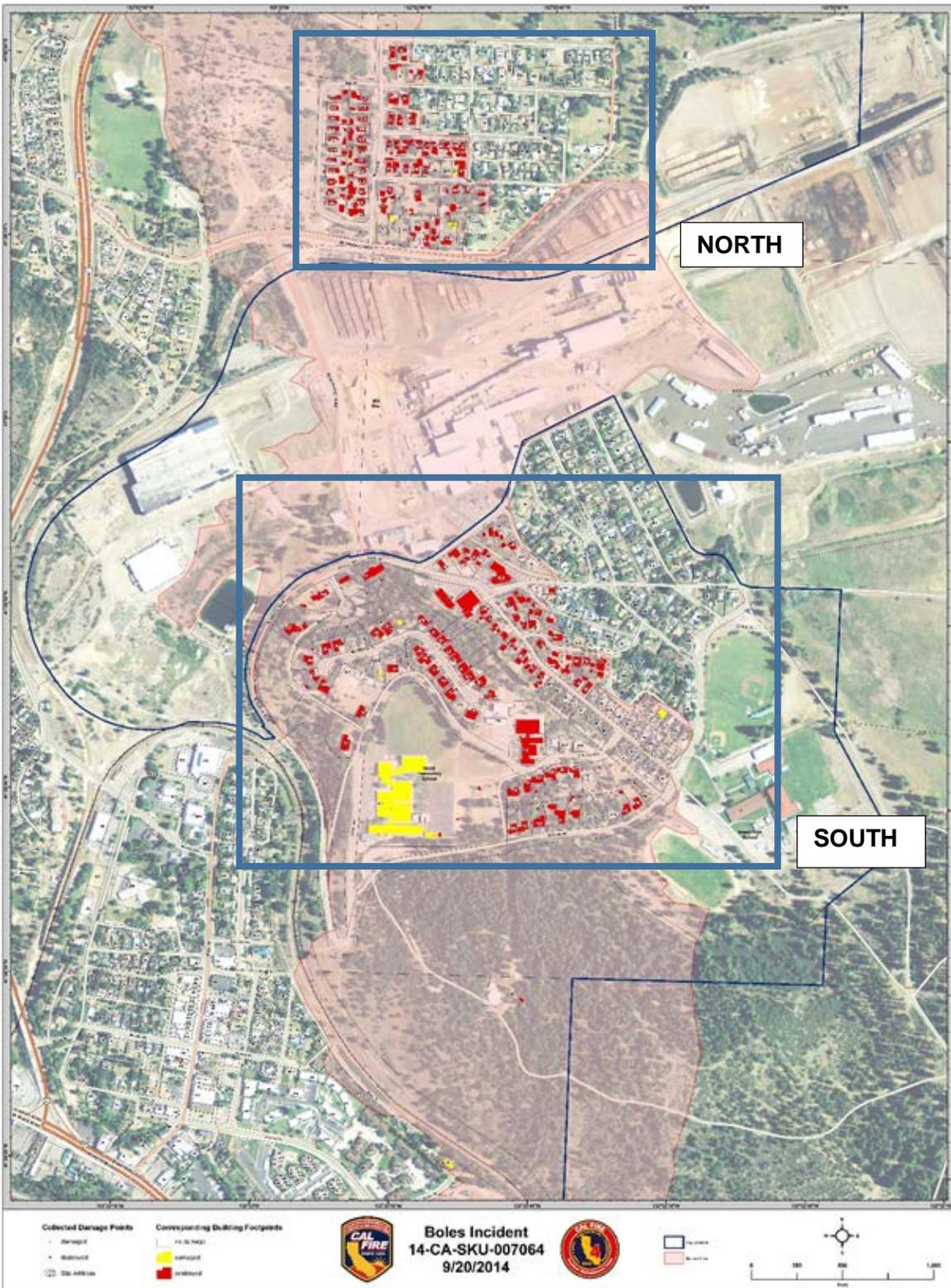
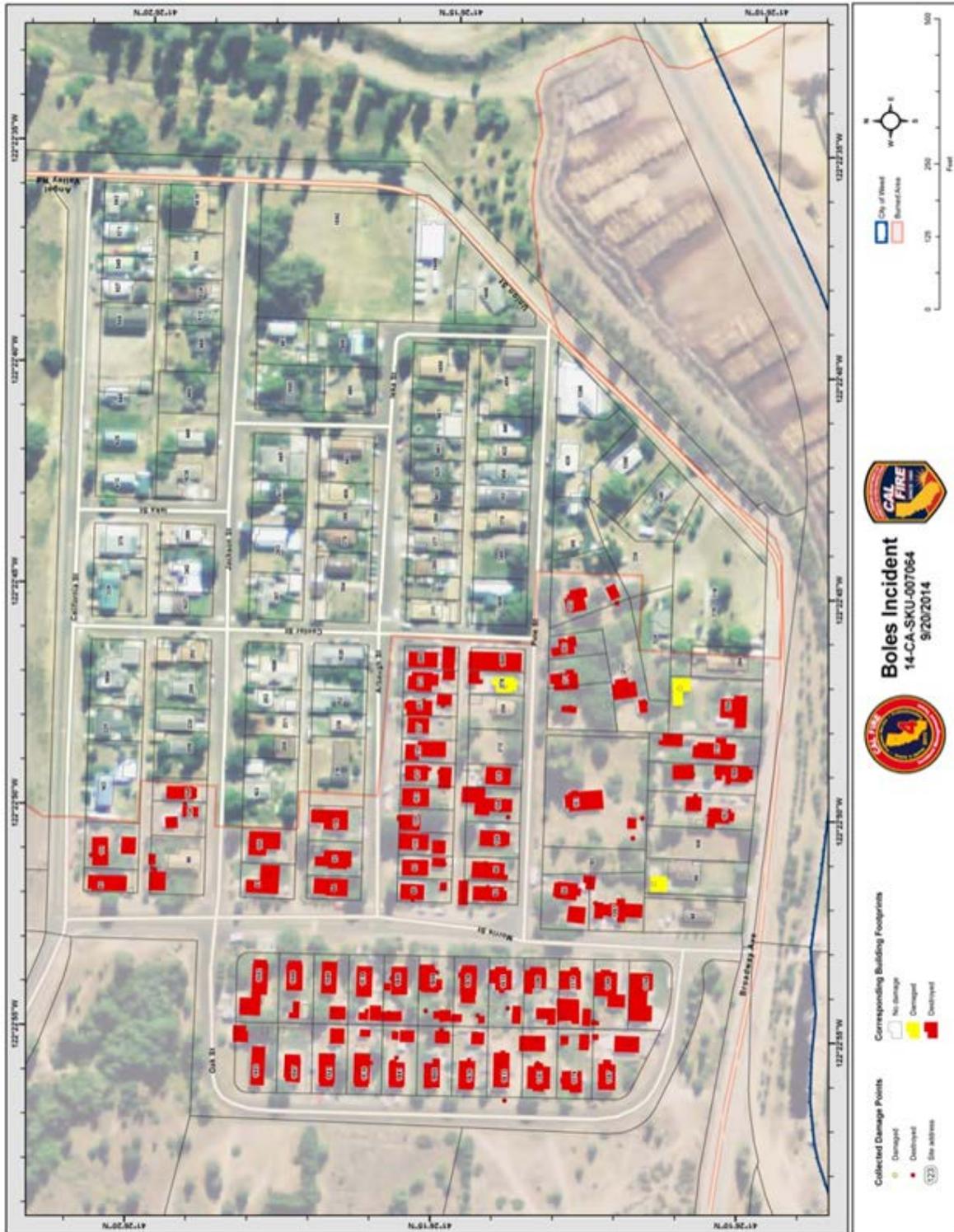


Figure 3. North Branch (Source: Cal OES/CalFire, 2014)



3.0 CHARACTERIZATION OF MATERIALS

Ash and debris from residential structures burned by fires can contain concentrated amounts of heavy metals, such as antimony, arsenic, cadmium, copper, lead, and zinc. The residual materials such as stucco, roofing, floor tile, linoleum, fireplaces, furnaces, vinyl tiles and mastic, sheetrock and joint compound, asbestos cement pipe, exterior home siding, thermal system insulation and other building materials commonly used in homes built before 1984 may also contain other chemicals of concern such as asbestos.

4.0 POTENTIAL SAFETY CONCERNS TO COMMUNITY

Potential safety concerns were based on information within the Operations Plan as well as the Site-Specific Health and Safety Plan and includes:

- Fugitive dust emissions possibly containing metals, asbestos and nuisance dusts;
- Contamination of soil and/or water;
- Exposure to physical hazards such as slips, trips, and falls, and unstable chimneys and unstable trees;
- Increased vehicle traffic, including trucks and heavy equipment associated with project activities;
- Exposure to radioactive materials;
- Increased automobile emissions; and
- Storage or exposure to household hazardous wastes (HHW) such as flammable gas tanks, propane tanks, paints, petroleum lubricants/fuels, pesticides, welding cylinders, car batteries or other wastes.

5.0 SAFETY MEASURES AND OPERATIONAL CONTROLS

The following operational and engineering measures have been developed to minimize or eliminate the identified potential community safety concerns.

5.1 Incident Command System

The debris removal project will utilize the Incident Command System (ICS). ICS is a management system designed to enable effective and efficient incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure. The removal of debris from the Boles Incident will be managed by the City of Weed and CalRecycle. A formal management system improves communication and coordination of activities among all involved public agencies and contractors and ensures that the Operations Plan and safety measures are implemented to protect the workers and the community.

5.2 General Controls and Notices

The following procedures will be implemented to minimize the impact of debris removal activities on the surrounding community:

- All work shall be performed between the hours of 7:30 A.M. to 6:00 P.M., Monday through Saturday, unless authorized by the Operations Section Chief and the City of Weed. A daily briefing will commence at the DROC at 7:00 AM everyday of operation.
- All construction equipment working within the residential areas shall maintain a speed of 15 MPH or less.

- To identify the progress of all debris removal activities, a project sign will be installed at each site which will clearly illustrate the progress to date on each individual residential and recreational site. An example of the project sign is provided in Section 7.2 of this Plan.
- Operations personnel on site will monitor all daily activities and report any issues or concerns during the daily planning section briefing at which time practical controls will be developed and implemented.

5.3 Waste Load Controls

All loads will be tracked to and from each work site using the appropriate forms depending on final destination (i.e. disposal, concrete recycling, or metal recycling). All loads shall be wetted down with water as needed and as described in the Operations Plan before leaving the site to control dust. Ash and debris will be wrapped with plastic sheeting, taped closed, and covered with a tarp to eliminate the release of dust. Soil and debris loads will also be covered to reduce dust.

Impacted soil, debris and ash will be managed as a non-hazardous solid waste for disposal at the Anderson Landfill located at 18703 Cambridge Road, Anderson, CA. Metal will be recycled by Black Butte Towing and Recycling. Concrete will be recycled by Sousa Ready Mix.

5.4 Dust Control Measures

Ash and debris from the residential structures may contain metals, asbestos and ash commingled with recyclable materials. These items will be segregated, removed from the home sites and placed into trucks for disposal at the appropriate facility. Debris removal operations will be managed to reduce the likelihood that soil and dusts generated during operations will create environmental concerns elsewhere. Required dust controls will be implemented as standard work practices, such as:

- Debris and ash will be thoroughly wetted by the use of water spray from water trucks and hand held hoses 48 to 72 hours before debris removal begins. Water may only be obtained from approved fire hydrants and/or wells.
- Hoses with spray nozzles may be used to apply water to the work site prior to and during active debris removal and during loading material into trucks to prevent visible dust from crossing property lines.
- A direct reading particulate matter device (that can identify dust 10 microns or less in diameter, or PM10) will be used to monitor dust levels generated during debris removal activities. Dust emissions onsite will be documented in milligrams per cubic meter (mg/m³). Elevated dust emissions will require additional watering be immediately applied to reduce dust levels.
- Street sweepers will be used to remove material tracked from the work site to public streets.
- Trucks carrying debris and/or ash will be watered and covered with a tarp prior to transporting to the landfill.
- Debris hauling trucks, heavy equipment hauling trucks, water trucks and other project related vehicles going to and from the project work sites will be restricted to a 15 MPH speed limit.

- Project personnel have been instructed in proper work practices to reduce the potential for dust generation as well as the importance of maintaining dust control best management practices.
- The Incident Commander or Operations Section Chief may change watering procedures during excessive wind events or curtail debris removal operations until conditions are favorable. Water used for dust control will be adequate for dust suppression, but will not create a run-off or storm water problem.

5.5 Vehicle Track-Out Management

Cleanup of track-out shall be accomplished by:

- Manually sweeping and picking-up;
- Operating a rotary brush or broom accompanied or preceded by sufficient watering; or
- Operating a street sweeper capable of removing PM10.

The use of blower devices or dry rotary brushes or brooms for removal of track-out on public roads will not be allowed.

5.6 Contaminated Soil and/or Water

The application of water used to control dust will be managed during debris removal and loading applications as described in earlier sections. The amount of water used for dust control is not expected to produce run-off from the project work zones. Storm water control devices will be installed to capture debris. The Contractor will minimize track out for the lots being worked. At the end of each day the public right-a-way will be inspected by the contractor and any track out will be cleaned up.

The risk of additional contamination entering the soil or water from items remaining on property sites will be controlled. Items suspected of containing HHW will be removed from the debris and disposed of in accordance with County and State requirements.

5.7 Traffic Control

Traffic controls and warnings standard to the construction industry and as required by the State of California motor vehicle code will be implemented on an as needed basis. Vehicles utilized for debris removal will be of legal weight according to the CalTrans State Standard Specifications (2002 Edition), Section 7-1.08 "Public Conveyance", Section 7-1.09 "Public Safety", Section 12 "Construction Area Traffic Control Devices".

A traffic control plan for the project areas may be submitted prior to work being performed. Traffic plans will be updated as needed to adjust for changing conditions on site and in the community. Updated traffic plans will be reviewed by the appropriate City representatives and communicated to all project personnel through the Daily Incident Action Plan.

5.7.1 Road Closures

Pursuant to City of Weed, the project area has limited access to residents living within and around the area and those dropping off their children to the elementary or high school. Two checkpoints have been set up to monitor traffic and access at Main Street and Broadway. People entering at these access points must obtain an Entry Pass from the Debris Removal Operations Center.

The following roads are closed to traffic:

- Hillside Drive past the Weed Elementary School.
- South Davis near High School

Any additional detours or closures will be reviewed with the appropriate City representatives.

5.7.2 Vehicle Parking

Project related vehicles parked at or near work zones will be parked in a safe manner not obstructing or interfering with project related or local traffic. Parking areas will be established to provide for safety as well as limiting any impact on neighboring areas and the community.

5.7.3 Increased Vehicle Traffic

Increased vehicle traffic, including trucks, heavy equipment, pickup trucks and automobiles are anticipated in the vicinity of each work zone. Project related vehicles are required to obey local speed limits and posted traffic safety signs. Traffic plans and operational controls will be put in place as described in this plan and the Operations Plan to account for and minimize any impacts created by increased vehicle traffic.

5.7.4 Equipment Controls

All removal equipment will be selected on its ability to minimize the impact to the local roadways while completing the removal. For example, excavators should be smaller than or equal to a 330 Caterpillar or equivalent and front end loaders should be small than or equal to a 950 Caterpillar or equivalent.

5.8 Vehicle Emissions and Noise

An increase in vehicle emissions at each work zone is anticipated during the debris removal operations. Project related vehicle operators are required to limit engine idle time to avoid generating engine emissions unnecessarily.

Increased noise from trucks, heavy equipment operation and from debris removal operations in general is expected. Project personnel are required to shut off vehicle engines whenever possible to limit the amount noise generated. Project related vehicles and other equipment with combustion engines will be equipped with exhaust mufflers meeting or exceeding original manufacture's specifications.

5.9 Household Hazardous Waste Handling

The City of Weed staff has surveyed the project area for HHW. As work commences on approved lots additional HHW may be found. Upon discovery of any suspect material, Division Supervisors will determine with the assistance of additional safety personnel if the identified material is safe to move. If identified as safe to move, the materials will be removed from the debris at each property and segregated according to the hazardous category in a temporary on-site storage area located within the project area approved by the Operations Section Chief.

The County of Siskiyou Fire/Hazardous Materials will pick-up, transport, and dispose of the HHW at their County facility. Identification and handling of the HHW will be performed as described in the Operations Plan. As necessary the County of Siskiyou will collect and transport HHW to the County facility.

5.10 Radiological Survey

An independent third party consultant will perform a radiological survey around the impacted structures. The survey equipment should be designed for general radiological surveying such as a Ludlum 2241 or equivalent. CalRecycle will provide a calibrated radiological equipment for the duration of the project.

The action level for this project is set at two times background. Should a level of 2 times background be detected, the surveyor will isolate the area and notify the Operations Section Chief and/or Incident Commander. The Operations Section Chief will evaluate the readings and develop an appropriate course of action.

5.11 Erosion Control

Erosion control is critical for protection of the community. Erosion control shall be installed on each lot after the lot has met the site specific cleanup goals. Prior to the removal of the structure, some erosion control may be necessary to prevent the migration of contaminants off site. Erosion control may consist of, but not limited to, installing silt fences, fiber rolls, and erosion control blankets necessary for improving site stability. Erosion control work shall be performed in accordance with the specifications and as directed by Operations Section Chief.

Should the owner decide to build immediately, CalRecycle will coordinate the erosion control with the owner's selected contractor.

6.0 AIR MONITORING

To ensure that operational and engineering control measures are protecting the community and limiting any potential airborne release of hazards associated with the debris removal activities, the following assessment measures and monitoring activities will occur.

6.1 On-Site Air Monitoring

Air monitoring and sampling within the project work areas will be performed each day that debris is being removed to verify control of fugitive emissions generated by the project. Verification air samples will be analyzed for metals and asbestos. The National Institute of Occupational Safety and Health (NIOSH) methods for the air monitoring are as follows:

- Fugitive Dust - USEPA approved equivalent methods for PM10 monitoring;
- Heavy Metals - NIOSH Method 7300, Metal Scan; and
- Asbestos - NIOSH Method 7402, High Volume.

6.2 Off-Site Community Air Monitoring

CalRecycle will conduct independent air monitoring activities around the Weed Elementary and High Schools and around the community to provide information to the community and the project team to ensure that operational and engineering controls are achieving the desired result of controlling the release of any airborne hazards. The sampling plan will include the following recommended strategies:

- Upwind monitoring for asbestos and metals (background) in the community outside of the impact area;
- Downwind monitoring for asbestos and metals (off-site migration) in the community outside of impact area;

- Upwind monitoring of PM10 in the community outside of impact area;
- Downwind monitoring of PM10 outside of impact area in the community;
- Near-in monitoring of PM10 with co-located met; monitors just outside of perimeter; and
- Data reporting to the City of Weed for use in public communication.

The data from the Elementary and High Schools will be submitted to the County of Siskiyou Health Department.

7.0 COMMUNICATION

One of the critical elements of the community health and safety effort will be communication with the affected community regarding the status of activities occurring onsite during the debris removal project.

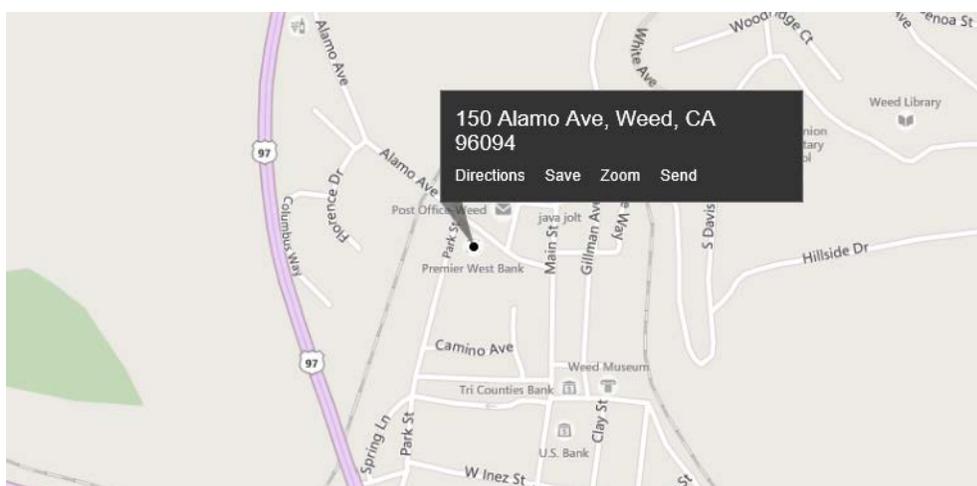
The City of Weed has established points of contacts for each homeowner in the affected area, designating one staff person to work with each homeowner throughout the duration of the recovery process. The Incident Commander has been a continued source of information and point of contact for residents of the community. In addition, residents may visit the Debris Removal Operations Center (DROC) to ask questions or learn more about the project.

To facilitate communication with the community, a daily report of activities is provided to local and state agency contacts including the City of Weed, Incident Commander and Public Information Officer. Although the distribution of updates is outside the scope and control of the contractor or CalRecycle, both parties have established processes to support the outreach and communication efforts within the community. All communication efforts support and are consistent with the provisions of the EPCRA.

7.1 Debris Removal Operations Center

DROC is a temporary office set up for managing the debris removal activities. Members of the community can visit CalRecycle and City of Weed staff to obtain information regarding the project at the DROC located at 150 Alamo Street, Weed, California (Figure 6). To ensure the privacy of all homeowners in the project area, no personal information or site specific information will be released or discussed. All relevant planning documents will also be available for the public and site personnel to review at the DROC.

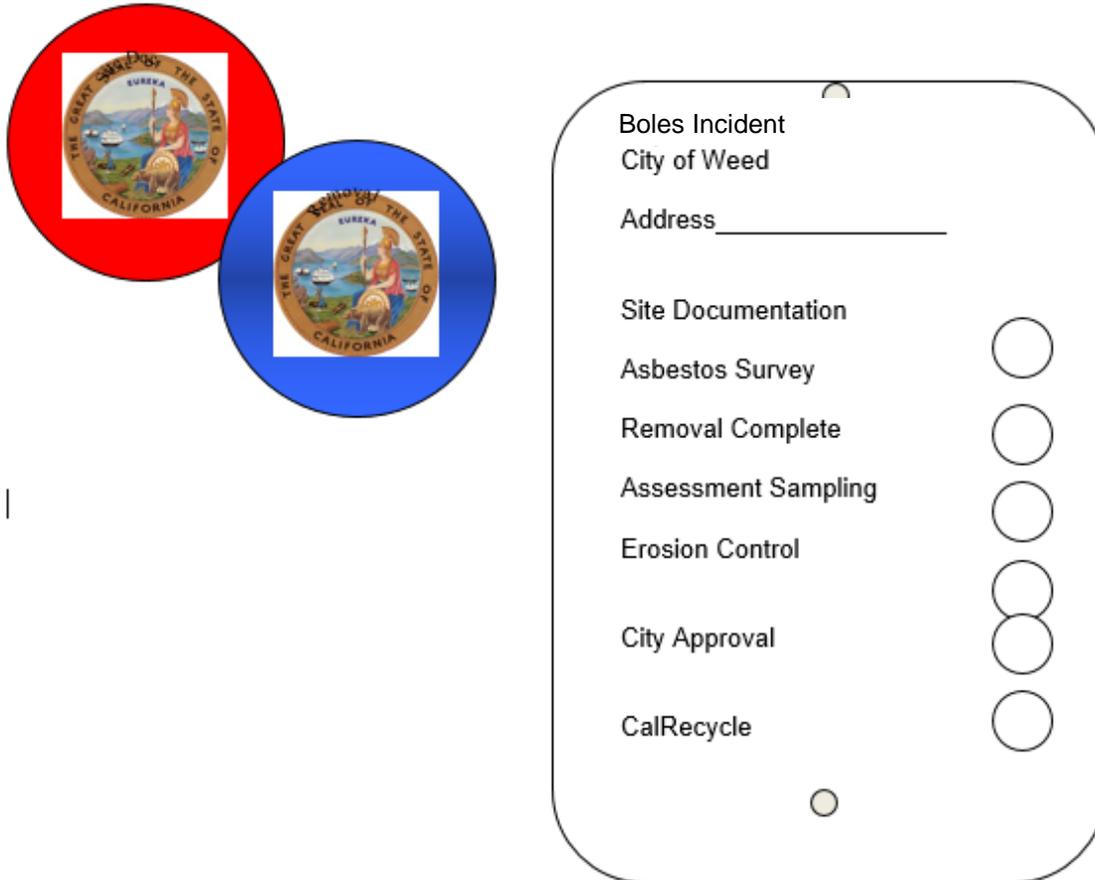
Figure 6. Debris Removal Operation Center Location, 150 Alamo Street, Weed



7.2 Project Signs

As mentioned above, each site in the affected area will have a posted project sign indicating the current status of debris removal activities on that specific home site.

Example Sign Labels and Sign



8.0 COMMUNITY SITE SAFETY PLAN PREPARATION

This Community Safety Plan specific to debris removal from the Boles Incident was prepared by CalRecycle for the City of Weed in association with Pacific States Environmental Construction, Inc. This Community Safety Plan is specific to the debris removal for the Boles Incident occurring at the location described within this document and in all related plans and documents also prepared specific to this incident and project.