DEPARTMENT OF
ECOLOGY
State of Washington

Cleanup Action Plan

North Marina
Ameron/Hulbert Site

Washington State Department of Ecology

Toxics Cleanup Program

Olympia, Washington

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FIGURES

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LIST OF ABBREVIATIONS AND ACRONYMS

AO	Agreed Order
BGS	below ground surface
CAP	Cleanup Action Plan
COC	Constituent of Concern
cPAH	Carcinogenic Polycyclic Aromatic Hydrocarbons
CSL	Cleanup Screening Level
CUL	Cleanup Level
DGI	Data Gaps Investigation
EA	Emergency Action
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ft	feet
HBU	Highest Beneficial Use
IHS	Index of Hazardous Substances
LLC	Limited Liability Company
mg/kg	milligram per kilogram
MNR	Monitored Natural Recovery
MTCA	Model Toxics Control Act
ng/kg	nanogram per kilogram
ORP	Oxidation Reduction Potential
PCB	Polychlorinated Biphenyls
PLP	Potentially Liable Party
Port	Port of Everett
PQL	Practical Quantitation Limit
RI/FS	Remedial Investigation/Feasibility Study
RME	Reasonable Maximum Exposure
SMS	Sediment Management Standards
SQS	Sediment Quality Standards
SVOC	Semivolatile Organic Compounds
TBT	Tributyl tin
TEE	Terrestrial Ecological Evaluation
TEQ	Toxicity Equivalency Factor
TPH	Total Petroleum Hydrocarbons
TVS	Total Volatile Solids
µg/L	micrograms per liter
UCL	Upper Confidence Level
U.S.	United States
UST	Underground Storage Tank
VCP	Voluntary Cleanup Program
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code

1.0 INTRODUCTION

This cleanup action plan (CAP) describes the selected cleanup action for the North Marina Ameron/Hulbert (Site) in Everett, Washington. The Site cleanup action will be conducted under a consent decree between the Potentially Liable Parties (PLPs) [Port of Everett (Port); Ameron International Corporation (Ameron); Oldcastle Precast, Inc. (Oldcastle); William G. Hulbert III, David F. Hulbert, Tanauan Hulbert Martin, the William G. Hulbert, Jr. and Claire Mumford Hulbert Revocable Living Trust, and the William Hulbert Mill Company Limited Partnership (collectively known as "the Hulberts")]; and the Washington State Department of Ecology (Ecology). As specified in Washington Administrative Code (WAC) 173-340-380, this CAP:

- Describes the selected cleanup action
- Summarizes the rationale for choosing the selected alternative
- Briefly summarizes other cleanup action alternatives evaluated in the remedial investigation/feasibility study (RI/FS)
- Identifies Site cleanup standards
- Provides the schedule for implementation of this CAP
- Identifies institutional controls required as part of the cleanup action, if applicable
- Identifies applicable state and federal laws
- Specifies the types, levels, and amounts of hazardous substances remaining onsite, and the measures that will be used to prevent migration and contact with those substances.

Sections of this CAP provide information on Site background (Section 2.0), cleanup standards for the Site (Section 3.0), the selected cleanup action (Section 4.0), other cleanup action alternatives evaluated for the Site (Section 5.0), a schedule for implementation of the CAP (Section 6.0), and references (Section 7.0).

The final RI/FS report (Landau Associates 2014a) was submitted to Ecology on April 30, 2014 after undergoing public review. An additional investigation and two emergency actions (EAs) were conducted at the Site following finalization of the RI/FS report. The results of the additional investigation are presented in Section 2.4.4. The results of the EAs are presented in separate reports (Landau Associates 2014b, Floyd|Snider 2014) and are briefly summarized in Section 2.4.3.

2.0 SITE BACKGROUND

This section provides a description of the Site and its historical uses, describes investigations conducted to characterize environmental conditions, and summarizes interim actions previously implemented for Site cleanup.

2.1 SITE DESCRIPTION AND HISTORY

The Site is located in Everett, Washington within the northern portion of the North Marina Area, and consists of approximately 18 acres of uplands and 12 acres of adjacent in-water area, as shown on Figures 1 and 2. The Site is owned by the Port and is part of a larger area referred to as the North Marina Area (Figure 2), which is planned on being redeveloped into a mixed-use development by the Port. The Site is bounded on the north by commercial/industrial property owned by Norton Industries, on the south by Craftsman Way, on the west by Port Gardner Bay/Snohomish River and the North Marine West End Site, and on the east by West Marine View Drive.

The legal description of the Site is SW ¼ and NW ¼ of Section 18, Township 29 North, Range 5 East, Snohomish County, Washington. As a point of reference, the approximate center of the manufacturing building on the current Ameron leasehold is located at 48°00'9.29" North and 122°12'55.55" West. As shown on Figure 3, the Site is divided into four distinct Investigation Areas (designated areas G, I, J, and M).

Between April 2004 and November 2007, the Site was part of the North Marina Redevelopment site managed under Ecology's Voluntary Cleanup Program (VCP No. 1249). Numerous investigations were conducted at the Site prior to and while under the VCP, as well as interim actions that were conducted by the Port in conjunction with redevelopment of a portion of the Site (see Section 2.4 for more detail) in 1991, 1993, and between October 2005 and October 2007 while under the VCP.

An agreed order (AO) between the PLPs (the Port, Ameron International, and the Hulberts) and Ecology was implemented in June 2009. The AO required the PLPs to develop an Interim Action Cleanup Report, an RI/FS work plan to evaluate the nature and extent of Site contamination, an RI/FS Report, and a CAP.

The rest of this section provides a Site description and history, Site development history, historical operations and Site uses, environmental investigations and cleanup actions, and Site environmental conditions. Historical and/or current Site features are shown on Figures 3 and 4.

2.2 SITE DEVELOPMENT HISTORY

The North Marina Area has been used for a variety of commercial, industrial, and marine-related activities since the late 1800s. From about 1890 until about 1950, timber-product operations dominated waterfront industrial activities. Over that period, the shoreline of Port Gardner Bay was near the current location of West Marine View Drive, with shingle and lumber mills either along the shoreline or located on wharfs to the west of the shoreline. The North Marina Area was filled to its current configuration between about 1947 and 1955, using dredge fill from the Snohomish River to create the current Site uplands by filling the tidelands to the west of the original shoreline. After the additional uplands were created, businesses transitioned from primarily the wood products industry to a broader range of light to heavy industries and commercial enterprises, with a large percentage of them oriented toward marine services operations. Although turnover in businesses has occurred over the intervening years, the area is still dominated by businesses with a marine services orientation.

The Port initiated redevelopment of the North Marina Area in 2000, including entry into a development agreement with a private developer, Maritime Trust [doing business as Everett Maritime Limited Liability Company (LLC)]. Extensive building demolition was conducted at the Site in preparation for the planned redevelopment, resulting in the removal of all Site buildings except for those buildings shown on Figure 4. However, the development agreement was terminated due to nonperformance on the part of Everett Maritime LLC, which went bankrupt in 2010 as a result of the downturn in the real estate market. The Port still plans on redeveloping the North Marina Area, including the Site, into a mixed-use development referred to as Waterfront Place. It is anticipated that the Waterfront Place project will be developed in four phases over the next 10 years. The Site is located in the area to be developed during the first phase of the project, and initial development activities could commence as early as 2015.

2.3 HISTORICAL OPERATIONS AND SITE USES

This section identifies and describes the historical uses for properties and leaseholds located within the Site. The Site usage history is based on the Phase I Environmental Site Assessment (ESA; Landau Associates 2001), a Phase I ESA completed in 1991 by Kleinfelder (Kleinfelder 1991), and a Historical Report completed by Pinnacle Geosciences in 2010 (Pinnacle Geosciences 2010). The Site history including historical uses has been summarized in detail in the 2010 Interim Action Report (Landau Associates 2010a), which can be viewed on Ecology's website using the following web link: https://fortress.wa.gov/ecy/gsp/CleanupSiteDocuments.aspx?csid=3546. The original source documents mentioned above are also available for review on Ecology's website. Note that all documents referenced throughout this report as being available on Ecology's website can be accessed using the web link above.

The Site was first developed as a shingle mill in approximately 1914. The majority of the Site, including the existing mill, was purchased by the William Hulbert Mill Company in 1923. Features/operations associated with the mill included a saw mill, shingle mill, lumber sheds and planing mills, electrical plant, boiler house, blacksmith shop, wood refuse burner, water towers, steam dry kilns, and shipping sheds. Based on review of aerial photographs, bottom ash from the wood refuse burner may have been placed to the south and southwest of the burner, the northern portion of Area J (Pinnacle GeoSciences 2010).

Historical information indicates that the Port has owned the eastern approximately 180 feet (ft) of the Site (eastern portion of Area M and a small portion in the southeastern corner of Area G) and approximately the southern 40 ft of Area I and western 100 ft of Area J since at least 1940 (Pinnacle GeoSciences 2010). The Hulberts sold their portion of the Site to the Port in March of 1991, and the Port has remained the owner of the Site since its purchase in 1991.

The Hulbert Mill operated until the early 1960s, though several of the mill features were destroyed in a fire in 1956. The fire destroyed the lumber docks, lumber sheds, planing mills, and part of the kiln. The mill ceased operations in the early 1960s and remaining mill structures were removed in approximately 1962, with the exception of the wood refuse burner, water tower, and boiler stack, which were removed by 1976 (Pinnacle GeoSciences 2010).

The Hulberts leased various portions of the Site to a number of commercial and industrial entities beginning in the early 1970s until they sold the property to the Port in 1991. A number of parcels within the Site are leased (or have previously been leased) by the Hulberts and/or the Port to various tenants. In addition, portions of the Site are or have been subleased to various tenants. The current and former tenants have utilized the leaseholds for a variety of businesses, primarily related to marine repair; concrete products manufacturing; and other marine, commercial, and light industrial activities. In anticipation of redevelopment, starting in about 2004, the Port began relocating tenants within the North Marina Area, and not renewing leases as lease terms ended. Several businesses located in the southern portion of the Site vacated the premises and the buildings were demolished in 2006. The Ameron leasehold was modified in scope and extends to 2017.

The sections below identify and describe the historical uses within each of the Site investigation areas. More detailed information about specific buildings and facilities is included in the RI/FS report (Landau Associates 2014a).

2.3.1 INVESTIGATION AREA G

Investigation Area G roughly consists of the area used as a concrete pole manufacturing facility since 1973. The pole manufacturing plant was originally developed by Centrecon for the purpose of making

concrete utility poles. The facility began manufacturing decorative concrete utility poles in 1976. Over the period from 1986 to 1994, Centrecon ownership names changed from Centrecon to Utility Vault Company to Oldcastle Precast Company. In late 1988, Ameron purchased the assets of Centrecon from Utility Vault and has continued making decorative poles.

The manufacturing facility includes four buildings and one covered work area on the current leasehold: the manufacturing building, a laboratory/storage building, a pole polishing building, and a pole finishing/dry storage building (Figure 4). Along with the four buildings, there is a covered work area located over the loading and unloading area between the manufacturing building, pole polishing building, and pole finishing/dry storage area. Based on review of available records, the manufacturing building, laboratory/storage building, and pole polishing building were built in approximately 1972. The pole finishing/dry storage building was added in approximately 1985, and the covered area was added in the early 2000s.

2.3.2 INVESTIGATION AREA I

Investigation Area I comprises the property between the 12th Street Channel Waterway (now the 12th Street Yacht Basin) and Investigation Area G to the east, the property line that separates Port property from Norton Industries property to the north, and Investigation Area J to the south. This portion of the Site has been redeveloped as part of the Craftsman District, and currently contains a large building occupied by Bayside Marine at the north end, the Port Marina Operations Center near the center, a concrete esplanade along the shoreline, and asphalt pavement covering on the rest of the area.

The first development, prior to the recent redevelopment, was related to the Hulbert Mill, which operated in this area from approximately 1920 to 1962 before Area I was filled. The mill fire destroyed much of the Hulbert Mill operations in 1956; however, log rafting operations continued in this portion of the property until about 1962. Subsequently, several lessees and operations were present in this area.

Between 1982 and 1990, Jensen Reynolds Construction subleased the majority of Areas I and J and a portion of Area M from Centrecon. Jensen Reynolds was a waterfront construction company and used the property as an administrative base of operations (office building in southwest corner of Area M) as well as a lay-down and fabrication yard for numerous projects (ECI 1987). Previous reports on the Jensen Reynolds lease identified numerous environmental conditions including drums of varying contents and condition scattered throughout the entire leasehold, leaking drums, areas of paint chips and discolored soil, black sand-blasting waste deposited on soil, and demolished building debris.

The Port conducted various operations in Investigation Area I subsequent to purchase of the Site in 1991 and prior to the start of recent redevelopment in 2006. Identified operations consisted of conducting petroleum hydrocarbon treatment (landfarming), the disposal of brush and landscape

trimmings in the northeast portion of the area in contemplation of a composting operation (Webber 2010), boat impound storage, and the storage of used creosote-treated piles in the central-eastern portion of the area.

2.3.3 INVESTIGATION AREA J

Most of Investigation Area J was also formerly part of the Jensen Reynolds lease area (see Area I discussion above) until the Port bought the property in 1991 (Hart Crowser 1991). The area includes a former open-sided warehouse and the former MSRC leasehold whose building currently remains. In 1993, a buried concrete structure filled with wood debris, soil, and drums containing oil was discovered during the construction of a drainage swale (Kleinfelder 1993). Investigation and cleanup of the historical structure and surrounding soil are discussed in the Interim Action Report, which can be viewed on Ecology's website (Landau Associates 2010a).

2.3.4 INVESTIGATION AREA M

Investigation Area M borders West Marine View Drive in the eastern portion of the Site. The northern section of Area M is narrow and consists primarily of a long building leased by Ameron for their office operations and partially subleased to various businesses. The southern section of Area M stretches farther to the West and historically consisted of several buildings, including the Hulbert Mill company office, Sandy's Boathouse, Washington Belt and Drive Systems, the Collins building, the Collins warehouses and employee "smoke shack", a warehouse occupied by Nalley Foods, the Port Marina Maintenance Facility, a warehouse occupied by the Port and Veco, Inc., and two office buildings facing 13th street. The number and locations of some buildings have changed over the operational history of this area. With the exception of the former Washington Belt and Drive Systems building in the southeastern corner of Area M, the buildings in the southern portion of Area M have been removed.

The majority of the southern portion of Area M was recently redeveloped into an extension of the Port's Craftsman District, which required an EA in 2011 to address petroleum hydrocarbon contamination present at the location of the former Collins building.

2.3.5 IN-WATER AREA

The 12th Street Yacht Basin is located in the 12th Street Channel, and constitutes the aquatic portion of the Site. The estimated Site boundary prior to conducting the RI/FS extended from the western shoreline of Area I to the point where the channel intersects the Snohomish River, and from the north shoreline of the channel to the estimated north boundary of the North Marina West End site (about 200 ft north of the Channel's south shoreline). The Yacht Basin was heavily used for log rafting and other saw

milling activities until the Hulbert Mill ceased operations in the 1960s. A navigation channel was dredged along the south side of the channel in the early 1970s to provide adequate vessel draft for both Port and Hulbert operations.

The entire Site aquatic area was dredged to about elevation -16 ft mean lower low water (MLLW) in 2005 as part of the Yacht Basin development, and the Yacht Basin floats and upland infrastructure were built between 2005 and 2007. Sediment quality characterization conducted during the RI did not detect hazardous substances in marine surface sediment at concentrations above the sediment cleanup standards. As a result, the Site boundary does not extend into the aquatic area to the west of the Site uplands.

2.3.6 STORMWATER TRUNK LINE

A stormwater trunk line runs along the north Site boundary easterly from an outfall in the northeast corner of the 12th Street Yacht Basin to businesses that front on West Marine View Drive (Figure 5). The original trunk line appears to have been constructed in the mid-1970s in association with the construction of the Centrecon facility and filling of Area I. The trunk line along the north property line of Area G is interpreted to have been installed between 1980 and 1982 during the filling and construction of the property to the north (Pinnacle GeoSciences 2010). Numerous laterals drain into the main trunk line, including laterals from the majority of the Ameron leasehold and the Norton Industries property to the north of the Site [including the TC Systems (ceased operations in May 2010), Dunlap Industrial Hardware, and O&W Glass businesses]. Stormwater conveyance from the northern portion of the Bayside Marine leasehold and the access roadway to the west of the Bayside building was recently added to the trunk line during the development of the Craftsman District. The stormwater system at the TC Systems site was reconfigured in 2011, but still drains to the trunk line.

The stormwater trunk line was constructed of 24-inch-diameter corrugated metal pipe and, historically, failed on two occasions. Replacement of failed sections of the main trunk line was conducted by Ameron in 2005 and the Port in the spring of 2008 (Landau Associates 2010b). Sink holes developed as a result of failure of the trunk line and observations made during subsequent repair of the failed sections indicated that significant corrosion of the trunk line had occurred. In addition, camera surveys in 2008 and 2009 could not be completed because of sediment accumulation in the trunk line.

The poor condition of the trunk line provided a potential conduit for contaminated soil or groundwater from the Site and the adjacent TC Systems site to the north to impact marine surface water or marine sediment. An EA was conducted in 2013 to first clean out the existing trunk line and then construct a new trunk line to replace a portion of the existing trunk line (roughly the portion of the trunk line location north of Area I). The EA is discussed further in Section 2.4.3.

2.4 ENVIRONMENTAL INVESTIGATIONS AND CLEANUP ACTIONS

A number of environmental investigations were conducted at the Site, including the RI/FS and several earlier investigations conducted while the Site was under the VCP. The investigations conducted prior to the RI included a Phase I ESA conducted in 2001 (Landau Associates 2001) and several subsequent investigations including a Phase II ESA conducted in late 2003 and early 2004 (Landau Associates 2004) and a data gaps investigation (DGI) conducted in late 2004 and early 2005 (Landau Associates 2005). The documents referenced above can be viewed on Ecology's website. The RI field activities were conducted between 2010 and 2013 (Landau Associates 2014a). Site investigation activities are discussed in Section 2.4.1.

Three interim actions were conducted at the Site prior to implementation of the RI/FS, and three EAs were conducted during implementation of the RI/FS. The interim actions are discussed in Section 2.4.2 and the EAs are discussed in Section 2.4.3.

2.4.1 INVESTIGATION ACTIVITIES

Over 500 soil samples have been collected throughout the Site and submitted for laboratory analysis. Laboratory analysis of the soil samples included volatile organic compounds (VOCs); semivolatile organic compounds (SVOCs) including carcinogenic polycyclic aromatic hydrocarbons (cPAHs); polychlorinated biphenyls (PCBs); dioxins/furans; pH; total organic carbon (TOC), organotins [e.g., tributyl tin (TBT) ion]; metals; and petroleum hydrocarbons.

Investigation of groundwater quality at the Site has consisted of laboratory analysis of groundwater samples collected from 21 monitoring wells and 33 soil boring locations (temporary well points). In addition, groundwater samples were collected from a concrete settling basin sump and former settling pond associated with the concrete products manufacturing business. Groundwater samples were analyzed for VOCs, SVOCs including cPAHs, PCBs, metals, and petroleum hydrocarbons.

A total of 12 surface sediment samples and 18 composite samples from subsurface (core) samples were collected from marine sediment in the 12th Street Yacht Basin. Sediment samples were selectively tested for metals; VOCs; SVOCs; PCBs; petroleum hydrocarbons, pesticides, herbicides, dioxns/furans, and conventional parameters [grain size, TOC, total volatile solids (TVS), total solids, ammonia, and total sulfides].

As part of the RI, one surface water sample was collected from the 12th Street Yacht Basin. The surface water sample was analyzed for dissolved arsenic and dissolved copper. In addition, solids samples were collected from seven catch basins and selectively analyzed for metals, SVOCs, petroleum hydrocarbons, PCBs, TOC, pH, and dioxins/furans.

2.4.2 INTERIM ACTIONS

Three interim actions were conducted at the Site by the Port. In 1991, the Port conducted an interim action to address petroleum hydrocarbon contamination encountered during decommissioning of three underground storage tanks (USTs) at the south end of Site. In 1993, an interim action was conducted in conjunction with construction of the MSRC facility in the southwest portion of the Site (Figure 6).

The most extensive of the three interim actions was conducted by the Port between 2005 and 2007 in conjunction with the North Marina Redevelopment project to address contaminated soil and groundwater at interim action areas identified based on previous Site characterization activities (Area I subareas I-1 through I-11, G-1, G-1a, J-1 and J-3, and M-1; see Figure 6). The 2005 to 2007 interim action included excavation and offsite disposal of impacted soil and the collection and analysis of compliance monitoring samples to verify that interim action screening levels were achieved. Planned and final interim action areas are shown on Figure 6 and the interim actions (including the 1991 and 1993 interim actions) are summarized in Table 1. As shown in Table 1, about 33,000 tons of contaminated soil, or about 22,000 cubic yards, were removed as part of the interim action. A detailed description of the interim action is provided in the Interim Action Report (Landau Associates 2010a), which can be viewed on Ecology's website.

2.4.3 EMERGENCY CLEANUP ACTIONS

Three EAs were conducted at the Site between 2011 and 2014. An EA was conducted in the area of the former Collins building in 2011 (Figure 6) to address petroleum hydrocarbon contamination in shallow soil in two areas (East Area and West Area) within the Port's Craftsman District boatyard expansion area. Approximately 79 cubic yards of soil were removed from the two areas and transported offsite for treatment and disposal. Details regarding the implementation of the EA are presented in a Construction Documentation technical memorandum (Landau Associates 2011) presented in Appendix A. This EA was completed while the RI was in progress and the results are also reported in the RI/FS Report.

An EA was completed in 2013 to clean out and repair the western portion of the stormwater trunk line along the northern Site boundary. The degraded condition of the trunk line provided a potential conduit for contaminated soil or groundwater from the Site and the adjacent TC Systems site to the north to enter the storm drain and a possibility of impact on marine surface water or marine sediment. The EA was implemented in two phases. The first phase consisted of removing solids accumulated in the existing trunk line. Approximately 13 tons of accumulated sediments were removed from the trunk line between

April 15 and May 30, 2013. The second phase consisted of replacing the western portion of the existing trunk line, which was completed in December 2013. The new trunk line was completed parallel to, and north of, the existing trunk line between catch basin CB-111 and eastward to the point where the SD-8 lateral connects to the trunk line. Details regarding the implementation of the EA are presented in a Construction Documentation technical memorandum (Landau Associates 2014b) presented in Appendix B. Replacement of the eastern portion of the trunk line will be completed as part of the final cleanup action for the Site (Section 4.0).

An EA was conducted in the western portion of Area G (Area G-1b and G-3; Figure 6) in early 2014. In 2013, the SD-8/SD-9 storm drain lateral on the Ameron leasehold was found to be partially plugged and required maintenance per an inspection report from Ecology's Water Quality Program. The storm drain was partially located in Cleanup Area G-1b identified in the RI/FS, where impacted surficial soils impeded replacement of the storm drain. The EA was conducted to be consistent with a final cleanup action with the goal of removing all soil with concentrations of metals exceeding the Site cleanup levels (CULs) as well as replacing the damaged storm drain lateral. The EA also included removal of metals-impacted soil from three former concrete settling basins (Area G-3) located on the east side of the Ameron pole polishing building (identified as Cleanup Area G-3 in the RI/FS) and mapping and inspection of the SD-10 lateral pipe to determine the discharge point and condition of the pipe.

The results of the Cleanup Areas G-1b and G-3 EA were reported to Ecology in a technical memorandum (Floyd|Snider 2014). A copy of the memorandum is included in Appendix C and the results are briefly summarized below:

- Approximately 3,178 tons of contaminated or potentially contaminated soil, along with debris from the demolition of the existing storm drain system, were transported offsite for disposal.
- Concrete-like waste material was observed within the western sidewall at the south end of the G-1b excavation, west of the Ameron pole finishing/dry storage building and beneath a row of ecology blocks. A soil confirmation sample (G1B-C2) collected from this area indicated an arsenic concentration greater than the Site cleanup level of 20 milligrams per kilogram (mg/kg). Further excavation could not be completed in this area without destabilizing the ecology block wall.
- Soil confirmation samples were collected from 61 locations within the base and sidewalls of the main G-1b excavation. Arsenic was detected in three samples at concentrations greater than the Site cleanup level of 20 mg/kg. However, statistical analysis indicates that the 95 percent upper confidence level (UCL) for soil remaining in Cleanup Area G-1b is 11 mg/kg which is below the Site cleanup level of 20 mg/kg.
- EA activities in Cleanup Area G-3 included removal of fill material from two of three former concrete settling ponds. Fill material was removed from the middle and eastern vaults and the concrete sides and bases of the ponds were swept. The western pond appears to be filled with pea gravel and concrete rubble and has been covered with a substantial concrete foundation. The material was not removed from the western vault. Although it is likely that any contaminated soil present in the western vault was removed prior to filling with pea

gravel to improve support for the overlying foundation, it was not possible to verify soil quality to the full depth of the pond because of the presence of pea gravel and concrete debris; the two soil samples that were tested from the western pond during the EA were below the Site cleanup levels. As a result, it is assumed that contaminated soil could be present in the western vault and it will be addressed in the same manner as the other, small, isolated cleanup areas, as discussed in Section 4.1.2.

- SD-10 was determined to have previously connected to a portion of the trunk line along the northern Site boundary that had been decommissioned and replaced during the 2013 EA. SD-10 was reconfigured to drain to SD-9 during the G-1b EA.
- In addition to the planned activities, additional tasks were completed during the EA to address conditions encountered during excavation. These activities included removal of a roof drain system, over-excavation of impacted soil in the vicinity of the former SD-8 catch basin, removal of piping associated with a former UST from the north side of lab building, and investigation of sandblast grit observed beneath the lab building.
- The cleanup area was backfilled using imported soil and crushed rock. Imported material was tested prior to placement.

Additional investigation was completed following completion of the G-1b/G-3 EA to further define the extent of sandblast grit beneath the lab building and to collect final confirmation samples from the SD-8 excavation area. The investigation was completed concurrent with a planned investigation to further define the southern boundary of Cleanup Area G-2 and is discussed in more detail in the following section.

2.4.4 POST-RI SUPPLEMENTAL SOIL INVESTIGATION

Additional investigation was completed following the finalization of the RI/FS and G-1b/G-3 EA to further delineate the southern boundary of Cleanup Area G-2 identified in the RI/FS report; confirm that contaminated soil identified in the former SD-8 area during the EA was removed; define the extent of the sandblast grit observed under the Ameron lab building footprint during the EA; and evaluate whether petroleum hydrocarbon contamination is associated with the fuel lines identified on the north side of the Ameron lab building during the EA, which apparently terminate under the building. This investigation was conducted in accordance with the June 4, 2014 Post-RI Supplemental Soil Investigation final work plan approved by Ecology.

Soil analytical results for the Post-RI Supplemental Investigation area are summarized in Table 2 and presented on Figure 7. Final compliance monitoring results are incorporated into Figure 8. The investigation results are summarized by area in the following sections.

Southern Boundary of Cleanup Area G-2

No indications of potential contamination were observed during field screening in any of the eight borings (G-FA-101h to G-FA-101o) completed along the southern boundary of Cleanup Area G-2.

Detected concentrations of arsenic were below the Site CULs in the three eastern samples (G-FA-101i to G-FA-101k) tested along the south edge of Cleanup Area G-2. The westernmost boring (G-FA-101h) had a slight exceedance of the arsenic cleanup level (30.5 mg/kg) at 2.5 to 3.5 ft. A deeper sample was not collected at this location due to lack of recovery. Two soil samples collected from the step-out boring to the south of G-FA-101h (G-FA-101l) were analyzed for arsenic. The detected concentration of arsenic in the sample from 3 to 4 ft was below the CUL and the detected concentration of arsenic in the sample from 5 to 6 ft slightly exceeded the CUL at a concentration of 23 mg/kg. Boring G-FA-101l will be used as the southern limit at the western end of Cleanup Area G-2. As described in the RI/FS, the pavement line north of the manufacturing building is the southern limit of the remainder of Cleanup Area G-2.

Former SD-8 Area

Detected concentrations of metals in the samples collected from two borings (G-FA-116 and-117) completed in the vicinity of the former SD-8 catch basin were all below the Site CULs. One of the locations (G-FA-116) was a bottom sample collected the location of the former SD-8 catch basin, and the other location (G-FA-117) was at the south end of the area that was excavated using the trench box. The two samples collected from the south end of the excavation are representative of sidewall samples for that excavation. These results, in conjunction with the compliance monitoring samples collected during the G-1b EA, confirm that CULs were achieved in the former SD-8 area during the EA.

Lab Building

Five borings were completed in the lab building. One boring (G-FA-118) was advanced in the vicinity of piping associated with a former UST. No indications of petroleum hydrocarbon contamination were observed at this location during field screening. Diesel-range petroleum hydrocarbons were detected at a concentration well below the CUL in the soil sample tested from this location.

Three borings (G-FA-119, G-FA-119a, and G-FA-119b) were advanced in the lab building using a hand auger to evaluate the extent of sandblast grit observed to extend below the lab building during the G-1b EA. Evidence of sandblast grit was not observed at these locations and no samples were collected for laboratory analysis.

An additional boring (G-FA-119c) was completed through a concrete patch in the concrete floor slab, near the northeast corner of the building. Sandblast grit was observed in Boring G-FA-119c and it appears to be contained within a concrete structure that underlies the concrete patch in the floor slab. The blasting sand was encountered just below the concrete floor slab [at 0.4 ft below ground surface (BGS)] and extended to the concrete bottom of the structure (at 1.2 ft BGS). The patched area where the concrete structure is present is about 2.3 ft wide by 7 ft long and the volume of the structure is estimated to be approximately 8 cubic ft (or 0.3 cubic yards). High concentrations of arsenic and lead were detected in the

sample, consistent with previous results for sandblast grit encountered in Cleanup Area G and Cleanup Area M during the RI. The area associated with the sandblast grit was designated Cleanup Area G-4 for the final cleanup action, as discussed in Sections 2.5.1 and 4.1.

2.5 ENVIRONMENTAL CONDITIONS

This section summarizes current Site environmental conditions for affected media based on the results of the RI, on data from the post-RI/FS investigation and data collected during the EAs. The EAs technical memorandums are included as appendices to this document.

Current soil and groundwater analytical data were compared to applicable Model Toxics Control Act (MTCA) criteria for unrestricted site use to evaluate Site environmental conditions in the RI/FS. In general, the Method B approach was used for the evaluation of soil and groundwater. However, Method A CULs were applied to certain constituents for which Method B CULs have not been promulgated (e.g., lead and petroleum hydrocarbons); and for constituents with unique considerations addressed by Ecology in development of the Method A values (e.g., arsenic).

Sediment analytical data were compared to the Sediment Management Standards (SMS; WAC 173-204) Sediment Quality Standards (SQS) and Cleanup Screening Levels (CSL) to support evaluation of the nature and extent of contamination. The two SMS criteria are promulgated by Ecology as follows:

- The marine SQS (WAC 173-204-320), the concentration below which effects to biological resources and human health are unlikely
- The marine CSL (WAC 173-204-520), the concentration above which more than minor adverse biological effects may be expected.

2.5.1 SOIL QUALITY

The evaluation of the nature and extent of Site soil contamination is based on soil samples collected from the Site that are representative of soil that remains at the Site following completion of the previously described interim actions and EAs. The locations for samples representing soil remaining onsite are shown on Figure 8. Due to the interim actions conducted at the Site prior to implementation of the Agreed Order as well as the EAs completed between 2011 and 2014 (discussed in Section 2.4.3), the extent of soil contamination at the Site is limited. Soil contamination remaining at the Site is described in the following sections.

Northern Site Boundary – Cleanup Area G-2

Arsenic is present at concentrations greater than the CUL in samples collected from different zones within the fill along the northern parcel line. The area of impacted fill material generally extends south to the location of the pavement section placed along the north side of the manufacturing building in

approximately 1976. Soil borings advanced in this area encountered mixed fill, including white and colored silt-like material with a concrete-like odor, organics and wood debris, concrete chunks, occasional voids, and other fill material. The maximum detected concentration of arsenic in this area was 109 mg/kg. Soil samples consisting of soft, white or green, silt-like material also exhibited elevated pH (11.9 to 12.4), which appears to be concrete slurry waste material. Organic compounds [including PCBs, total petroleum hydrocarbons (TPH), and cPAHs] were not detected at concentrations greater than the CULs in soil samples collected from this portion of the Site, with the exception of gasoline-range petroleum hydrocarbons at one location.

Lab Building – Area G-4

A small amount of sandblast grit is present beneath the northeast portion of the lab building and was identified as cleanup area G-4 during the Post-RI supplemental soil sampling investigation. The material was discovered during the excavation activities in Cleanup Area G-1b (see Section 2.4.3) and further investigated during the Post-RI Cleanup Area G-2 soil investigation (see Section 2.4.4). The sandblast grit exhibits elevated concentrations of heavy metals (arsenic and lead) and appears to be contained within a below-grade concrete structure.

Northern Site Boundary – Area I-5

Area I was subject to an interim cleanup action that was completed in 2006/2007. At the location of Interim Action Area I-5, arsenic is present in soil remaining at concentrations exceeding the CUL at three locations, and copper and lead are present at concentrations greater than the CUL at one location along the northern Site boundary. The Interim Action Area I-5 excavation was limited to the north by the fence separating Port and Norton Industries property. Arsenic was detected at these fenceline locations at concentrations ranging from 130 mg/kg to 1,730 mg/kg, and copper and lead were detected at concentrations of 3,070 mg/kg and 2,270 mg/kg, respectively. The extent of contamination was bounded to the north during the RI and to the south, east, and west by compliance monitoring samples collected following interim actions completed in Investigation Area I.

Crushed Rock Fill Under Esplanade – Area I-12

Crushed rock base course material imported as subgrade support in 2006 for the esplanade at the head of the 12th Street channel (western edge of Area I) was determined to contain arsenic exceeding the CUL at concentrations ranging from 29 mg/kg to 126 mg/kg. Accessible portions of the base course material were removed; however, about the western 20 ft of the affected base course material was already covered by the concrete esplanade constructed for public access along the shoreline and, as a result, the

affected base course beneath the esplanade was left in place and is contained by this structure. The affected material extends to approximately 1 ft below the concrete.

Eastern Boundary of Area J – Area J-3a

Interim action was conducted at Area J-3 during the North Marina Redevelopment interim action conducted in 2006. The purpose of the interim action was to remove metals (arsenic, lead, and antimony) and cPAH-contaminated soil, and buried construction debris encountered within the upper 6 ft to provide a clean soil unit for the installation of utilities constructed during the Craftsman District development. Explorations in Area J-3 indicate that the affected material remaining following the interim action is similar in appearance to the material removed. Consequently, although many of the characterization and compliance monitoring samples in Area J-3 were collected from the 0- to 6-ft depth interval excavated during the 2006 interim action, the remaining Area J-3 soil is anticipated to be similar in soil quality to that removed with sporadic exceedances for arsenic and cPAHs.

In addition, approximately 470 cubic yards of arsenic-affected crushed rock was removed from the area of the esplanade along the shoreline in Area I and was placed in the eastern portion of Area J-3, at a depth of approximately 6 ft BGS.

Area J-3 was expanded to the north to include a small area to the west of the Area G-1b EA that could not be addressed during the EA because it extended beneath ecology blocks along the Area J/Area G fence line. Revised Area J-3 was designated Cleanup Area J-3a to avoid any confusion with the original Area J-3.

Shallow soil in Area M

Shallow soil (0 to 1 ft below the base course or approximately 0 to 2 ft BGS as indicated below) contains detections of arsenic at concentrations greater than the CUL (33 mg/kg to 76 mg/kg) in three areas: the northern portion of Area M in the Dunlap paved storage yard to the north of the Ameron sublease building along West Marine View Drive (Area M-5), east of the Ameron sublease building in the paved access road/parking area (Area M-3), and near the southeastern corner of the former Collins building (Area M-2). With the exception of soil to the east of the Ameron sublease building, exceedances for arsenic in shallow soil in Area M appear to be isolated occurrences.

Another isolated exceedance of the arsenic CUL occurred near the southeast corner of the former Collins building. At this location, arsenic was detected in one shallow soil sample at a concentration greater than the CUL (35 mg/kg). Based on a statistical evaluation of arsenic in the southern half of Area M, excluding Area M-2 because it contained black sand blast grit and has be designated a cleanup area (see Figure 8 and discussion on Area M-2 below), arsenic concentrations remaining in soil within

this area comply with the CUL for arsenic. Details of the statistical evaluation are in Section 7.1.1.7 of the Final RI/FS report which is located on Ecology's website.

Lead is present at a concentration greater than the CUL in shallow soil (0 to 1 ft below the base course, or 1 to 2 ft BGS) at one location in the southeastern portion of Area M (directly east of Area M-2). No evidence of contamination was observed at this location during field screening. All metals CUL exceedances occurred in general fill, and no exceedances were detected in samples collected from hydraulic fill with the exception of one location beneath the former Collins building where hydraulic fill was present at the ground surface. Based on a statistical evaluation, lead concentrations remaining in soil in the southern portion of Area M, excluding Area M-2 because it contained black sand blast grit and has been designated a cleanup area (see Figure 8 and discussion on Area M-2 below), comply with the CUL for lead. Details of the statistical evaluation are in Section 7.1.1.7 of the Final RI/FS report, which is located on Ecology's website.

cPAHs are present in soil remaining at concentrations exceeding the CUL at one location (M1-S1) along the northern sidewall of Interim Action Area M-1a. The detected concentration of cPAHs at this location is 1 mg/kg. The extent of contamination was bounded in all directions by previous investigations and this exceedance appears to be an isolated occurrence.

Petroleum hydrocarbons [by U.S. Environmental Protection Agency (EPA) Method 418.1] were detected at a concentration greater than the CUL in one surface soil sample (ECI-B-1) collected in 1992 from along the west side of the Ameron sublease building (Area M-4). ECI (1992) describes the area of affected soil as limited to "a strip two inches wide and about three feet long". This area has since been developed by Ameron into paved holding bins for concrete slurry waste. RI boring G-FA-113 was advanced as close as practicable to the west and downgradient of ECI-B-1. Evidence of petroleum hydrocarbons was not observed during field screening and petroleum hydrocarbons were not detected in the groundwater sample from this location at concentrations greater than the laboratory reporting limit. This area appears to be very limited in extent based on sampling data and observations made by ECI at the time of the 1992 sampling, as well as the soil and groundwater data collected down gradient during this RI.

Based on the limited vertical extent of contamination, CUL exceedances in shallow soil in Area M may likely be attributable to limited releases associated with activities that occurred prior to Site paving, or possibly to impacted fill material placed for trafficking surfaces.

South of the Former Collins Building (Area M-2)

Heavy metals (arsenic and lead) and cPAHs were detected at concentrations greater than the CULs at four locations south of the former Collins building and potentially extending under a newly

constructed roadway. Butyl benzyl phthalate was also detected above its CUL at location M-FA-102. Blue-black sand (apparent sandblast media) and brick fragments were observed in this area at depths ranging from approximately 6 to 8.5 ft BGS. Hydraulic fill was observed at a depth ranging from approximately of 8.5 to 10.5 ft BGS. Chemical constituents were not detected at concentrations greater than the CULs in the hydraulic fill.

2.5.2 GROUNDWATER QUALITY

The evaluation of the nature and extent of Site groundwater contamination is based on post-interim action (RI) groundwater monitoring at 10 monitoring well locations, 18 soil boring locations (temporary well points), and one groundwater sump. The sampling locations are shown on Figure 9. Dissolved arsenic; dissolved copper; dissolved lead; dissolved mercury; diesel- and oil-range petroleum hydrocarbons; 1,1-dechloroethene (1,1-DCE); and bis 2-Ethylhexyl phthalate (BEHP) were detected in one or more groundwater samples at a concentration greater than the CULs during the RI. Analytical results for dissolved mercury and dissolved lead from the first round of groundwater sampling are considered anomalous and lead and mercury are not considered groundwater constituents of concern (COCs; see Section 6.5.1 of the RI/FS for more discussion of lead and mercury in groundwater). Diesel- and oil-range petroleum hydrocarbons and 1,1-DCE were detected in the initial round of groundwater sampling, but were not detected at concentrations greater than the CULs during subsequent sampling. Dissolved copper in established monitoring wells only exceeded its CUL during the initial round of groundwater monitoring. BEHP was detected at concentrations greater than the CUL in two of three samples collected from one monitoring well during the RI. The exceedances of BEHP are suspected to be the result of laboratory contamination. The elevated concentrations of diesel- and oil-range petroleum hydrocarbons; 1,1-DCE; dissolved copper; and BEHP identified during RI groundwater sampling do not appear to be representative of groundwater quality. Additional groundwater monitoring is needed as part of the post-construction compliance monitoring activities to confirm that the concentrations of these constituents are below the cleanup levels (see Section 4.1.3).

Dissolved arsenic is the only constituent with confirmed multiple exceedances of the groundwater CULs. Detected concentrations of arsenic in groundwater are shown on Figure 9. Dissolved arsenic concentrations detected in groundwater may be influenced by reducing conditions in groundwater. This conclusion is supported by:

- The inconsistent correlation between locations exhibiting high concentrations of arsenic in soil with corresponding high concentrations in groundwater. However, it is noted that the majority of dissolved arsenic exceedances above the CUL in groundwater occurred in the northern half of the Site, which exhibited most of the arsenic exceedances in soil.

- The wide-spread distribution of organic material, including wood debris, in the shallow aquifer matrix, which typically causes reducing conditions in groundwater.
- The presence of reducing conditions [low to negative oxidation reduction potential (ORP) values] throughout much of the shallow aquifer.

Based on the considerations above, dissolved arsenic in groundwater is considered a groundwater COC. An EA was completed to remove soil containing apparent sandblast grit and exhibiting high concentrations of heavy metals, including arsenic (see Section 2.4). Dissolved arsenic groundwater concentrations in the northern half of the Site are anticipated to decrease now that the EA is completed.

To evaluate the extent of contamination in groundwater at the Site, groundwater quality at the point of groundwater discharge to the 12th Street Yacht Basin was evaluated during the RI. Dissolved mercury, dissolved copper, and BEHP are the only constituents that were detected in the shoreline monitoring wells (RI-MW-1 through RI-MW-3) at concentrations greater than the CULs, and BEHP is the only constituent that was detected at concentrations greater than its CUL in more than one sampling event (February 2011 and October 2011). As discussed in the RI/FS, analytical results for dissolved mercury from the first sampling event are considered anomalous and were not repeated during subsequent monitoring events. As discussed previously, BEHP was detected at concentrations greater than its CUL at one location (RI-MW-3) during two sampling events. Although it is suspected that BEHP is present as the result of lab contamination, additional monitoring is needed as part of post-construction compliance monitoring to confirm that concentrations of BEHP are below the CUL (see Section 4.1.3).

Dissolved copper was detected in shoreline well RI-MW-1 at a concentration of 4.35 micrograms per liter (µg/L), which is slightly greater than the CUL (3.1 µg/L), during the December 2010 round of sampling, and at a concentration of 2.9 µg/L, which is below the CUL, during the October 2011 round of sampling. In both cases, the detected concentrations are less than the concentration of dissolved copper detected in the surface water sample collected from the 12th Street Yacht Basin in the vicinity of RI-MW-1 (7 µg/L), which indicates that there is a potential for surface water quality to affect groundwater quality at the Site. Additional monitoring is needed during post-construction compliance monitoring to confirm that concentrations of dissolved copper are below the cleanup level (see Section 4.1.3).

It is also important to note that significant hydrodynamic dispersion occurs between groundwater at the location where it is monitored in vertical monitoring wells as close as practicable to the shoreline and the actual point of groundwater discharge to surface water. At the nearby North Marina West End site, it was originally determined that the estimated concentration of contaminants at the point of discharge to surface water was 25 times less than the concentration measured in the vertical shoreline well (Ecology 2011). During subsequent monitoring events, the estimated concentration reduction at the shoreline averaged about 3.5 times less than the concentration measured in the vertical shoreline well for

arsenic and 22 times less for vinyl chloride. Given that the highest concentration of dissolved copper measured in RI-MW-1 was less than 2 times the CUL and the highest concentration of BEHP measured in RI-MW-3 was about 3 times the CUL, it is reasonable to conclude that, even if the maximum concentrations of dissolved copper and BEHP detected during the RI in the shoreline wells are confirmed, the concentrations at the point of discharge to surface water would be significantly below the CULs.

2.5.3 SEDIMENT QUALITY

The evaluation of the nature and extent of Site sediment is based on analytical results for surface sediment samples collected at 8 locations during the RI. The sampling locations are shown on Figure 5. Sediment quality data were compared to the SQS and CSL and the dry weight equivalent to these criteria. Comparison of the marine sediment sample analytical results to the SMS criteria indicates that no concentrations exceed the CSL or SQS criteria. In addition two sediment samples were analyzed for dioxins and furans. Dioxins and furans were detected in the samples at low concentrations [toxicity equivalency factor (TEQ) = 2.41 nanograms per kilogram (ng/kg) and 1.77 ng/kg, respectively]. Dioxins and furans do not have promulgated SQS and CSL values. However, based upon review of the concentrations and overall distribution of both the Site data, as well as the available natural background data throughout Puget Sound, the Site-specific data reflect levels substantially below generally recognized natural background levels. Therefore, sediment is not considered a media of concern at the Site and is not included in the cleanup action.

2.5.4 CLEANUP AREA IDENTIFICATION

Cleanup Action Areas were defined based on areas where soil CULs (see Section 3.0) are exceeded in soil remaining following completion of Site interim actions and EAs. The cleanup areas are shown on Figure 10. Cleanup Areas were labeled consistent with the previous 2005-2007 interim action. Each cleanup area is designated by the investigation area label (e.g., G, I, J, M) followed by a sequential number within each investigation area (e.g., 1, 2, 3, etc.). Cleanup Areas that are an extension of a previous Cleanup Area have a sequential letter appended to the number (e.g., M-1a). The numbers for new cleanup areas are sequential to the numbers used during the 2005-2007 interim action to avoid any confusion created by duplicate Cleanup Area designations (e.g., the first Cleanup Area identified in Area I is I-12).

As shown on Figure 10, there are a total of 12 cleanup areas to be addressed during the final cleanup action. These areas were identified in the RI or during Post-RI investigation and were not addressed during previous interim actions or EAs. The cleanup areas include:

- Two in Area G [two new areas (G-2 and G-4)]

- Four in Area I [two new areas (I-12 and I-13) and two expansions of previous areas (I-5a and I-5b)]
- One in area J [an expansion of Cleanup Area J-3 (J-3a)]
- Five in Area M [four new areas (M-2, M-3, M-4, M-5) and one expansion of a previous area (M-1a)].

Areas I-5a, I-5-b, M-1a, M-4 and M-5 are isolated cleanup areas resulting from a single cleanup level exceedance. Each of these exceedances is bounded by soil sampling locations exhibiting concentrations below the CULs. At all of these locations, either an insufficient number of relevant data are present in the sample vicinity or the concentration is too high (more than twice the CUL) to use the provisions of WAC 173-340-740(7) to demonstrate compliance with the CULs. As a result, these locations are identified as isolated cleanup areas. Isolated cleanup areas are not considered of sufficient mass to pose a significant threat to human health or the environment and so will be managed through institutional controls.

Areas G-1b and G-3 were identified in the RI/FS, but were addressed during the 2014 EA discussed in Section 2.4. The EA is considered the final cleanup action for these areas. Area J-3a was expanded slightly from the area presented in the RI-FS to address apparent concrete waste material observed in the western sidewall at the southern end of the G-1b excavation.

3.0 DISCUSSION OF CLEANUP STANDARDS

This section discusses the Site cleanup standards that were chosen for the chemical constituents that were detected in affected Site media at concentrations above CULs developed for the RI/FS. The affected media include soil and groundwater. As discussed previously in Section 2.5.3, sediment is not considered a media of concern for the Site. Cleanup standards consist of: 1) CULs defined by regulatory criteria that are adequately protective of human health and the environment, and 2) the point of compliance at which the CULs must be met.

CULs developed under the MTCA represent the concentration of COCs that are protective of human health and the environment for identified potential exposure pathways, based on the highest beneficial use (HBU) and the reasonable maximum exposure (RME) for each affected media. The process for developing CULs consists of identifying the HBU and RME for affected media, determining those that represent the greatest risk to human health or the environment, and determining the CULs for the COCs in affected media.

3.1 GROUNDWATER

Site groundwater is considered non-potable given its shallow depth and proximity to Puget Sound. Therefore, the HBU for groundwater is considered to be discharge to marine surface water (the 12th Street Yacht Basin). Based on a groundwater HBU of discharge to marine surface water, the RME for groundwater is the more conservative of: 1) uptake by aquatic organisms based on aquatic water quality criteria, and 2) ingestion of affected aquatic organisms by humans. As a result, federal [National Toxics Rule (40 Code of Federal Register (CFR) 131.36 and National Recommended Water Quality Criteria (EPA 2006)] and state (MTCA Method B formula values and Chapter 173-201A) surface water criteria based on human consumption of fish and federal ([EPA 2006) and state (MTCA Method B formula values and Chapter 173-201A) surface water quality criteria protective of aquatic life were evaluated as potential CULs for groundwater. The most stringent of the applicable criteria, adjusted to the practical quantitation limit (PQL) or background concentrations, if appropriate, is identified as the Site groundwater CUL, shown in Table 3.

At least one sample exceeded the groundwater CULs for arsenic, copper, mercury, lead, BEHP, diesel- and oil-range petroleum hydrocarbons, and 1,1-DCE. As discussed in Section 2.5.2, the results for lead and mercury for the initial round of groundwater sampling are considered anomalous and these constituents are not carried forward as a COC for Site groundwater. The remaining constituents that exceeded the groundwater CULs are carried forward as COCs for Site groundwater, as summarized in Table 3.

Under MTCA, the point of compliance is the point or location on the Site where the cleanup levels must be attained. The point of compliance for groundwater is typically throughout the Site when groundwater is considered a potential source of potable drinking water. If groundwater discharge to surface water represents the HBU, the MTCA provides for a conditional point of compliance at the point of discharge of groundwater to the surface water receiving body. As a result, the point of entry of groundwater to the 12th Yacht Basin is the conditional point of compliance for Site groundwater.

3.2 SOIL

Unless an exclusion applies to a site, a terrestrial ecological evaluation (TEE) is required. A TEE determines whether a release of hazardous substances to soil may pose a threat to the terrestrial environment; characterizes threats to terrestrial plants or animals; and establishes site-specific cleanup standards for the protection of terrestrial plants and animals. The Site is almost entirely asphalt, concrete, gravel paved, or occupied by buildings and will continue to be throughout implementation of the cleanup action, except for portions that will be temporarily exposed during remedial excavation activities. The Site is subject to commercial and industrial use and is zoned "waterfront-commercial." There is less than 1.5 acres of contiguous undeveloped land on the Site or within 500 ft of any area of the Site. Therefore, the Site qualifies for an exclusion under WAC 173-340-7491(1)(c)(i). Per WAC 173-340-7491(1), no further evaluation is required if a site meets any of the exclusion criteria under WAC 173-340-7491(1)(a) through (d). Because the Site meets at least one of these criteria, Ecology has determined that the cleanup standards for the Site do not include any terrestrial ecological considerations.

Therefore, soil CULs protective of human health were developed using applicable human health risk assessment procedures specified in WAC 173-340-708. Ecology has determined that residential land use is generally the site use requiring the most protective cleanup levels and that exposure to hazardous substances under unrestricted land use conditions represents the RME scenario. While residential development of the Site is unlikely, hospitality services (restaurant), public access, and office space are present in the southern portion of the Site, and future development could include additional hospitality services (hotel/restaurant). Therefore, soil CULs protective of human health were developed based on the requirements under WAC 173-340-740 for unrestricted (residential) land use. The COCs for Site soil are antimony, arsenic, lead, cPAHs, and gasoline- and diesel-range petroleum hydrocarbons. CULs for Site soil Indicator Hazardous Substances (IHS) are presented in Table 3.

The point of compliance for soil in WAC 173-340-740(6) is throughout the Site if based on protection of groundwater or to a maximum depth of 15 ft BGS if based on direct contact. The MTCA recognizes that, for those cleanup actions that involve containment of hazardous substances, the soil CULs will typically not be met throughout the Site [WAC 173-340-740(6)(f)]. However, such cleanup

actions are considered to comply with cleanup standards if the remedy: 1) is permanent to the maximum extent practicable, 2) is protective of human health, 3) is protective of terrestrial ecological receptors, 4) includes institutional controls to protect the long-term integrity of the containment system, and 5) includes compliance monitoring and periodic reviews to ensure the long-term integrity of the containment system.

4.0 SELECTED CLEANUP ACTION

This section describes and evaluates the selected cleanup action for the Site. The other cleanup alternatives considered for the Site and evaluated in the RI/FS are also summarized

4.1 DESCRIPTION OF THE SELECTED CLEANUP ACTION

As discussed in Section 2.5, the nature and extent of contamination at the Site consists of upland areas of soil and groundwater contamination. As a result, the selected cleanup action will consist of excavation of the contaminated soil in areas that are subject to future redevelopment and that pose a potential threat of discharge to marine surface water and sediment. Other areas of contaminated soil and groundwater would be addressed through containment with institutional controls.

Cleanup Areas G-2 and G-4 are the only two areas that will be excavated as part of the cleanup action. Area G-4 (not identified in the Final RI/FS report) was identified as a cleanup area based on the presence of black sandblast grit identified underneath the Ameron lab building during the Post-RI supplemental soil investigation as discussed previously in Section 2.4.4. Cleanup areas G-1b and G-3, identified as excavation areas under the preferred alternative (Alternative 3) in the Final RI/FS report, were addressed as part of the EA conducted in Spring 2014 as discussed previously in Section 2.4.3 (Floyd|Snider 2014). The remaining cleanup areas will be contained with the requisite institutional controls to ensure that any contaminated soil disturbed during future Site redevelopment or other intrusive activities is properly managed and subject to appropriate worker health and safety protection. The cleanup areas are shown on Figure 10 and discussed in the following sections.

4.1.1 REMEDIAL EXCAVATION

Cleanup Area G-2 is located along the north Site boundary and contains soft, colored, silt-like material (apparent concrete slurry waste) with arsenic concentrations up to 109 mg/kg (about 5 times the CUL) immediately adjacent to the stormwater trunk line along the northern property boundary that discharges to the 12th Street Marina. Because the trunk line represents a potential conduit for migration of contaminants to the Puget Sound and may be impacting groundwater quality, removal of this material and replacement of the trunk line in this area is included in the selected cleanup action.

The lateral limits of the Cleanup Area G-2 remedial excavation will extend to the property line to the north and generally to the northern boundary of the 1976 pavement section to the south. At the west of Cleanup Area G-2, the excavation will extend south of the 1976 pavement line based on the results of the Post-RI soil investigation (see Section 2.4.4). The trunk line straddles the property/Site boundary separating the Site from the TC Systems site. Implementation of the remedial excavation in Cleanup Area G-2 will require concurrent and coordinated cleanup on the adjacent TC Systems site.

Cleanup Area G-4 is located in the western portion of Area G, beneath the northeast portion of the Ameron lab building. Sandblast grit encountered in this area exhibits high concentrations of arsenic (2,580 mg/kg) and lead (1,700 mg/kg) and appears to be contained within a concrete structure that underlies the concrete patch in the floor slab. The blasting sand was encountered just below the concrete floor slab (at 0.4 ft BGS) and extended to the concrete bottom of the structure (at 1.2 ft BGS). The patched area where the concrete structure is present is about 2.3 ft wide by 7 ft long and the volume of the structure is estimated to be approximately 8 cubic feet (or 0.3 cubic yards).

4.1.2 CONTAINMENT AND INSTITUTIONAL CONTROLS

The other areas of the Site with soil exceeding the CULs are currently paved and will rely on existing surface features (e.g., asphalt pavement and buildings) to act as a surface cap and containment system. Note that an area in the northeast portion of Area J-3a between the current fence line and the southern portion of the pole-finishing building is not currently paved (Figure 10), but will be paved as part of Site redevelopment. Institutional controls will be used to ensure the integrity of the cap, including periodic inspections, mandatory maintenance of the cap, and documentation through an environmental restrictive covenant to prevent unauthorized disturbance of the cap and provide for mandatory health and safety procedures, soil and groundwater management procedures, and specifications for replacement and repair of the cap in the event that disturbance of the cap is necessary.

The environmental restrictive covenant will have the following elements to address activities that could compromise the integrity of the cleanup action:

- Groundwater use for potable water will be prohibited.
- Groundwater extracted for construction dewatering or other nonpotable purposes will be managed, treated, and discharged in conformance with an Ecology-approved soil and groundwater management plan. The soil and groundwater management plan will be prepared following entry of the consent decree for the final cleanup action.
- Intrusive activities that involve worker contact with contaminated soil and groundwater will be conducted by individuals that have the appropriate training and certifications for working on hazardous waste sites and in conformance with a Site-specific health and safety plan.
- Any contaminated soil removed during intrusive activities will be managed and disposed of in conformance with an Ecology-approved soil and groundwater management plan.

The institutional controls will be placed over the entire Site to prevent the use of groundwater for potable purposes, and over the areas of residual contamination shown on Figure 10 for other purposes (e.g., contaminated soil management and construction worker protection). A restrictive covenant that identifies the lateral limits and approximate depth of residual soil contamination will be placed on the larger cleanup areas (Cleanup Areas G-3, I-12, I-13, J-3a, M-2, and M-3). Small, isolated cleanup areas (Cleanup Areas G-3, I-5a, I-5b, M-1a, M-4, and M-5) will also be identified on the restrictive covenant and addressed in the soil management plan.

4.1.3 GROUNDWATER COMPLIANCE MONITORING

Additional rounds of groundwater compliance monitoring will be collected to verify that all CULs have been achieved and maintained at the proposed conditional point of compliance. Groundwater compliance monitoring will consist of at least four consecutive quarters of groundwater quality monitoring for one year for selected constituents at locations where compliance with CULs needs to be verified, and at all shoreline wells to verify that CULs are being achieved at the conditional point of compliance for the Site. If any of the quarterly groundwater monitoring results show exceedances of the CULs, additional groundwater monitoring will be required, as determined by Ecology, to show compliance. The following wells will be monitored for the constituents indicated:

- RI-MW-1 – dissolved arsenic, dissolved copper
- RI-MW-2 – dissolved arsenic, dissolved copper
- RI-MW-3 – dissolved arsenic, dissolved copper, BEHP
- RI-MW-4 – diesel- and oil-range petroleum hydrocarbons
- RI-MW-6 – dissolved arsenic, diesel- and oil-range petroleum hydrocarbons
- RI-MW-7 – BEHP
- P-10 – dissolved arsenic, dissolved copper
- SEE-EC-3 – dissolved arsenic
- ECI-MW-3 – dissolved arsenic, 1,1-DCE.

4.2 EVALUATION OF SELECTED CLEANUP ACTION

The selected cleanup action was evaluated to determine whether it meets the minimum requirements to be considered compliant with MTCA regulations, as specified in WAC 173-340-360(2). The MTCA minimum requirements include threshold requirements and other requirements. The threshold requirements are:

- Protection of human health and the environment
- Compliance with cleanup standards
- Compliance with applicable state and federal laws
- Provision for compliance monitoring.

In addition to the threshold requirements, the selected cleanup action must also meet the following requirements:

- Use of permanent solutions to the maximum extent practicable
- A reasonable restoration timeframe
- Consideration of public concerns.

The selected cleanup action is evaluated against these criteria in the following sections.

4.2.1 THRESHOLD REQUIREMENTS

In order for a cleanup action to meet the threshold requirements it must adequately protect human health and the environment, comply with cleanup standards, comply with state and federal laws, and provide for compliance monitoring. The selected cleanup action meets these requirements. Much of the contaminant mass was removed from the Site during the interim actions and EAs, and the additional focused remedial excavation will remove remaining areas where there is potential for direct human contact with soil containing COC concentrations above the CULs. Institutional controls will prevent direct contact with or ingestion of contaminated groundwater, and groundwater and compliance monitoring will confirm that cleanup standards are achieved and maintained at the conditional point of compliance for Site groundwater, which is the groundwater/surface water interface at the shoreline. The selected cleanup action will comply with MTCA, all other applicable state laws, and all applicable federal laws.

4.2.2 PERMANENCE

MTCA requires that cleanup actions be permanent to the maximum extent practicable, and identifies a number of criteria to evaluate whether this requirement is achieved. The remainder of this section provides an evaluation of the selected cleanup action against the permanence criteria.

Overall Protectiveness

The selected cleanup action will provide a high level of overall protectiveness of human health and the environment. Previous interim actions combined with additional focused remedial excavations will remove most of the Site contaminant mass. Long-term groundwater compliance monitoring and implementation institutional controls will reduce the risk that human or ecological receptors are exposed to groundwater or soil with chemical concentrations exceeding the CULs. Additionally, risks during implementation will be minimal because the selected cleanup action includes limited construction activities.

Long-Term Effectiveness

The selected cleanup action provides a high degree of certainty that it will be successful. Because contaminant mass and potential future sources of contamination have or will be mostly removed from the Site, compliance with the groundwater cleanup standards has been demonstrated at the proposed conditional point of compliance at the shoreline, and institutional controls will ensure protection against the minor residual risk of human contact with residual contamination, the potential for the selected cleanup action to not be effective is negligible.

Management of Short-Term Risks

Because the selected cleanup action involves limited new active remediation and construction activities, protection of human health and the environment during construction and implementation is easily achieved, resulting in minimal short-term risk. Furthermore, these risks are manageable with proper health and safety procedures, planning, identification and management of underground utilities, and careful monitoring during excavation.

Permanent Reduction of Toxicity, Mobility, and Volume of Hazardous Substances

As previously discussed, about 35,200 tons, a large portion of the contaminated soil mass, was removed from the Site during previous interim and emergency actions. An additional approximately 5,400 tons of contaminated soil mass will be removed during the cleanup action from the vicinity of the stormwater trunk line, a potential conduit for release to Puget Sound. Groundwater quality monitoring demonstrates that the residual groundwater contamination is not migrating beyond the shoreline, demonstrating the limited mobility of Site contamination via groundwater. As a result, the selected cleanup action substantially reduces the volume of hazardous substances at the Site when considered in conjunction with the interim actions and EAs.

Implementability

The selected cleanup action is easily implemented. The remedial excavation areas are in accessible locations and at shallow depths, although close coordination with the current tenant (Ameron International) will be required to avoid disrupting tenant operations during cleanup action implementation. Groundwater compliance monitoring will be conducted using existing monitoring wells; and institutional controls in the form of deed restrictions will be implemented by the Port.

Cleanup Costs

The estimated cost for implementing the remedial excavations and institutional controls and conducting long-term groundwater compliance monitoring, including reporting, is about $1,500,000.

4.2.3 RESTORATION TIMEFRAME

The MTCA [WAC 173-340-360(6)(a)] specifies that the following factors be considered in establishing a "reasonable" timeframe:

- Potential risks to human health and the environment
- Practicability of achieving a shorter restoration timeframe
- Current use of the Site, surrounding areas, and associated resources that are, or may be, affected by releases from the Site
- Potential future use of the Site, surrounding areas, and associated resources that are, or may be, affected by releases from the Site

- Availability of alternate water supplies
- Likely effectiveness and reliability of institutional controls
- Ability to control and monitor migration of hazardous substances from the Site
- Toxicity of the hazardous substances at the Site
- Natural processes that reduce concentrations of hazardous substances and have been documented to occur at the Site or under similar Site conditions.

The selected cleanup action described in this CAP is consistent with or meets the above factors from WAC 173-340-360 and will address potential risks to human health and the environment.

The selected cleanup action will be compatible with current and potential future use of the Site. The primary considerations for future land use will be the proper management of extracted groundwater if construction dewatering is required and the management of contaminated soil excavated during Site redevelopment. The City of Everett provides municipal water to the Site, and Site groundwater is not considered a potable water supply, so availability of an alternate water supply is not an issue. Site institutional controls will be largely limited to requirements for management of extracted groundwater, which can be easily and reliably implemented.

The control and monitoring of hazardous substances will be easily achieved by the selected cleanup action because contamination is limited to localized areas of soil contamination capped and contained on Site or removed for offsite disposal, and potential groundwater contamination will be monitored by the compliance monitoring program. Additionally, with the contaminant mass largely removed from the Site during the interim actions and EAs, natural processes are anticipated to further reduce concentrations of hazardous substances in groundwater.

Thus, the cleanup action provides for a reasonable restoration time frame, as is outlined in WAC 173-340-360(4), and achieving a shorter restoration timeframe is not practicable.

4.2.4 PUBLIC PARTICIPATION AND COMMUNITY ACCEPTANCE

A public comment period was held to allow the public and parties affected by the cleanup action an opportunity to provide comments on the draft CAP. Ecology reviewed all public comments submitted during the public comment period, and determined that no revisions were required to prepare this final CAP. Individuals or organizations that commented received notice by regular mail or e-mail that Ecology had received their comments, along with an explanation about how the comments were addressed.

5.0 SUMMARY OF OTHER CLEANUP ACTION ALTERNATIVES

Because of the extensive interim actions and EAs conducted at the Site that have resulted in the removal of over 90 percent of the total contaminants on the Site, much of the residual soil contamination that could potentially be targeted for removal, treatment, or containment as part of a final cleanup action has already been addressed. Consequently, potential cleanup alternatives for the Site were limited to various combinations of containment and remedial excavation. In the FS, the preferred remedial alternative was identified as Alternative 3. The other remedial alternatives considered were:

- Alternative 1 – Site-wide excavation of all remaining soil contamination
- Alternative 2 – Remedial excavation of all contamination in areas where site redevelopment is planned and containment of soil in areas where redevelopment has already occurred
- Alternative 4 – Site-wide containment of all remaining soil contamination.

Alternatives 1 and 2 were considered impracticable because the significantly higher costs associated with additional removal was considered disproportionate to the incremental increase in benefit because the mass of additional contamination removed would only be slightly higher than Alternative 3 (the preferred alternative). Additionally, Alternatives 1 and 2 would be highly disruptive to Port and Port tenant operations.

Alternative 4 was not considered permanent to the maximum extent practicable because the remaining areas of contamination with the highest contaminant concentrations and the highest risk to human health and the environment (that are removed under Alternative 3) are reasonably accessible for excavation and permanent removal from the Site.

6.0 CAP IMPLEMENTATION SCHEDULE

Implementation of the CAP will commence following entry of the consent decree containing the final CAP. The cleanup will need to be conducted in conjunction with cleanup of the portion of the TC Systems site along the common boundary between the two sites. This coordination requirement could affect the project schedule and needs to be addressed prior to establishing the cleanup implementation schedule. A schedule of work and deliverables, that specifies the schedule for submittal of design and construction documents and for construction of the final cleanup action, will be submitted to Ecology for review and approval within 60 days of finalization of the CAP and entry of the Consent Decree.

7.0 REFERENCES

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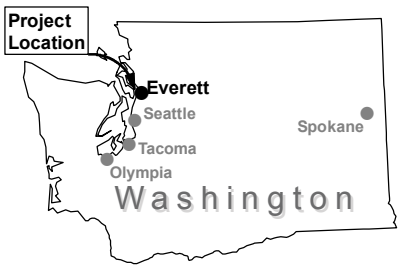
0 0.5 1

Miles



Data Source: Esri 2012

North Marina Ameron/Hulbert Site Cleanup Action Plan Everett, Washington	**Vicinity Map**	Figure 1

G:\Projects\147\029\500\680\Final CAP\F01_VicMap.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

N

12th Street Yacht Basin

Snohomish River
(Port Gardner Bay)

11TH ST

GRAND AVE

12TH S

13TH ST

13TH STREET

W MARINE VIEW DR

14TH STREET

G:\Projects\147\029\500\680\Final CAP\F02_SitePlan.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Current Ameron Leasehold
- North Marina Boundary
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)

Note

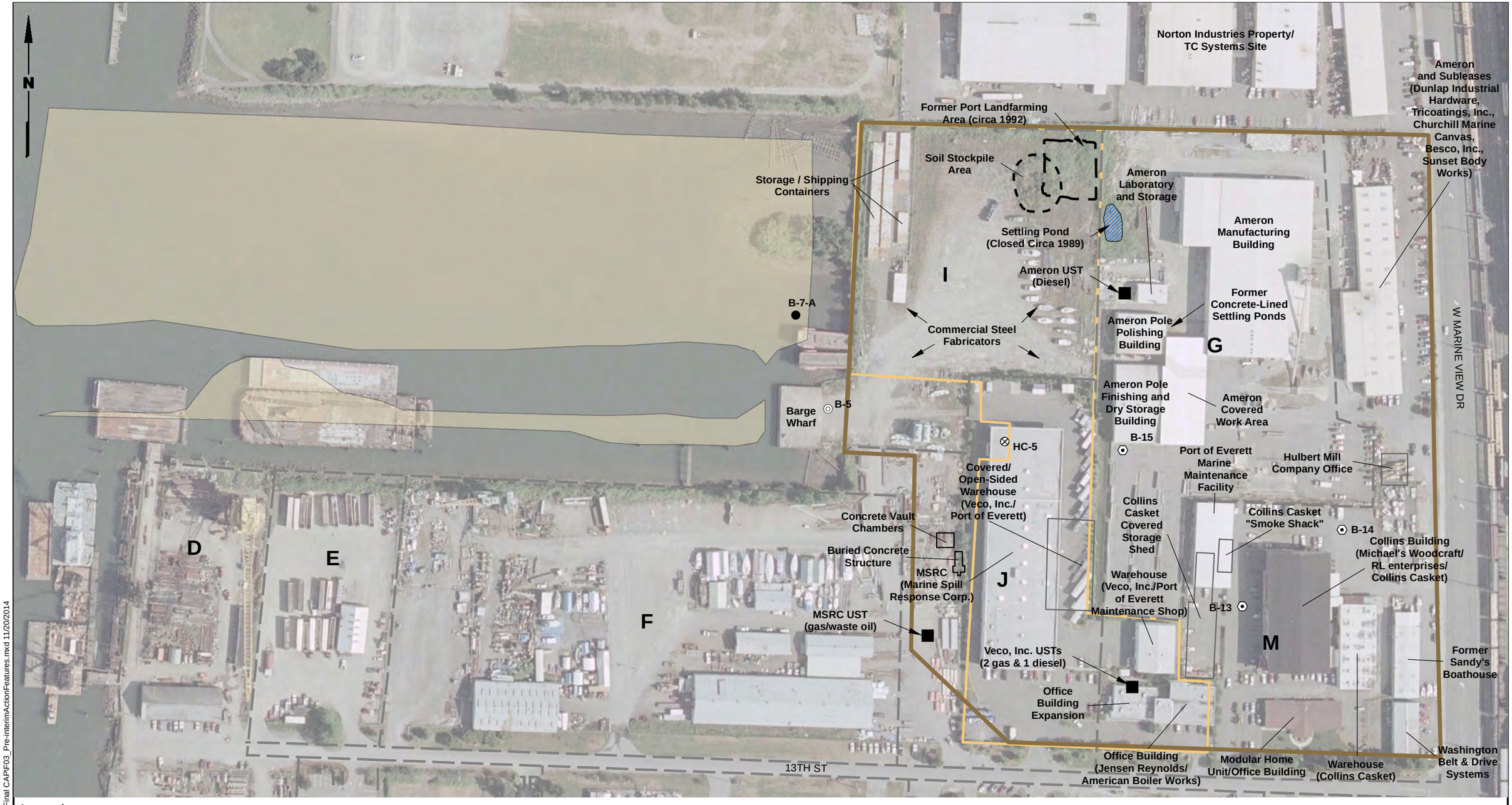
1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

0 200 400

Scale in Feet

Data Source: 2013 Google Earth Pro Image; Snohomish County Assessor

North Marina Ameron/Hulbert Site Cleanup Action Plan Everett, Washington	**North Marina Ameron/Hulbert Site Plan**	Figure 2



G:\Projects\147\029\500\680\Final CAP\F03_Pre-interimActionFeatures.mxd 11/20/2014

Legend

- Hart Crowser Report 12-3-2003 Closed-Ended Test Pile
- Approximate Geotechnical Boring Location (Hart Crowser - 1992)
- Approximate Geotechnical Boring Location (Landau Associates - 2005)
- Approximate Geotechnical Boring Location (Dames & Moore - 1975)
- J — Investigation Area Designation and Boundary
- Approximate Dredging Area of 12th Street Yacht Basin
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)
- Former Jensen-Reynolds Leasehold

UST = Underground Storage Tank

0 160 320

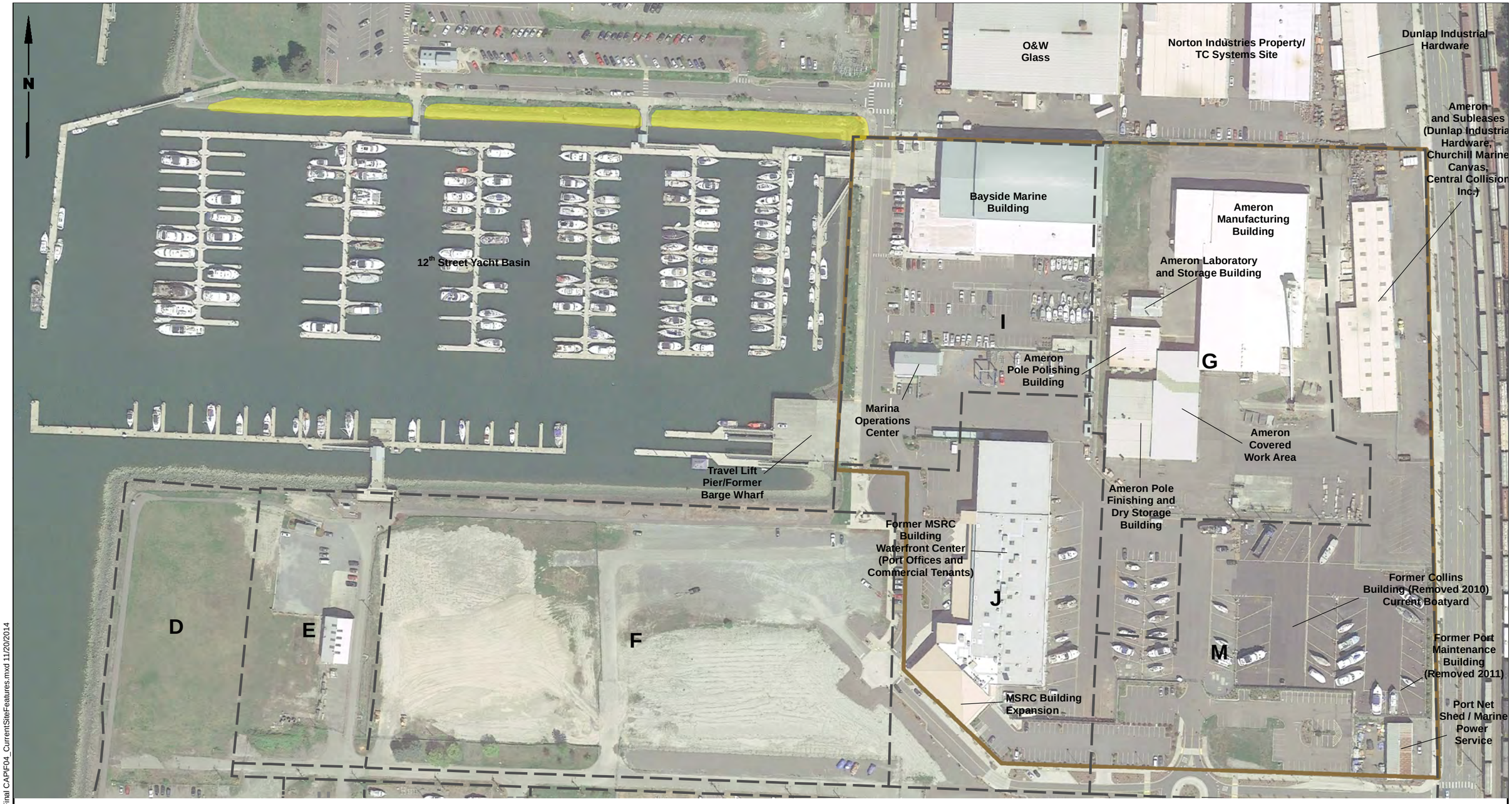
Scale in Feet

Data Source: Google Earth (2003 Image)

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

North Marina Ameron/Hulbert Site Cleanup Action Plan Everett, Washington	**Pre-Interim Action Site Features**	Figure 3



G:\Projects\147\029\500\680\Final CAP\F04_CurrentSiteFeatures.mxd 11/20/2014

Legend

J — Investigation Area Designation and Boundary

Riparian and Intertidal Habitat Bench

North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)

0 160 320

Scale in Feet

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Source: Google Earth Pro (2013 Image)

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Current Site Features

Figure 4

N

Outfall
Outfall
Outfall
A/H-SED-5
A/H-SED-7
A/H-SED-1
A/H-SED-2
A/H-SED-3
Storm Filter Treatment System
A/H-SED-6
A/H-SED-8
A2-13
A/H-SED-4
CB110
CB111
CB109
CB108
CB103
CB101
Stormwater Pre-treatment
CB102
CB105
CB104
CB107
Trench Drain
CB106
CB
Outfall
To Sanitary Sewer
Initial Treatment System
CB114
By Pass to Outfall
CB115
CB
Outfall
CB201
CB203
CB202
CB
CB
CB
RI-SED-7
RI-SED-6
RI-SED-5
RI-SED-2
RI-SED-4
RI-SED-3
RI-SED-1
RI-SED-8
RI-SED-9
D
E
F
I
G
J
M
TC Systems Site
SD-7
SD-6
SD-5
SD-4
SD-15
OWS
SD-3
SD-8
SD-16
Tight Line
To Stormwater System
GW-1
Stormwater Treated and Discharged to Sanitary Sewer
Slurry Ponds
SD-9
Capped for Future Development
To Sanitary Sewer
SD-2
SD-14
To Stormwater System
SD-1
SD-10
SD-13
SD-12
SD-11
CB219
CB204
CB205
CB206
CB207
CB208
CB209
CB210
CB214
CB212
CB211
13TH ST
W MARINE VIEW DR

G:\Projects\147\0029\500\680\Final CAP\F05_HistoricalStormSystemLayout.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Sediment Sampling Locations
- Samples Archived for Potential Laboratory Analysis
- Catch Basin Sediment Sample Location (11/24/2010)
- Trunk Line Sediment Sample Location (12/22/2011)
- Landau Associates Sediment Sampling Locations (2009)
- SAIC Sediment Sample Location (2009)
- Catch Basin and Piping
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)
- G - Area Designation
- Asphalt Berms
- Trench Drains

Notes

1. Data for the storm system alignment was obtained from a variety of sources including Reid Middleton plans dated 1996, information provided by Aspect Consulting, plans provided by the Port of Everett and a binding site plan for Norton Industries dated 1992.
2. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

0 150 300

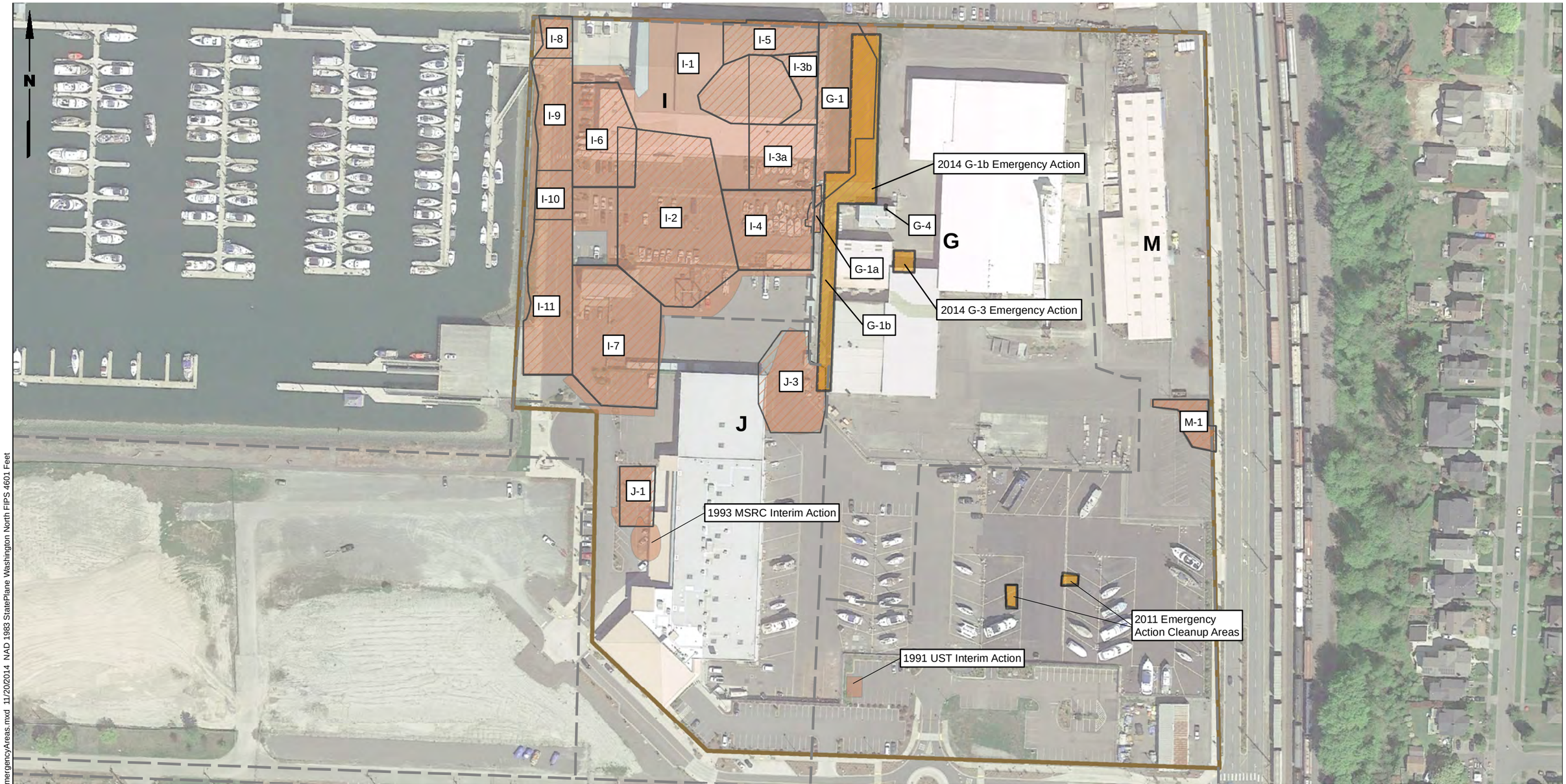
Scale in Feet

Data Source: Google Earth Pro (2011 Image)

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Historical Storm System Layout and Sediment and Catch Basin Sample Locations

Figure 5



Legend

- Planned Interim Action Areas
- Areas Excavated During Interim Actions
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)
- Areas Excavated During Emergency Actions
- J — Investigation Area Designation and Boundary

0 140 280

Scale in Feet

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Source: Google Earth Image (2013)

North Marina Ameron/Hulbert Site Cleanup Action Plan Everett, Washington	**Interim Action and Emergency Action Areas**	Figure 6

G:\Projects\147\029\500\680\Final CAP\F06_Interim-EmergencyAreas.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

G:\Projects\147\029\500\680\Final CAP\F07_PostRISupplementalSoilCharacterization.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Legend Post-RI Soil Boring Location
- Post R-I Soil Boring Location - No Samples Analyzed
- Soil Sample Exceeded Cleanup Levels - Represents Soil Remaining
- Soil Sample Below Cleanup Levels - Represents Soil Remaining
- 150' Sample Grid
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)
- **G** - Area Designation
- Area of Arsenic-Affected Crushed Rock (No Analytical Data Available for Crushed Rock Remaining in this Area)

Notes

1. All results shown in mg/kg.
2. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Source: Google Earth Pro (2013 Image)

0 50 100

Scale in Feet

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Post-RI Supplemental Soil Characterization

Figure 7

G:\Projects\147\029\500\680\Final CAP\F08_AnalyticalResultsSoilRemaining.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

Legend

- Soil Sample Exceeded Cleanup Levels - Represents Soil Remaining
- Soil Sample Below Cleanup Levels - Represents Soil Remaining
- 150' Sample Grid
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)
- G - Area Designation
- Statistical Compliance Area for Arsenic and Lead in Soil (Excluding Samples Containing Sandblast Grit within Area M-2)
- Area of Arsenic-Affected Crushed Rock (No Analytical Data Available for Crushed Rock Remaining in this Area)
- Cleanup Area to be Addressed in Final Cleanup Action

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Source: Google Earth Pro (2013 Image)

0 120 240

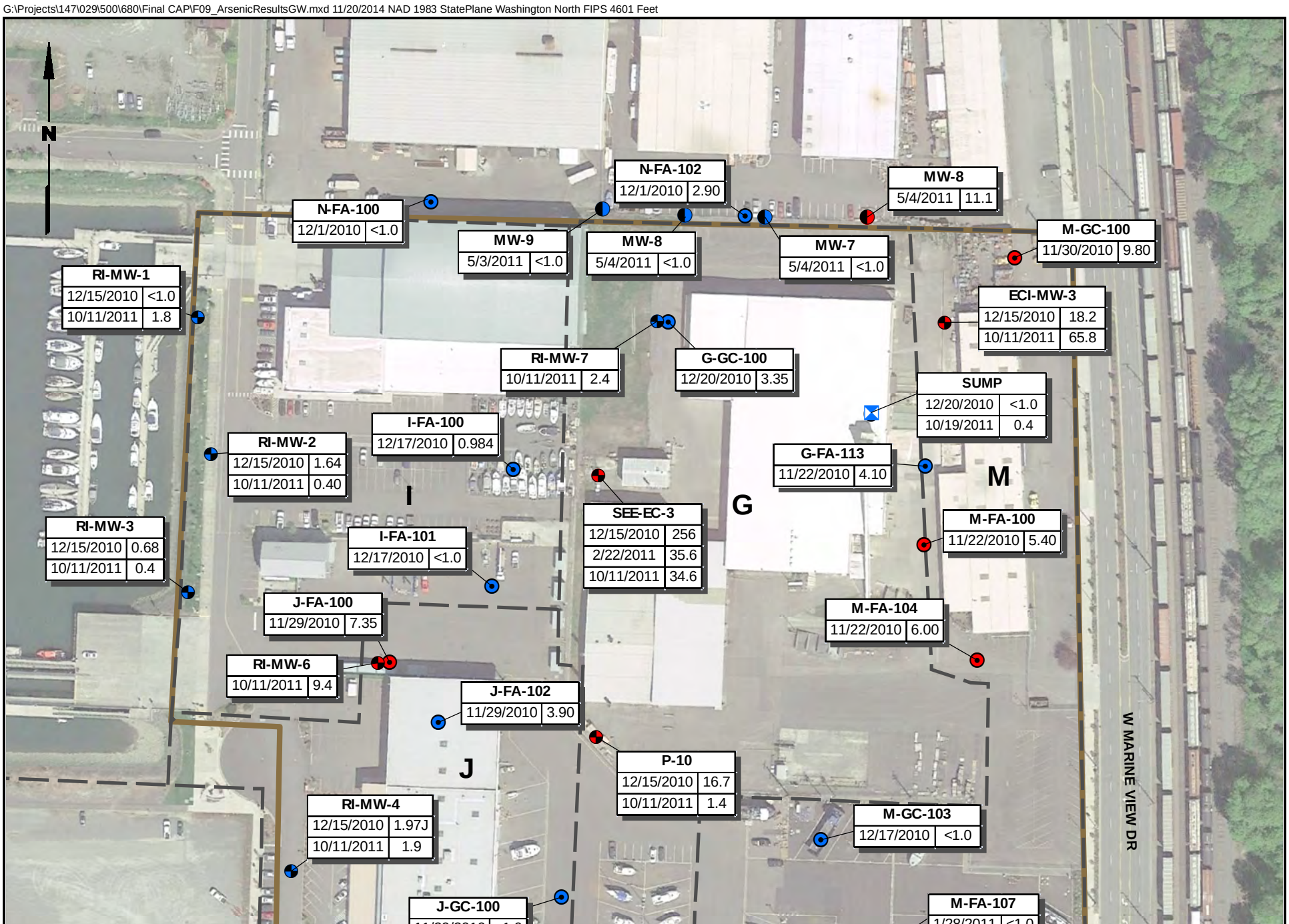
Scale in Feet

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Soil Analytical Results for Soil Remaining

Figure 8

G:\Projects\147\029\500\680\Final CAP\F09_ArsenicResultsGW.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet



Legend

- Monitoring Well
- Soil Boring
- TC Systems Monitoring Well
- Groundwater Sample Exceeds Preliminary Screening Level (5 µg/L) - (Only exceedances in dissolved concentrations are shown).
- Groundwater Sample Does Not Exceed Preliminary Screening Level for Arsenic
- North Marina Ameron/Hulbert Site Boundary (Determined in the RI/FS)
- **G** - Area Designation

Sample ID	
Sample Date	Arsenic Result

Notes

1. All results shown in (µg/L)
2. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

0 140 280

Scale in Feet

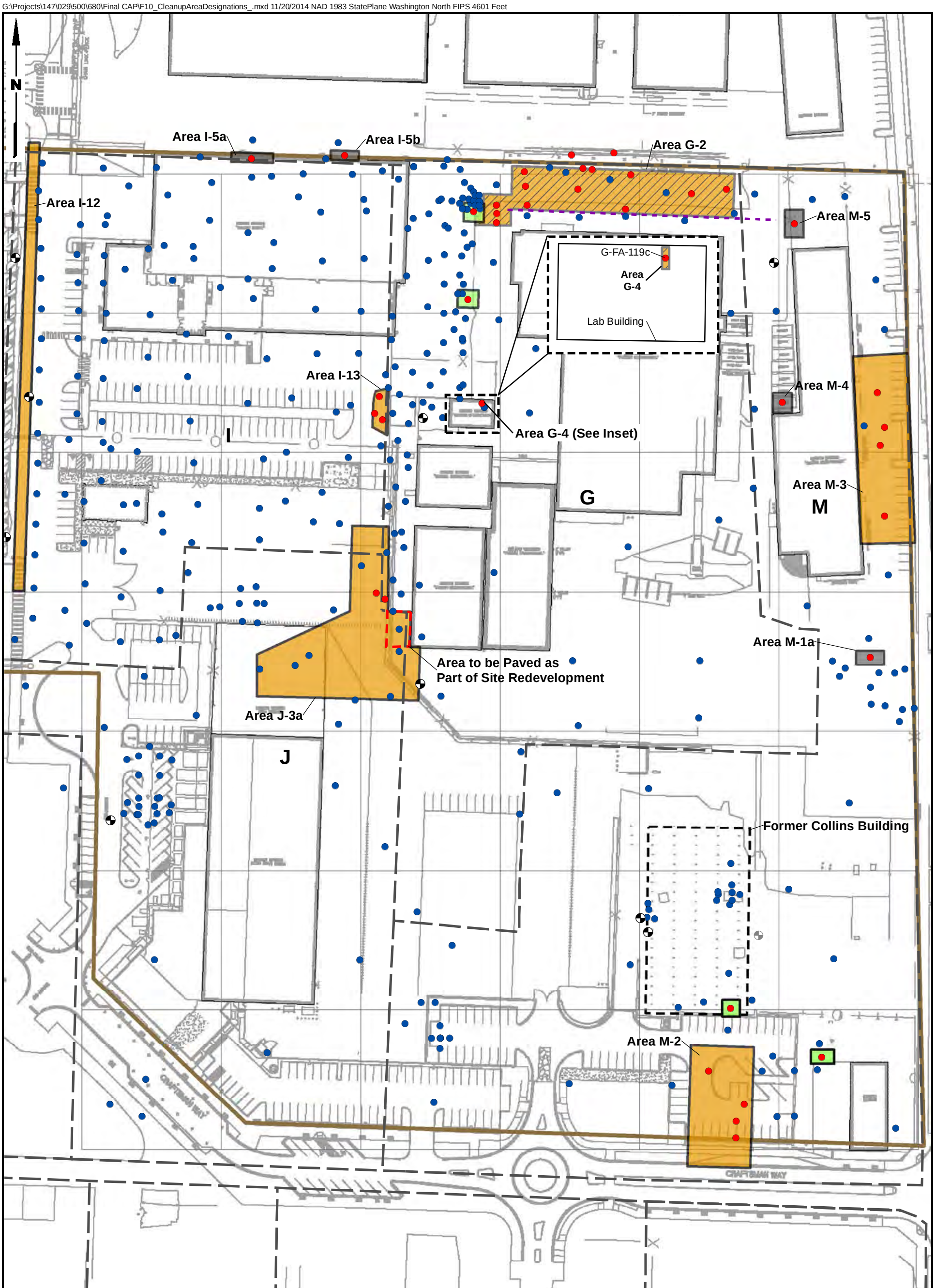
Data Source: Google Earth Pro (2011 Image)

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Groundwater Analytical Results for Dissolved Arsenic

Figure 9

G:\Projects\147\029\500\680\Final CAP\F10_CleanupAreaDesignations_.mxd 11/20/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet



Legend

- Monitoring Well to be Included in Compliance Monitoring
- Soil Sample Exceeded Cleanup Level - Represents Soil Remaining
- Soil Sample Below Cleanup Levels - Represents Soil Remaining
- 1976 Pavement Line (Approximate)
- Isolated Cleanup Areas to be Addressed Under Soil Management Plan
- Isolated Cleanup Areas Addressed Using Statistical Compliance
- Cleanup Area to be Addressed by Containment in Final Cleanup Action
- Cleanup Area to be Addressed by Excavation in Final Cleanup Action
- J — Investigation Area Designation and Boundary

0 100 200

Scale in Feet

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

North Marina Ameron/Hulbert Site
Cleanup Action Plan
Everett, Washington

Cleanup Area Designations

Figure 10

TABLE 1
SUMMARY OF PREVIOUS INTERIM ACTIONS
NORTH MARINA AMERON/HULBERT SITE
PORT OF EVERETT, WASHINGTON

Interim Action Area	Indicator Hazardous Substances (IHS)		Interim Cleanup Action Conducted			Compliance Monitoring Conducted Following Interim Cleanup Action?	
	Soil	Groundwater	Soil (a)		Groundwater	Soil	Groundwater
Investigation Area G							
G-1	Arsenic, Lead	Arsenic, Copper	Soil Removal	2,701	Source Removal	Yes	No
Investigation Area I							
I-1	Arsenic	--	Soil Removal	563	--	Yes	--
I-2	Arsenic	--	Soil Removal	7,965	--	Yes	--
I-3a	Arsenic, Lead, Copper	--	Soil Removal	3,654	--	Yes	--
I-3b	Arsenic, Lead, Copper	--	Soil Removal	-- (b)	--	Yes	--
I-4	Arsenic, Lead, Copper	--	Soil Removal	778	--	Yes	--
I-5	Arsenic, Copper	Copper	Soil Removal	3,813	--	Yes	--
I-6	Arsenic, cPAHs	--	Soil Removal	3,237	--	Yes	--
I-7	Arsenic	Copper	Soil Removal	2,495	--	Yes	--
I-8	Arsenic, Copper	--	Soil Removal	3,263	--	Yes	--
I-9	Arsenic, Copper, cPAHs	--	Soil Removal	-- (c)	--	Yes	--
I-10	Arsenic, Copper	--	Soil Removal	-- (c)	--	Yes	--
I-11	Arsenic, Copper, cPAHs	--	Soil Removal	-- (c)	--	Yes	--
Investigation Area J							
J-1	Arsenic	--	Soil Removal	553	--	Yes	--
J-3	Arsenic, Copper, cPAHs	--	Soil Removal	2,563	--	Yes	--
MSRC Interim Action (1993)	Petroleum Hydrocarbons	--	Soil Removal	966	Source Removal	Yes	Yes
Investigation Area M							
M-1	cPAHs	Arsenic	Soil Removal	396	--	Yes	--
UST Interim Action (1991)	Petroleum Hydrocarbons	--	Soil Removal	75	Source Removal	Yes	Yes
			Total	**33,022**			

UST = underground storage tank
cPAHs = carcinogenic polycyclic aromatic hydrocarbons

(a) Value presented is tons of soil removed.
(b) Soil mass for Areas I-3a and I-3b not separately tallied. Soil mass presented for Area I-3a represents entire Area I-3.
(c) Soil mass for Areas I-8 through I-11 not separately tallied. Soil mass presented for Area I-8 represents entire mass for these areas.

TABLE 2
SOIL ANALYTICAL RESULTS
POST-RI SUPPLEMENTAL SOIL CHARACTERIZATION
NORTH MARINA AMERON/HULBERT SITE
PORT OF EVERETT, WASHINGTON

	Proposed Cleanup Level	Dangerous Waste Criteria WAC 173-303	G-FA-101h(2.5-3.5) YN10G 6/6/2014	Dup of G-FA-101h(2.5-3.5) G-FA-DUP1 YN10L 6/6/2014	G-FA-101i(3-4) YN10E 6/6/2014	G-FA-101i-(5-6) YN10F 6/6/2014	G-FA-101j(3-4) YN10C 6/6/2014	G-FA-101j(5-6) YN10D 6/6/2014	G-FA-101k(3-4) YN10A 6/6/2014	G-FA-101k(5-6) YN10B 6/6/2014
TOTAL METALS (mg/kg)										
Method 200.8/6010C										
Antimony	32									
Arsenic	20		**30.5**	**35.4**	**7.3**	**17.3**	**4.0**	**14.5**	**3.0**	**4.1**
Lead	250									
TCLP METALS (mg/L)										
Method SW6010C/7470A										
Arsenic		5								
Barium		100								
Cadmium		1								
Chromium		5								
Lead		5								
Mercury		0.2								
Selenium		1								
Silver		5								
TOTAL PETROLEUM HYDROCARBONS (mg/kg)										
NWTPH-Dx										
Diesel-Range Organics	2,000									
Lube Oil	2,000									
NWTPH-Gx										
Gasoline-Range Organics	100									

TABLE 2
SOIL ANALYTICAL RESULTS
POST-RI SUPPLEMENTAL SOIL CHARACTERIZATION
NORTH MARINA AMERON/HULBERT SITE
PORT OF EVERETT, WASHINGTON

	G-FA-101L(3-4) YP13A 6/6/2014	G-FA-101L(5-6) YP13B 6/6/2014	G-FA-116(10-11) YN10H 6/6/2014	G-FA-117(7-8) YN10I 6/6/2014	Dup of G-FA-117(7-8) G-FA-DUP2 YN10M 6/6/2014	G-FA-117(8-9) YN61A 6/6/2014	G-FA-118(6-7) YN10J 6/6/2014	Dup of G-FA-118(6-7) G-FA-DUP3 YN10N 6/6/2014	G-FA-119c(0.4-1.2) YN10K 6/6/2014
TOTAL METALS (mg/kg)									
Method 200.8/6010C									
Antimony			0.4 U	0.3 UJ	0.3 U	0.3 U			**25**
Arsenic	**6**	**23**	**11.5**	**7.3**	**5.9**	**8.7**			**2580**
Lead			**29.1**	**7.3** J	**6.0**	**12.2**			**1700**
TCLP METALS (mg/L)									
Method SW6010C/7470A									
Arsenic									0.2 U
Barium									**0.10**
Cadmium									**0.02**
Chromium									**0.06**
Lead									**0.2**
Mercury									0.0001 U
Selenium									0.2 U
Silver									0.02 U
TOTAL PETROLEUM HYDROCARBONS (mg/kg)									
NWTPH-Dx									
Diesel-Range Organics							**7.2**	6.0 U	
Lube Oil							13 U	12 U	
NWTPH-Gx									
Gasoline-Range Organics							7.5 U	7.2 U	

mg/L = milligrams per liter
mg/kg = milligrams per kilogram
TCLP = Toxicity Characterization Leaching Procedure
NWTPH-Dx = Total Petroleum Hydrocarbons - Diesel Range
NWTPH-Gx = Total Petroleum Hydrocarbons - Gasoline Range
WAC = Washington Administrative Code
U = Indicates the compound was not detected at the reported concentration.
J = Indicates the analyte was positively identified; the associated numerical value is the approximate concentration of the analyte in the sample.
UJ = The analyte was not detected in the sample; the reported sample reporting limit is an estimate.
Bold = Detected compound.
Box = Detected concentration exceeds proposed cleanup level.

TABLE 3
SOIL AND GROUNDWATER CLEANUP LEVELS
NORTH MARINA AMERON/HULBERT SITE
PORT OF EVERETT, WASHINGTON

	Proposed Soil Cleanup Level (mg/kg)	Proposed Groundwater Cleanup Level (µg/L)
Antimony	32	--
Arsenic	20	5
Copper	--	3.1
Lead	250	--
cPAH TEQ	0.14	--
bis(2-Ethylhexyl)phthalate	--	2.2
1,1-dichloroethylene	--	3.2
TPH-Dx	2,000	500
TPH-Oil	--	500
TPH-Gx	100	--

-- = Constituent is not a contaminant of concern for this media.
mg/kg = milligrams per kilogram
µg/L = micrograms per liter
cPAH = carcinogenic polycylic aromatic hydrocarbons
TEQ = Toxicity Equivalency Factor
TPH-Dx = total petroleum hydrocarbons - diesel range
TPH-Oil = total petroleum hydrocarbons - oil range
TPH-Gx = total petroleum hydrocarbons - gasoline range

APPENDIX A

Technical Memorandum – Craftsman District Boatyard Expansion Emergency Action

TECHNICAL MEMORANDUM

LANDAU ASSOCIATES
ENVIRONMENTAL | GEOTECHNICAL | NATURAL RESOURCES

TO: Andy Kallus, Washington State Department of Ecology

FROM: Larry Beard, P.E., L.G.
Kathryn Hartley

DATE: November 7, 2011

RE: EMERGENCY ACTION CLEANUP
CRAFTSMAN DISTRICT BOATYARD EXPANSION AREA
NORTH MARINA AMERON/HULBERT SITE
EVERETT, WASHINGTON

This technical memorandum presents the results of the emergency cleanup action conducted at the Port of Everett (Port) North Marina Ameron/Hulbert site (Site) to address petroleum hydrocarbon soil contamination in a portion of the Site that is being redeveloped by the Port as an expansion of the Port's existing Craftsman District boatyard. A remedial investigation/feasibility study (RI/FS) is currently underway for the Site under Agreed Order No. 6677 between the Port, Ameron International, and the Hulberts [the potentially liable parties (PLPs)], and the Washington State Department of Ecology (Ecology).

The boatyard expansion is being constructed over the next few months on an expedited schedule within the area shown on Figure 1. Ecology determined that, based on factors including the schedule for construction of the boatyard expansion, an emergency action for partial cleanup of the boatyard expansion area was needed to adequately protect human health and the environment in advance of the cleanup action to be completed following the RI/FS. The emergency cleanup action was conducted in accordance with the Emergency Action Cleanup Plan dated May 3, 2011, and approved by Ecology in May 5, 2011 letter directing the PLPs to implement an emergency action consistent with the May 3, 2011 plan.

This technical memorandum provides a brief summary of the boatyard expansion area investigation results, emergency action activities, and the results of post-excavation compliance monitoring. These data will also be incorporated into the RI report, which will be prepared following completion of the supplement RI sampling.

BOATYARD EXPANSION AREA INVESTIGATION RESULTS

Based on the results of the initial RI, diesel- and oil-range petroleum hydrocarbons were present in shallow soil at concentrations greater than the Site preliminary screening levels (PSLs) in two areas within the boatyard expansion: 1) an approximately 20-ft by 30-ft area in the western portion of the boatyard expansion area (West Area), and 2) an approximately 15-ft by 20-ft area in the eastern portion of the boatyard expansion area (East Area).

West Area soil contamination consisted of a surficial layer of black, petroleum hydrocarbon-cemented sand and woodchips extending to a depth of approximately 0.5 ft below ground surface (BGS) and soil immediately below the surficial material to a depth of about 1.5 ft BGS that exceeded the diesel- and heavy oil-range petroleum hydrocarbons PSLs. East Area soil contamination consisted of petroleum hydrocarbons in shallow soil directly beneath a concrete pad and a layer of crushed rock that had been placed during the field investigation to provide access for sampling in an area of ponded water.

EMERGENCY ACTION ACTIVITIES

Excavation activities were completed on August 22, 2011. Based on visual observation compliance monitoring (discussed in the next section), the West Area excavation extended to 2 to 3 ft BGS within the visually affected area. The total volume of soil removed from this area was approximately 44 cubic yards.

Prior to East Area excavation, clean overburden material (crushed rock) was removed and stockpiled for reuse as excavation backfill. Additionally, a concrete slab located on top of the affected material was demolished and transported to an offsite recycling facility. Petroleum hydrocarbon soil contamination in the East Area was initially excavated to a depth of about 1.5 ft BGS. However, because petroleum hydrocarbons were observed during field screening and sheen was observed in water that collected at the base of the excavation, the excavation was continued to a depth of about 2.5 ft BGS, at which point field screening no longer indicated the presence of petroleum hydrocarbons and sheen was no longer observed to be present. Compliance monitoring (discussed in t he next section) confirmed that concentrations of petroleum hydrocarbons were below the Site PSLs. The total volume of soil removed from this area was about 35 cubic yards.

The impacted soil from these areas was excavated and directly loaded into trucks for transport to Cemex in Everett, Washington for treatment using thermal desorption. Prior to backfilling the West Area excavation, a second concrete pad was demolished and transported to an offsite recycling facility. The excavations were backfilled with a combination of quarry spalls, clean overburden soil removed from the East Area, and imported select borrow fill material that had been previously tested for metals (arsenic, cadmium, chromium, copper, lead, mercury, and zinc) to confirm that the import fill met Site PSLs.

COMPLIANCE MONITORING

Compliance monitoring in the West Area consisted of collecting one soil sample from the approximate center of each of the excavation sidewalls and one soil sample from the center of the base of the excavation (Figure 1). The samples were analyzed for diesel- and heavy oil-range petroleum hydrocarbons by Method NWTPH-Dx. Petroleum hydrocarbons were not detected in any of the compliance monitoring samples in the West Area at concentrations greater than the laboratory reporting limits. Results of compliance monitoring sampling in the West Area are presented in Table 1.

Compliance monitoring in the East Area was originally planned to consist of collection of one soil sample from the center of the base of the excavation (lateral extent of contamination was bound by characterization soil borings); however, field screening identified localized areas of petroleum hydrocarbon-impacted soil during the excavation, mainly in the western portion of the East Area. The excavation was extended to a depth of 2.5 ft and field screening no longer indicated the presence of petroleum hydrocarbons. Ecology then requested the collection of four compliance monitoring samples, one from each corner of the base of the excavation, rather than the originally planned single sample. East Area confirmation sample locations are shown on Figure 1. The confirmation samples were analyzed for diesel- and heavy oil-range petroleum hydrocarbons by Method NWTPH-Dx. Petroleum hydrocarbons were not detected at concentrations greater than the laboratory reporting limits in any of the compliance monitoring samples in the East Area. Results of compliance monitoring sampling in the East Area are presented in Table 1.

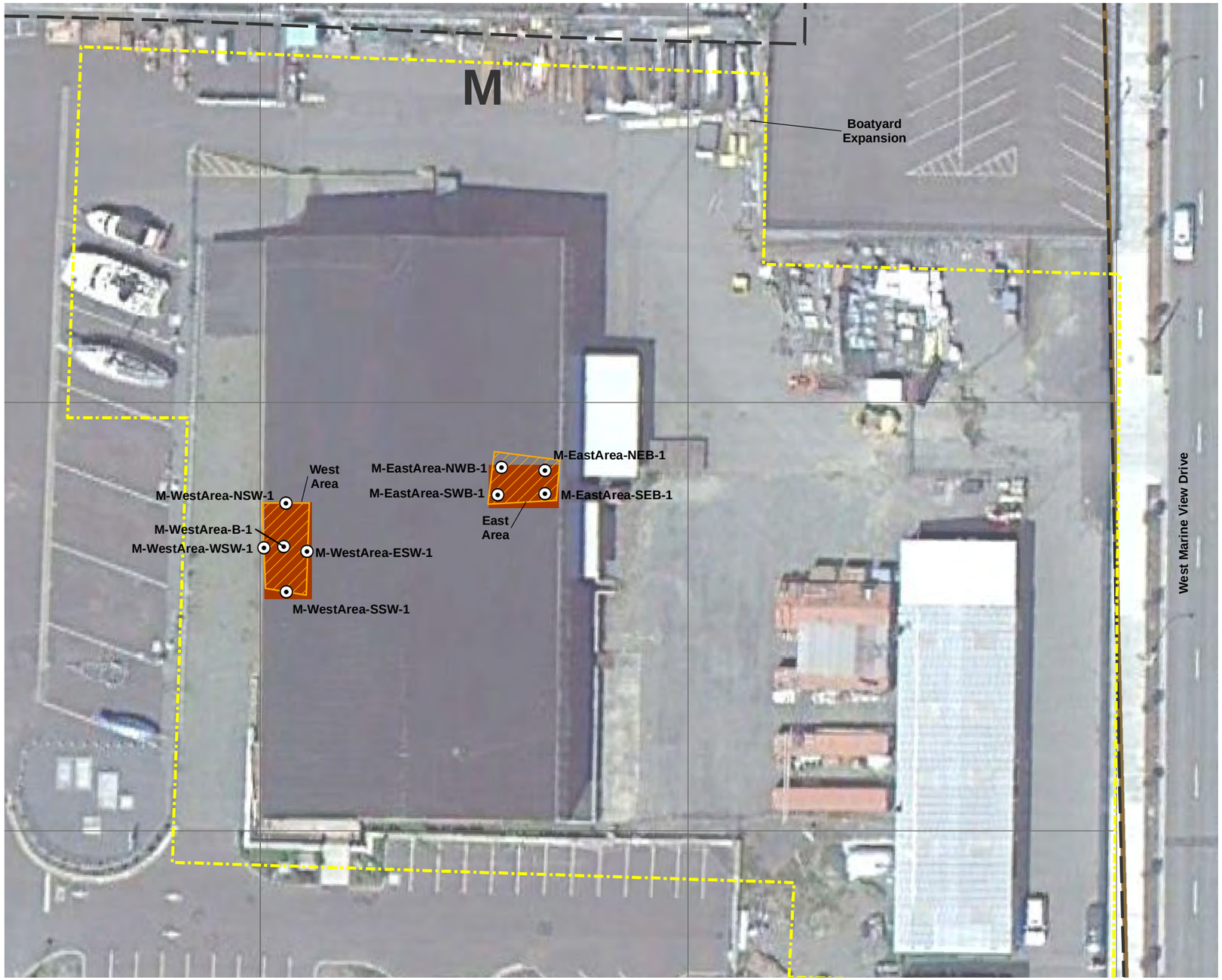
SUMMARY

An emergency action cleanup was conducted to address petroleum hydrocarbon contamination in shallow soil in two areas (East Area and West Area) within the Port's Craftsman District boatyard expansion area. Approximately 79 cubic yards of soil were removed from the two areas and transported off-site for treatment. Diesel-range and heavy oil-range petroleum hydrocarbons were not detected in any of the compliance monitoring samples at concentrations greater than the laboratory reporting limits, demonstrating that the emergency action achieved the Site PSLs. The compliance monitoring results from the emergency action will be used to represent current conditions in the boatyard expansion area in the RI/FS report.

LIMITATIONS

This document was prepared for the exclusive use of the Port of Everett for specific application to the Craftsman District Boatyard Expansion Emergency Action. No other party is entitled to rely on the information, conclusions, and recommendations included in this document without the express written consent of the Port and Landau Associates. Further, the reuse of information, conclusions, and recommendations provided herein for extensions of the project or for any other project, without review and authorization by the Port and Landau Associates, shall be at the user's sole risk. Landau Associates warrants that within the limitations of scope, schedule, and budget, our services have been provided in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions as this project. We make no other warranty, either express or implied.

Attachments: Figure 1: Emergency Action Cleanup Areas and Sample Locations
Table 1: Soil Analytical Results



N

Legend

- Excavation Soil Sample Location
- Cleanup Areas
- Planned Cleanup Areas
- Boatyard Expansion
- Approximate Ameron/Hulbert Site Boundary
- M - Area Designation

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Y:\Projects\147029\Mapdocs\Boatyard Expansion Emergency Act\Fig1 EmergencyActionAreas.mxd 11/7/2011 NAD 1983 StatePlane Washington North FIPS 4601 Feet

Data Source: Google Earth Pro (2011 Image)

0 40 80

Scale in Feet

LANDAU ASSOCIATES

North Marina Ameron/Hulbert Site
Boatyard Expansion
Emergency Action
Port of Everett, Washington

Emergency Action
Cleanup Areas and Compliance Monitoring Sample Locations

Figure
1

TABLE 1
SOIL ANALYTICAL RESULTS
COMPLIANCE MONITORING SAMPLES
PORT OF EVERETT - AMERON HULBERT

			TOTAL PETROLEUM HYDROCARBONS Method NWTPH-Dx (mg/kg)	
Location	Sample ID	Date Collected	Diesel	Oil
M-East Area-NWB-1	1108095-01	08/22/2011	25 U	50 U
M-East Area-SWB-1	1108095-02	08/22/2011	25 U	50 U
M-East Area-NEB-1	1108095-03	08/22/2011	25 U	50 U
M-East Area-SEB-1	1108095-04	08/22/2011	25 U	50 U
M-West Area-ESW-1	1108095-05	08/22/2011	25 U	50 U
M-West Area-B-1	1108095-06	08/22/2011	25 U	50 U
M-West Area-SSW-1	1108095-07	08/22/2011	25 U	50 U
M-West Area-NSW-1	1108095-08	08/22/2011	25 U	50 U
M-West Area-WSW-1	1108095-09	08/22/2011	25 U	50 U
Preliminary Screening Level			2,000	2,000

U = Indicates the compound was not detected at the reported concentration.

DRAFT

APPENDIX B

Technical Memorandum – Trunk Line Emergency Action

TECHNICAL MEMORANDUM

LANDAU ASSOCIATES
ENVIRONMENTAL | GEOTECHNICAL | NATURAL RESOURCES

TO: Andy Kallus, Washington State Department of Ecology

FROM: Larry Beard, P.E., Landau Associates

DATE: July 24, 2014

RE: CONSTRUCTION DOCUMENTATION
STORMWATER TRUNK LINE CLEANOUT AND REPAIR EMERGENCY ACTION
NORTH MARINA AMERON/HULBERT SITE
EVERETT, WASHINGTON

This technical memorandum documents the Stormwater Trunk Line Cleanout and Repair Emergency Action (EA) at the North Marina Ameron/Hulbert site (Site). The EA included the cleanout of the existing trunk line located along the north Site boundary, and the replacement of a portion of the existing stormwater trunk line. A Site vicinity map is provided as Figure 1. A site plan showing the location of the trunk line EA in relation to the Site is provided as Figure 2. This work was conducted by the Port of Everett under an Emergency Action directed by the Washington State Department of Ecology (Ecology). Norton Industries, the property owner to the north of the Port's property, also participated in this work during the trunk line replacement phase of the project.

A remedial investigation/feasibility study (RI/FS) was completed for the Site under a Model Toxics Control Act (MTCA) Agreed Order No. 6677 between Port, Ameron International and the Hulberts [the potentially liable parties (PLPs)], and Ecology. This EA was conducted prior to the final RI/FS cleanup action implementation to ensure that the trunk line does not become a conduit for release of contaminated soil or groundwater to marine surface water prior to implementation of the final cleanup action.

EA BACKGROUND

The stormwater trunk line is located near the north property boundary that separates the Site from the Norton Industries property. Portions of the trunk line are located on Port property and portions are located on the Norton Industries property to the north (which includes the TC Systems site). Stormwater from both properties discharges to the trunk line. The trunk line was installed sometime between the mid-1970s and the early 1980s and was constructed of sections of 18- and 24-inch-diameter corrugated metal pipe (CMP). At the time of the EA, the trunk line was in poor condition, likely due to corrosion throughout the years following its installation, and contained a large accumulation of contaminated solids.

The trunk line discharges directly to marine surface water in the Port's 12th Street Marina (a.k.a., 12th Street Yacht Basin) and contained solids with elevated concentrations of a number of hazardous

substances (see paragraph below). Although sediment quality data indicate that the accumulated solids have not impacted marine sediment since the 12th Street Yacht Basin was dredged in 2006, the trunk line provided a potential conduit for discharge of these solids to surface water and sediment. Additionally, the poor condition of the trunk line at the time of the EA potentially provided a conduit for contaminated soil or groundwater from the Site and the adjacent TC Systems site to the north to impact marine surface water or marine sediment.

It is noted that pre-dredging sediment investigations in the 12th Street Yacht Basin (including the portion of the 12th Street Yacht Basin located south of the Site boundary) found sediment management standard (SMS) exceedances, although not widespread, of heavy metals and phthalates, elevated concentrations of total petroleum hydrocarbons (TPH), and slightly elevated concentrations of dioxins/furans.

Based on factors that included the schedule for final Site cleanup and the potential risk to marine surface water and sediment, the EA was conducted to first clean out the existing trunk line and then construct a new trunk line to replace a portion of the existing trunk line. Because of the poor condition of the trunk line, and because the cleanout work required the use of high pressure water jetting, the cleanout activities were expected to create the risk of further degradation of the pipe and potential pipe collapse. This risk, in addition to the environmental benefit of a watertight stormwater pipe at this cleanup site, was the basis of the need for replacing the trunk line as part of the EA.

Solids samples collected from the former trunk line during the RI contained elevated concentrations of heavy metals; semivolatile organic compounds (SVOCs); polychlorinated biphenyls (PCBs); heavy metals; TPH, and concentrations of dioxins/furans that would be considered a threat to human health or ecological receptors if discharged to marine sediment. In addition to the potential discharge of these accumulated solids to marine surface water, the suspected poor condition of the trunk line posed a potential for contaminated soil and/or groundwater to enter the trunk line. Hazardous substances that were identified as being present in soil and/or groundwater adjacent to the trunk line included heavy metals, petroleum hydrocarbons, PCBs, and SVOCs.

Based on the potential risk to marine surface water and sediment, an EA for cleanout and repair of the trunk line was presented in a September 19, 2012 technical memorandum (Landau Associates 2012) and was authorized by Ecology in a September 19, 2012 letter (Ecology 2012). The original plan called for slip-lining the trunk line with Cured-In-Place-Pipe (CIPP) after accumulated stormwater solids were removed from the existing CMP trunk line. Video inspection of the trunk line following its cleaning revealed that the CMP had deteriorated to the point that CIPP could not be used to slip-line the trunk line. It was also discovered that one of the sections of trunk line was 18 inches in diameter instead of 24 inches, which had previously been reported. These conditions significantly limited the

implementability and capacity of a slip-line repaired trunk line. Based on these considerations, and a concern that installing the trunk line along the current alignment could threaten the stability of the Bayside Marine building, the EA was modified to construct a new trunk line to the north of the western portion of the existing trunk line as depicted on Figure 2. The new trunk line would be installed using conventional trenching construction methods, as was documented in the EA work plan addendum (Landau Associates 2013). The portion of the existing trunk line located east of the SD-8 lateral connection to catch basin SD-5 is located within Cleanup Area G-2. This portion of the trunk line will be replaced as part of the final cleanup action for the Site and was not addressed as part of this EA, with the exception that accumulated solids were cleaned out as discussed below.

EA IMPLEMENTATION

The EA was implemented in two phases. The first phase consisted of removing solids accumulated in the existing trunk line and the second phase consisted of replacing the portion of the existing trunk line that was not located within or adjacent to the Area G-2 cleanup area. The implementation of the EA is presented in the following sections.

Trunk Line Cleanout

The trunk line cleanout was conducted from April 15, 2013 to May 30, 2013. Accumulated solids were removed from the trunk line by jetting and removing the solids slurry in the closest downstream manhole using a vactor truck. Approximately 13 tons of accumulated sediment were removed from the trunk line and disposed of at Waste Management's Greater Wenatchee Landfill. Following cleanout, the trunk line was video surveyed, to the extent possible. However, because some sections of the pipe were in poor condition, and only a limited number of access locations were available, the video survey could not be completed for large segments of the trunk line. As previously indicted, the video survey that was completed showed that some sections of the CMP were in too poor a condition to be repaired by slip lining.

Following the trunk line cleanout and prior to commencing the trunk line replacement, several sinkholes emerged along the section of pipe located adjacent to the Bayside Marine Dry-Stack building. As a result, the Port of Everett Commission authorized an Emergency Declaration to expedite the pipe replacement.

Trunk Line Replacement

Construction of the new portion of trunk line occurred under the Port's Emergency Declaration between December 1 and December 30, 2013. The new trunk line was completed parallel to, and north

of, the existing trunk line between catch basin CB-111 and eastward to the point where the SD-8 lateral connects to the trunk line as depicted in Figure 2. As previously indicated, the portion of the existing trunk line located east of the SD-8 lateral connection to catch basin SD-5 will be replaced as part of the final cleanup action for the Site and was not addressed (with the exception that it was cleaned out) as part of this EA. Construction activities included excavation of a trench for the new trunk line, completion of new sections of trunk line (and associated catch basins), management of excavated soil, backfilling the newly constructed trunk line, and abandonment of the old section of trunk line.

On November 25, 2013, prior to the beginning of trench excavation, a monitoring well was discovered within the trench excavation limits to the west of catch basin CB-103 on Norton Industries property. Jim Schack of Norton Industries Inc. was notified and personnel from Stantec Consulting, on behalf of Norton Industries, notified Ecology and decommissioned the well without incident on November 27, 2013.

Placement of the new trunk line occurred as each section of trenching was completed. The new trunk line was constructed of 24-inch-diameter high-density polyethylene (HDPE) pipe and connected to all stormwater laterals served by the former trunk line. Construction of the new line was completed in substantive compliance with all local and state requirements, as described in the *Emergency Action Amendment Stormwater Trunk Line Cleanout and Repair* (Landau Associates 2013). The new trunk line alignment is shown on Figure 2 and in the as-built drawing for this project (Drawing C1.1), included as Attachment 1.

After installation of the new trunk line sections, crushed surfacing base coarse (CSBC) was used to bed around the new trunk line pipe. Base coarse material was analyzed for arsenic by ALS Laboratories, located in Everett, Washington. The arsenic concentration was well below the Site screening level in the base coarse material.

Soil excavated from the trench that passed field screening criteria was used to backfill above the new trunk line pipe. An additional 90 cubic yards of backfill material was required to backfill some areas of the trench, and was taken from surplus structural backfill used for the Everett Shipyard Site upland cleanup. In areas where groundwater was encountered at excavation depth, a layer of quarry spalls was placed 6 to 12 inches deep and then CSBC was placed above it. Groundwater, when encountered, was pumped to the sanitary sewer under permit with the City of Everett.

Decommissioning of the old section of trunk line between the point where the SD-8 lateral connects to the trunk line westward to catch basin CB-111 was completed on December 12, 2013, while the section of the trunk line between CB-111A and CB-111 was decommissioned on December 19, 2013. Decommissioning was accomplished by filling the disconnected section of the trunk line with cement slurry.

Following the completion of the trunkline replacement and trunkline abandonment, the Port's contractor surveyed the foundation of Bayside Marine's Dry-Stack building. The survey results indicated that the cleanout and replacement activities, and the sinkholes mentioned in the previous section, did not damage the building.

The property was fully restored following the trunkline replacement, including replacement of affected fence panels, replacement of demolished asphalt, and other minor site features that were affected by the work.

SOIL MANAGEMENT

Soil excavated during pipeline construction was managed consistent with the Contamination Contingency Plan developed for the North Marina Redevelopment Site (Landau Associates 2008). This included screening excavated soil for visual or olfactory evidence of contamination and segregating potentially contaminated soil for analytical testing.

At the new catch basin CB-102 location on Norton Industries property, dark grey soil and wood material (planks, posts, and other wood debris) were encountered during excavation. This material was segregated into one stockpile and Landau Associates' personnel collected samples to characterize the excavated soil quality. Potentially contaminated soil was also encountered on Norton Industries property between catch basin CB-102 and the location for new catch basin CB-103. This material was segregated into two additional stockpiles based on visual indications of potential contamination (dark grey soil, planks, posts, and other wood debris) and characterized. Analytical results from all three of the stockpiles indicated elevated levels of some SVOCs, as well as arsenic in two of the three stockpiles; 625 tons of contaminated soil was transported to Allied Waste for disposal as solid waste. Analytical results of the stockpile sampling are provided as Attachment 2.

USE OF THIS MEMORANDUM

This technical memorandum has been prepared for the use of the Port of Everett and the Washington State Department of Ecology for specific application to the North Marina Ameron/Hulbert Site. None of the information, conclusions, and recommendations included in this document can be used for any other project without the express written consent of the Port and Landau Associates. Further, the reuse of information, conclusions, and recommendations provided herein for extensions of the project or for any other project, without review and written authorization by Landau Associates, shall be at the user's sole risk. Landau Associates warrants that within the limitations of scope, schedule, and budget, our services have been provided in a manner consistent with that level of care and skill ordinarily

exercised by members of the profession currently practicing in the same locality under similar conditions as this project. We make no other warranty, either express or implied.

REFERENCES

Ecology. 2012. Letter re: *Authorization - Implementation of the Trunk Line Cleanout and Repair Emergency Action*. From Andy Kallus, Washington State Department of Ecology, Land Cleanup Unit, Land and Aquatic Lands Cleanup Section, Olympia, Washington, to Larry Beard, Landau Associates, Inc., Edmonds, Washington. September 19.

Landau Associates. 2013. Technical Memorandum to Andy Kallus, Washington State Department of Ecology, re: *Emergency Action Amendment Stormwater Trunk Line Cleanout and Repair, North Marina Ameron/Hulbert Site, Everett, Washington.* Larry Beard, Landau Associates. November 15.

Landau Associates. 2012. Technical Memorandum to Andy Kallus, Washington State Department of Ecology, re: *Emergency Action Cleanup Plan, Stormwater Trunk Line Cleanout and Repair, North Marina Ameron/Hulbert Site, Everett, Washington.* Larry Beard, Landau Associates. September 19.

Landau Associates. 2008. *Contamination Contingency Plan, North Marina Redevelopment Site, Everett, Washington*. Prepared for the Port of Everett. January 30.

ATTACHMENTS

Figure 1: Vicinity Map
Figure 2: Site Plan
Attachment 1: Trunk Line Replacement As-Built Drawing
Attachment 2: Stockpile Analytical Results

N

0 0.5 1

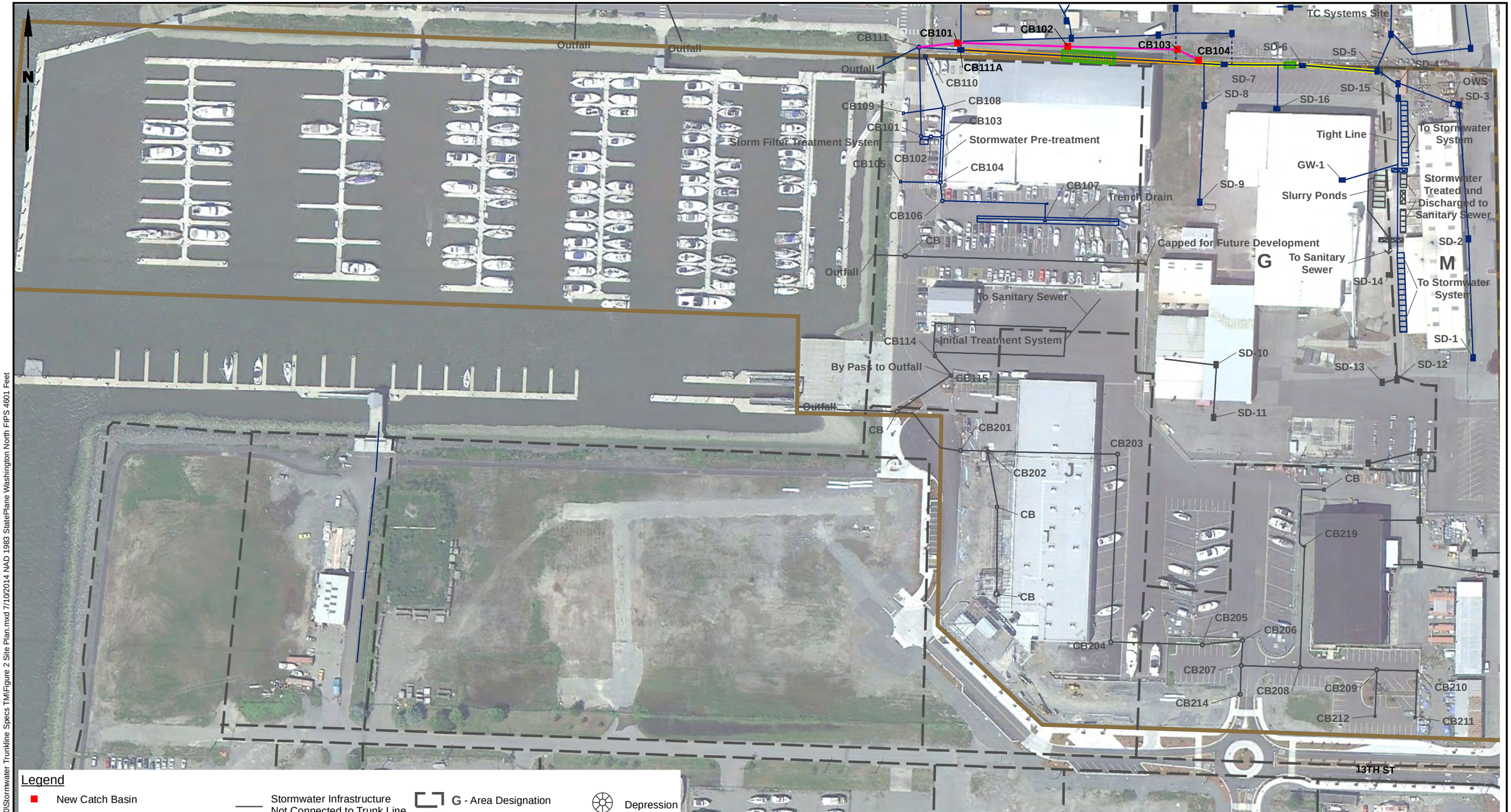
Miles

Data Source: ESRI 2008

Y:\Projects\147029\Mapdocs\Ameron Hulbert Site\2012 RIFS Report\Fig1-Vicinity Map.mxd 9/19/2012

LANDAU ASSOCIATES

North Marina Ameron/Hulbert Site Port of Everett, Washington	**Vicinity Map**	Figure 1



Legend

- New Catch Basin
- New Trunk Line Segment
- Stormwater Infrastructure
- Trunk Line Segment Cleaned. To be Removed and Replaced as Part of Cleanup Area G-2
- Trunk Line Segment Cleaned, Abandoned, and Replaced
- Stormwater Infrastructure Not Connected to Trunk Line
- Stormwater Infrastructure No Longer in Service
- Approximate Ameron/Hulbert Site Boundary
- G - Area Designation
- Asphalt Berms
- Trench Drains
- Approximate Location of Previous Trunk Line Repair
- Depression

Notes

1. Data for the storm system alignment was obtained from a variety of sources including Reid Middleton plans dated 1996, information provided by Aspect Consulting, plans provided by the Port of Everett and a binding site plan for Norton Industries dated 1992.
2. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

Data Source: Google Earth Pro (2011 Image)

0 150 300

Scale in Feet

LANDAU ASSOCIATES

North Marina Ameron/Hulbert Site
Port of Everett, Washington

Site Plan

Figure 2

G:\Projects\147\029\500\650\Stormwater Trunkline Specs TM\Figure 2 Site Plan.mxd 7/10/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

ATTACHMENT 1

Trunk Line Replacement As-Built Drawing

NOTE: QUARRY SPALLS PLACED BELOW EACH NEW CB.

OLD CASTLE GLASS

CB 101
RIM = 17.19
IE (N) = 8.15
IE (E) = 7.35
IE (W) = 7.35

CB 102
RIM = 17.53
IE (E) = 7.93
IE (W) = 7.93

CB 103
RIM = 16.55
IE (E) = 8.42
IE (W) = 8.52

CB 113
RIM = 16.31
IE (S) = 8.11

CB 113 (EXISTING)
RIM = 16.35
IE (S) = 9.00

CB 111 48"ø (EXISTING)
RIM = 17.20
IE (W) = 7.00
IE (E) = 7.00**
IE (S) = 8.50

CB 101 (NEW)
RIM = 16.30
IE (N) = 8.70*
EI (E) = 7.36
IE (W) = 7.36

PROJECT LIMITS

173 LF 24"ø @ 0.5%

CB 102 48"ø (NEW)
RIM = 16.30
IE (E) = 8.23
IE (W) = 8.23

CB 103 48"ø (NEW)
RIM = 16.00±
IE (E) = 9.09
IE (W) = 7.78

CB 115 (EXISTING)
RIM = 15.50
IE (E, W) = 8.20

QUARRY SPALLS

59 LF 24"ø @ 0.6%

38 LF 24"ø @ 0.5%

WEST DOOR PAD

EL. 18.14 BEFORE 18.19 AFTER

MIDDLE DOOR PAD

BEFORE=18.16 AFTER=18.20

BAYSIDE MARINE

EXISTING WASH PAD

BOTTOM FLASHING ALONG BUILDING ELEVATION 18.16 BEFORE AFTER: 18.13

CB 104
RIM = 16.44
IE (E) = 7.64
IE (S) = 8.99
IE (W) = 8.64

BUILDING FLASHING BEFORE = 18.16 AFTER = 18.15

CB 104 48"ø (NEW)
RIM = 15.00±
IE (E) = 8.17*
IE (S) = 9.75*
IE (W) = 7.97

CB 114 (EXISTING)
RIM = 14.89
IE (N) = 9.99
IE (S) = 9.79

COORDINATE CONSTRUCTION CONNECTION WITH PROJECT CONTRACTOR FOR THE SD-8/SD-9 STORM DRAIN LATERAL EMERGENCY ACTION AS NEEDED

AMERON INTERNATIONAL

LEGEND

- PROPOSED CATCH BASIN
- EXISTING CATCH BASIN
- SD — PROPOSED STORM DRAIN
- EXISTING STORM DRAIN

STRUCTURE TABLE				
CATCH BASIN #	RIM ELEVATION	NORTHING	EASTING	DESCRIPTION
CB 101	16.30	369039.54	1301540.58	TYPE 2
CB 102	16.30	369033.52	1301713.19	TYPE 2
CB 103	16.00±	369027.50	1301885.81	TYPE 2
CB 104	15.00±	369010.34	1301919.48	TYPE 2

* PLAN ELEVATION IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY TIE IN ELEVATION OF EXISTING PIPE
** PLAN ELEVATION IS APPROXIMATE. CONTRACTOR TO FIELD VERIFY TIE IN ELEVATION TO MATCH ELEVATION OF OUTFALL PIPE.

PLAN

0 5 10 20 40 60 FT.

IF THIS DRAWING IS NOT 22"x34" SCALE ACCORDINGLY.

ISSUED FOR CONSTRUCTION

K:\2013\134067.01 - Port of Everett - Ameron Storm Drain Replacement\Issued for Construction\104067.06-C1.1.dwg

Port of EVERETT
P.O. BOX 538
EVERETT, WA 98206
(425) 259-3164

PND ENGINEERS, INC.
1235 Fourth Avenue S, Suite A
Seattle, Washington 98134
Phone: 206-624-1397
Fax: 206-624-1358
mail@pndengineers.com

NO.	DATE	BY	REVISION
0	10/22/13	GRW	ISSUED FOR CONSTRUCTION

GARY ROBERT WATTERS — 32244 — REGISTERED PROFESSIONAL ENGINEER — STATE OF WASHINGTON

10/22/13

PROJECT ENGINEER: G. WATTERS	SCALE: NOTED
DESIGNED BY: C. WEST	DATE: OCTOBER 2013
DRAWN BY: G. DEAN	CHECKED BY: S. ROBERT
APPROVED BY:	

PORT OF EVERETT

AMERON – HULBERT SITE
TRUNKLINE STORM DRAIN REPAIR
DRAINAGE REPAIR PLAN

DWG. NO.	C1.1
CIP NO.	3-0-0-12-03
PROJECT NO.	PD-NM-2013-09
SHEET NO.	7 OF 8

ATTACHMENT 2

Stockpile Analytical Results

ATTACHMENT 2
STOCKPILE ANALYTICAL RESULTS
NORTH MARINE REDEVELOPMENT SITE

	Preliminary Screening Levels (a)	SP-1 EV13120036-01 12/05/2013	SP-3 EV13120059-01 12/09/2013	SP-5 EV13120059-03 12/09/2013
TOTAL PETROLEUM HYDROCARBONS (mg/kg)				
Method NWTPH-DX				
Diesel	2,000	**330**	25 U	**51**
Oil	2,000	**220**	**51**	**89**
Method NWTPH-GX				
Gasoline	30/100 (b)			**7.6**
VOLATILES (µg/kg)				
Method SW8260C				
Dichlorodifluoromethane				10 U
Chloromethane				10 U
Vinyl Chloride				10 U
Bromomethane				10 U
Chloroethane				10 U
Carbon Tetrachloride				10 U
Trichlorofluoromethane				10 U
Carbon Disulfide				10 U
Acetone				50 U
1,1-Dichloroethene				10 U
Methylene Chloride				20 U
Acrylonitrile				50 U
Methyl T-Butyl Ether				10 U
Trans-1,2-Dichloroethene				10 U
1,1-Dichloroethane				10 U
2-Butanone				50 U
Cis-1,2-Dichloroethene				10 U
2,2-Dichloropropane				10 U
Bromochloromethane				10 U
Chloroform				10 U
1,1,1-Trichloroethane				10 U
1,1-Dichloropropene				10 U
1,2-Dichloroethane				10 U
Benzene	0.29			5.0 U
Trichloroethene				10 U
1,2-Dichloropropane				10 U
Dibromomethane				10 U
Bromodichloromethane				10 U
Trans-1,3-Dichloropropene				10 U
4-Methyl-2-Pentanone				50 U
Toluene	110			10 U
Cis-1,3-Dichloropropene				10 U
1,1,2-Trichloroethane				10 U
2-Hexanone				50 U
1,3-Dichloropropane				10 U
Tetrachloroethylene				10 U
Dibromochloromethane				10 U
1,2-Dibromoethane				5.0 U
Chlorobenzene				10 U
1,1,1,2-Tetrachloroethane				10 U
Ethylbenzene	18			10 U
m,p-Xylene	16,000			20 U
Styrene				10 U
o-Xylene	16,000			10 U
Bromoform				10 U
Isopropylbenzene				10 U
1,1,2,2-Tetrachloroethane				10 U
1,2,3-Trichloropropane				10 U
Bromobenzene				10 U
N-Propyl Benzene				10 U
2-Chlorotoluene				10 U
1,3,5-Trimethylbenzene				10 U
4-Chlorotoluene				10 U
T-Butyl Benzene				10 U
1,2,4-Trimethylbenzene				10 U

ATTACHMENT 2
STOCKPILE ANALYTICAL RESULTS
NORTH MARINE REDEVELOPMENT SITE

	Preliminary Screening Levels (a)	SP-1 EV13120036-01 12/05/2013	SP-3 EV13120059-01 12/09/2013	SP-5 EV13120059-03 12/09/2013
S-Butyl Benzene				10 U
P-Isopropyltoluene				10 U
1,3 Dichlorobenzene				10 U
1,4-Dichlorobenzene				10 U
N-Butylbenzene				10 U
1,2-Dichlorobenzene				10 U
1,2-Dibromo 3-Chloropropane				50 U
1,2,4-Trichlorobenzene				10 U
Hexachlorobutadiene				10 U
Naphthalene				10 U
1,2,3-Trichlorobenzene				10 U
SEMIVOLATILES (µg/kg)				
Method SW8270D				
Pyridine		200 U	200 U	200 U
N-Nitrosodimethylamine		100 U	100 U	100 U
Phenol		**530**	100 U	100 U
Aniline		100 U	100 U	100 U
Bis(2-Chloroethyl)Ether		250 U	250 U	250 U
2-Chlorophenol		250 U	250 U	250 U
1,3-Dichlorobenzene		100 U	100 U	100 U
1,4-Dichlorobenzene		100 U	100 U	100 U
Benzyl Alcohol		100 U	100 U	100 U
1,2-Dichlorobenzene		100 U	100 U	100 U
o-Cresol		100 U	100 U	100 U
Bis(2-chloroisopropyl) ether		250 U	250 U	250 U
m,p-Cresol (2:1 ratio)		**7200**	100 U	**170**
N-Nitrosodi-n-propylamine		250 U	250 U	250 U
Hexachloroethane		100 U	100 U	100 U
Nitrobenzene		100 U	100 U	100 U
Isophorone		100 U	100 U	100 U
2-Nitrophenol		100 U	100 U	100 U
2,4-Dimethylphenol		100 U	100 U	100 U
Benzoic Acid	320,000	1000 U	1000 U	1000 U
Bis(2-Chloroethoxy)Methane		250 U	250 U	250 U
2,4-Dichlorophenol		500 U	500 U	500 U
1,2,4-Trichlorobenzene		100 U	100 U	100 U
Naphthalene	140	**1600**	**220**	**220**
4-Chloroaniline		1000 U	1000 U	1000 U
2,6-Dichlorophenol		250 U	250 U	250 U
Hexachlorobutadiene		500 U	500 U	500 U
4-Chloro-3-Methylphenol		500 U	500 U	500 U
2-Methylnaphthalene	320	250 U	250 U	250 U
1-Methylnaphthalene		250 U	250 U	250 U
Hexachlorocyclopentadiene		100 U	100 U	100 U
2,4,6-Trichlorophenol		100 U	100 U	100 U
2,4,5-Trichlorophenol		100 U	100 U	100 U
2-Chloronaphthalene		100 U	100 U	100 U
2-Nitroaniline		100 U	100 U	100 U
Acenaphthylene		**140**	100 U	100 U
Dimethyl phthalate		100 U	100 U	100 U
2,6-Dinitrotoluene		100 U	100 U	100 U
Acenaphthene	66	100 U	100 U	100 U
m-Nitroaniline		1000 U	1000 U	1000 U
2,4-Dinitrophenol		100 U	100 U	100 U
4-Nitrophenol		100 U	100 U	100 U
Dibenzofuran		100 U	100 U	100 U
2,4-Dinitrotoluene		100 U	100 U	100 U
2,3,4,6-Tetrachlorophenol		100 U	100 U	100 U
Diethyl phthalate		100 U	100 U	100 U
Fluorene	553	**120**	100 U	100 U
4-Chlorophenyl-Phenylether		100 U	100 U	100 U
4-Nitroaniline		250 U	250 U	250 U
4,6-Dinitro-2-Methylphenol		100 U	100 U	100 U
N-Nitrosodiphenylamine		100 U	100 U	100 U
Azobenzene		100 U	100 U	100 U

ATTACHMENT 2
STOCKPILE ANALYTICAL RESULTS
NORTH MARINE REDEVELOPMENT SITE

	Preliminary Screening Levels (a)	SP-1 EV13120036-01 12/05/2013	SP-3 EV13120059-01 12/09/2013	SP-5 EV13120059-03 12/09/2013
4-Bromophenyl phenyl ether		100 U	100 U	100 U
Hexachlorobenzene		100 U	100 U	100 U
Pentachlorophenol		500 U	500 U	500 U
Phenanthrene	12,000	**250**	**160**	**180**
Anthracene	12,000	100 U	100 U	100 U
Carbazole		250 U	250 U	250 U
Dibutyl phthalate	100	100 U	100 U	100 U
Fluoranthene	89	**150**	100 U	**140**
Pyrene	2,400	**490**	100 U	**140**
Butyl benzyl phthalate	530	100 U	100 U	100 U
3,3'-Dichlorobenzidine		250 U	250 U	250 U
Benz[a]anthracene	TEQ	100 U	100 U	100 U
Chrysene	TEQ	100 U	100 U	100 U
Bis(2-Ethylhexyl) Phthalate	4.9	**920**	100 U	100 U
Di-N-Octyl Phthalate		100 U	100 U	100 U
Benzo(b)fluoranthene	TEQ	100 U	100 U	100 U
Benzo(k)fluoranthene	TEQ	100 U	100 U	100 U
Benzo(a)pyrene	0.14	100 U	100 U	100 U
Indeno(1,2,3-cd)pyrene	TEQ	100 U	100 U	100 U
Dibenzo(a,h)anthracene	TEQ	100 U	100 U	100 U
Benzo(ghi)perylene		100 U	100 U	100 U
cPAH TEQ	0.14	ND	ND	ND
PCBs (mg/kg)				
Method SW8082				
Aroclor 1016		0.50 U	0.10 U	0.10 U
Aroclor 1221		0.50 U	0.10 U	0.10 U
Aroclor 1232		0.50 U	0.10 U	0.10 U
Aroclor 1242		0.50 U	0.10 U	0.10 U
Aroclor 1248		0.50 U	0.10 U	0.10 U
Aroclor 1254		0.50 U	0.10 U	0.10 U
Aroclor 1260		0.50 U	0.10 U	0.10 U
Aroclor 1268		0.50 U	0.10 U	0.10 U
Total PCBs	1.0	ND	ND	ND
TOTAL METALS (mg/kg)				
Methods SW6020/SW7471				
Arsenic	20	**11**	**34**	**37**
Barium	1,650	**69**	**45**	**80**
Cadmium	80	0.62 U	0.50 U	0.50 U
Chromium	120,000	**20**	**35**	**38**
Lead	250	**28**	**37**	**54**
Mercury	24	**0.053**	**0.048**	**0.067**
Selenium	400	8.8 U	5.0 U	5.0 U
Silver	400	0.63 U	0.50 U	0.50 U
TCLP METALS (mg/L)				
Methods SW6020/SW7470				
Arsenic	5	0.025 U	**0.028**	0.025 U
Barium	100	**0.21**	**0.52**	**0.42**
Cadmium	1	0.025 U	0.025 U	0.025 U
Chromium	5	0.025 U	0.025 U	0.025 U
Lead	5	0.025 U	0.025 U	**0.031**
Mercury	0.2	0.00020 U	0.00020 U	0.00020 U
Selenium	1	0.025 U	0.025 U	0.025 U
Silver	5	0.025 U	0.025 U	0.025 U

U = Indicates the compound was not detected at the reported concentration.
Bold = Detected compound.
Box = Exceedance of Preliminary Screeing Level.

(a) Preliminary Cleanup Screening Level based on lowest soil criteria corrected for PQL and background.
(b) MTCA Method A Cleanup Screening Level is 30 mg/kg when benzene is present and 100 mg/kg when benzene is not present.

APPENDIX C

Technical Memorandum – G-1b/G-3 Emergency Action

FLOYD | SNIDER
strategy • science • engineering

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Memorandum

To: Andy Kallus, Washington State Department of Ecology

Copies: Larry Beard, Landau Associates; Janet Knox, Pacific Groundwater Group; Owen Reese, Aspect Consulting

From: Tom Colligan and Kristin Anderson, Floyd|Snider

Date: August 28, 2014

Project No: Oldcastle-Area G-1B Emergency Action

Re: **Construction Completion of Emergency Action for Areas G-1B and G-3 – North Marina Ameron/Hulbert Site**

INTRODUCTION

This memorandum documents the recently conducted Emergency Action (EA) for Areas G-1B and G-3 of the North Marina Ameron/Hulbert Site (Site) in Everett, Washington. A vicinity map is provided as Figure 1. Areas G-1B and G-3 are located on land owned by the Port of Everett (Port) and currently occupied by Ameron International (Ameron), a manufacturer of decorative concrete poles. The EA included the excavation of soils and the replacement of a storm drain system that ran through Area G-1B. Both areas were contaminated with sandblast grit and/or cement slurry residue containing heavy metals at concentrations greater than the Site cleanup standards. The EA was conducted in accordance with a February 6, 2014, work plan (Aspect Consulting 2014) that was approved by the Washington State Department of Ecology (Ecology).

EA BACKGROUND

A remedial investigation/feasibility study (RI/FS) for the Site was prepared by Landau Associates (Landau Associates 2014a) under Agreed Order No. 6677 between the Port, Ameron and the Hulberts, and Ecology. The RI/FS report contains a detailed description of the history of the Site and its associated contamination. The Site was divided into several investigation areas, including Area G, which consists roughly of the area used as a concrete pole manufacturing facility since the early 1970s. The majority of Area G is paved with asphalt or covered by buildings, except for unpaved land along its western boundary with Area I, now Bayside Marine (Figure 2). This unpaved area is the location of Area G-1. Area G-1 was partially remediated in a 2006 Interim Action undertaken by the Port. Remaining contamination was investigated during the RI/FS, and a new cleanup area, Area G-1B, was identified for cleanup under the preferred RI/FS remedial alternative (Landau Associates 2014a). Area G-3 was also identified during the RI/FS, and was identified for cleanup under the preferred RI/FS remedial alternative (Landau Associates 2014a). Area G-3 consists of three concrete-lined settling vaults that were taken out of service and abandoned in place by filling the vaults with on-site backfill.

Based on the RI/FS, the constituents of concern (COCs) identified in Areas G-1B and G-3 were antimony, arsenic, and lead. These COCs were detected in several soil sampling locations at

concentrations exceeding one or more of the cleanup levels established in the draft Cleanup Action Plan (DCAP; Figure 2). Antimony concentrations exceeding the cleanup level (32 milligrams per kilogram [mg/kg]) in Area G-1B soil ranged from 127 to 303 milligrams per kilogram (mg/kg); arsenic concentrations exceeding the cleanup level (20 mg/kg) ranged from 21.8 to 3,270 mg/kg; and lead concentrations exceeding the cleanup level (250 mg/kg) ranged from 417 to 1,460 mg/kg. Based on field screening, several other contaminants were analyzed in compliance samples collected from Area G-1B including total petroleum hydrocarbons (TPH), benzene, toluene, ethylbenzene, xylenes, and carcinogenic polycyclic aromatic hydrocarbons (cPAHs). Of the additional contaminants listed above, only TPH gasoline- and diesel-range organics and cPAHs were identified as Site COCs with soil cleanup levels identified in the DCAP. Contaminants not identified as Site COCs in the RI/FS were compared to soil screening levels identified in the RI/FS. Table 1 summarizes all of the cleanup or screening levels used for the EA.

The discharge of stormwater from the Ameron facility is authorized under an Industrial General Stormwater Permit. Stormwater infrastructure in the G-1B area (prior to the EA) consisted of a lateral line with two catch basins. SD-9 was the upgradient catch basin that connected to SD-8, which in turn connected to the main trunk line that runs along the northern boundary of the Ameron leasehold. In addition, drainage from a separate lateral line, SD-10, was thought to be routed through the southern part of Area G-1B; however, documentation of its exact configuration was not available. The lateral draining from catch basin SD-9 was found to be partially plugged and was identified in an inspection report from Ecology's Water Quality Program as requiring maintenance. The inspection report also indicated that the discharge point associated with storm drain line SD-10 needed to be identified. A section of the trunk line connecting the storm drain system to Port Gardner Bay was replaced by the Port as part of a previous EA (Landau Associates 2014b).

The work plan for the EA included the following activities:

- Removal of soil with contaminant concentrations in excess of the cleanup levels identified in the RI/FS such that the EA can be considered a final cleanup action for Area G-1B
- Removal of arsenic-containing fill soil in the former settling basins at Area G-3 such that the EA can be considered a final cleanup action for Area G-3
- Replacement of catch basins SD-8 and SD-9, the lateral pipe between them, and the lateral pipe connecting SD-8 to the main trunk line
- Mapping and inspection of the lateral pipe draining from catch basin SD-10 to determine where it drains and making improvements as necessary

EA IMPLEMENTATION

The EA was implemented in two concurrent phases, with the storm drain system replacement undertaken in coordination with the excavation of contaminated soil. Both phases were performed by Interwest Construction, Inc. (ICI) with oversight by Floyd|Snider. Key photographs documenting the completion of the EA are presented in Attachment 1.

Area G-1B Excavation Activities

Prior to excavation, subsurface utilities that required protection were located using electromagnetic methods and available utilities maps were reviewed. The preconstruction ground surface and locations of existing stormwater catch basins were surveyed before excavation was begun.

Stormwater erosion and sediment controls were set up to prevent discharge of contaminated waters or sediment to catch basins. During the excavation, stockpiles were covered with plastic sheeting to control dust and prevent excessive turbidity in Site stormwater. Straw wattle and pea gravel were also used to minimize the turbidity of water entering the storm drains. The paved area adjacent to the excavations was swept at the end of each workday to minimize track-out of soil. However, most of the soil work was performed without any tracking over pavement, by keeping the excavation equipment on the soil and the trucks on the pavement.

In Area G-1B, the upper 2 to 3 feet of soils were assumed to be uniformly contaminated based on the RI/FS data and were hauled directly off-site to Rabanco's transfer station in Seattle following excavation. The extent of excavation was expanded in the field to include remaining visible sources of contamination, including sandblast grit and cement slurry. Thus, the initial excavation depth varied between 2 and 4 feet below ground surface (bgs), as shown on Figure 3.

After the collection of uniformly spaced sidewall and bottom confirmation samples, over-excavation was performed in the vicinity of sampling locations with COC concentrations greater than the cleanup levels. These over-excavated areas are shown on Figure 3. An additional foot of soil was removed from the ground surface in the vicinity of excavation base samples G1B-C25, -C29, and -C36. The original northern limit of the excavation was also extended approximately 20 feet north until it reached the backfill for the new trunk line in the vicinity of sidewall sample G1B-C37a. The original eastern limit of the excavation was extended 3 feet east in the vicinity of sidewall sample G1B-C35a and 4 feet east in the vicinity of G1B-C32b. The original southern limit of the excavation was extended 48 feet south in a narrow strip along the building foundation in the vicinity of G1B-C1a. Finally, the area between G1B-C22 and G1B-C23 was excavated to remove visible sandblast grit. Additional confirmation samples were collected from over-excavation areas, in coordination with Ecology. The confirmation sample collection and results are discussed further in the section "Details of Confirmation Sampling" later in this report.

Area G-3 Excavation Activities

Area G-3 consists of three concrete vaults that formerly were concrete slurry settling ponds but were apparently backfilled with contaminated soil after being taken out of service. The western vault was capped with a concrete foundation; the middle and eastern vaults were left uncapped. All soil was removed from the middle and eastern vaults and hauled off-site. The vaults were then broom-swept and eventually backfilled with imported soil and paved with asphalt. The concrete sides and base of the vaults precluded the collection of confirmation samples.

The concrete covering the westernmost pond, however, was found to have heavy steel rebar reinforcement approximately 1 foot below grade and additional solid concrete below this rebar. Repeated attempts to saw cut and break the concrete did not succeed in exposing the former settling pond. Further attempts to advance direct-push borings with a Geoprobe encountered pea gravel below the concrete and resulted in refusal due to concrete rubble in the fill at depths

between 1 and 3 feet below grade. Two samples of the pea gravel (G3-01 and G3-SB1-0-3) were collected and analyzed for arsenic, antimony, and lead. No further work was undertaken at the westernmost vault because this vault is believed to be backfilled with pea gravel and concrete rubble to its full depth.

Storm Drain Replacement

The EA work plan identified the replacement of the existing storm drain lateral between SD-9 and the trunk line (refer to Figure 2) to the north as a key component of the work. The main goal of this replacement was to allow stormwater to bypass the existing plugged line connecting catch basins SD-8 and SD-9. A secondary goal was to determine the discharge location of the lateral draining from SD-10, which had previously been mapped draining west under the pole-finishing building, but the remainder of its path was unknown.

The scope of the planned storm drain replacement was modified somewhat during the preparation for and construction associated with the EA. In the work plan, the scope of the storm drain work included replacement of just catch basins SD-8 and SD-9 and approximately 200 linear feet of associated piping. The scope of the storm drain work was expanded to include the connection of SD-10 to SD-9, work that was prompted by Ameron's observation in December 2013 during the planning for the EA that the storm drain lateral from catch basin SD-10 had stopped draining. The Port had recently completed a separate EA to replace a segment of the trunk line (Landau Associates 2014b). That work included grouting closed the former trunk line pipe, which appeared to be the pipe to which SD-10 was draining. As a result, the planned improvements associated with the recently completed EA were redesigned to connect SD-10 to SD-9, adding approximately 300 linear feet of 8-inch-diameter polyvinyl chloride (PVC) piping and two new catch basins, as shown in Attachment 2. The revised design was submitted to the Port and Ecology prior to construction.

Storm drain replacement was performed by ICI. A rod and level were used to establish the pipe slope and invert elevations. As-built drawings of the constructed improvements are included in Attachment 2. The newly constructed storm drain system consists of the following elements:

- A new Type 1 catch basin to replace SD-8
- An inline check valve installed in the effluent line from SD-8 to prevent tidal intrusion
- A new Type 2 catch basin to replace SD-9 that is capable of being converted to a pump station, if necessary, for future stormwater management
- Replacement connections from the roof drains of laboratory building and manufacturing building to SD-9
- Two new Type 1 catch basins (SD-16 and -17) installed along the western boundary to route piping from SD-10 to SD-9
- Approximately 500 feet of 8-inch-diameter PVC piping

The new system drains approximately 3.25 acres of Ameron facility through the new catch basin (CB-104) installed by the Port along the new trunk line that drains to Port Gardner Bay.

The majority of the existing storm system in the project area was demolished, and the remainder was cleaned. Catch basins SD-8 and SD-9 and the associated concrete piping were demolished

and disposed of as contaminated material. During the demolition of SD-9, two roof drain systems were discovered: one was associated with a roof drain from the laboratory building and included a cistern found to contain sandblast grit (mentioned below under Additional Work), and the other drained from the main manufacturing building to the east. The roof drain system from the lab building was demolished and replaced. The roof drain system from the main manufacturing building was cleaned by hydrojet and vactor truck. The existing lateral pipe downstream of SD-10 was also cleaned from the new catch basin SD-16 back to SD-10. Management of wastewater generated during cleaning is described in the section "Waste Disposal" below.

Trenching for the storm drain installation occurred after the majority of the contaminated soil removal had been completed. During the initial trenching work starting from the north, excavated soils consisting of sandy hydraulic fill were stockpiled until the results of confirmation sampling identified whether the material could be reused or needed to be disposed of. Three stockpiles met the cleanup levels and were reused as backfill. One stockpile exceeded the cleanup levels and was disposed of off-site.

Groundwater encountered during trenching for the storm drain system was managed either by building the system in the wet or, in a few areas, by using a sump pump to discharge the groundwater to an undisturbed vegetated portion of the Site farther west. A plug was installed in CB-104 to prevent groundwater from draining through the newly installed piping and into the trunk line.

Additional Work

In addition to the soil excavation and stormwater activities described above, conditions were encountered during excavation that were not within the planned work scope and were addressed in coordination with Ecology. These additional tasks included the removal of a roof drain system connected to SD-9, the removal of former underground storage tank (UST) piping in Area G-1B near the laboratory building, and additional investigation of sandblast backfill under the laboratory building.

Along the north foundation of the laboratory building in the eastern sidewall of the Area G-1B excavation, a cistern connecting to the building's roof drain (refer to Figure 2) was found to contain sandblast grit. This cistern was removed and its piping was cut at the excavation sidewall. The cistern was hauled off-site as contaminated material, and the limited amount of sandblast grit that was present in the remaining piping was removed by hand. An additional confirmation sample, G1B-C42, was collected from the excavation sidewall underlying the former cistern.

Adjacent to the cistern, a block-out hole in the concrete footing of the laboratory building was also found to contain residual sandblast grit. Attempts to remove this grit by hand shovel created a small void under the foundation. A limited borescope investigation was performed to determine the extent of the sandblast grit in the void. The boroscope was able to penetrate approximately 10 inches into the void and visually confirm the presence of remaining sandblast grit at the void limits.

A subsequent investigation completed by Landau Associates (Landau Associates 2014c) advanced five Geoprobe soil borings inside the laboratory building. Sandblast grit was found to be contained within a concrete structure underlying an approximately 2.3-foot by 7-foot patch in the concrete floor slab. This patch is situated adjacent to the blockout hole observed in the

building's footing. The sandblast grit was encountered below the concrete floor slab at a depth of 0.4 feet bgs and extended to the concrete bottom of the structure at 1.2 feet bgs. This residual sandblast grit, designated as Area G-4, is proposed to be removed as part of the final cleanup action.

Approximately 30 feet west of the storm drain cistern, a small concrete pad and associated piping for a decommissioned diesel UST (refer to Figure 2) were also encountered during the Area G-1B excavation. Olfactory and photoionization detector (PID) screening of the piping indicated that the pipes potentially contained some petroleum residue; therefore, the pad was removed and disposed of as contaminated material. Galvanized piping running to the slab was cut and capped at the eastern sidewall of the excavation, and a second utility locate using electromagnetic methods was performed to determine whether the pipes were connected to the laboratory building. The pipes were found to enter the laboratory building from the north and terminate approximately 5 feet into the building, where a concrete patch in the building floor measuring approximately 18 by 42 inches suggested that a second underground object such as a pump may have been previously removed. No further electromagnetic anomalies were detected in the area, however, indicating that additional underground objects (such as a UST) are not present. Inside the building, additional galvanized piping was noted extending up through the floor and continuing upward through the roof as a vent. Although electrical connectivity could not be established between this vent piping and the pipes entering the building from the east, the two sets of pipes were likely related. Additionally, the location of one excavation confirmation sample, G1B-C16, was moved approximately 5 feet east of the location indicated in the work plan in order to sample the material close to the former UST. That sample was analyzed for gasoline- and oil-range petroleum hydrocarbons, and the results were less than the detection levels for both analytes (Table 2).

During removal of the former SD-8 and SD-9 catch basin structures, sandblast grit was observed in the catch basins and concrete storm drain pipe connecting these structures. Initial soil samples collected from below the base of former SD-8 and SD-9 contained arsenic at concentrations greater than the cleanup levels. To ensure that contaminated material within the pipe did not affect the underlying soil, the concrete storm drain pipe was completely removed rather than decommissioned in place as originally planned. This storm drain removal effort also required cutting back approximately 3 to 4 feet of asphalt from the northeast side of the excavation, to an area outside the excavation limits for mass removal of contaminated soil already delineated by confirmation samples with contaminant concentrations less than cleanup levels. It was discovered that the storm pipe was not a straight run, but instead was installed with a jog at mid-length (Figure 3) to avoid wooden pilings.

All concrete storm drain structures were handled as contaminated and hauled off-site for disposal. After removal of the pipe, additional samples G1B-D4 through -D5 and G1B-D9 through -D14 were collected at the base of the excavated ditch dug to remove the pipe. Samples were collected at approximately 30-foot spacing and analyzed for antimony, arsenic, and lead. Additional samples (G1B-D1 through -D3 and G1B-D6 through -D8) were also collected from the base of the trench for the new storm drain. The storm drain trenches were sampled at the intersection of the trench base and sidewall, at depths ranging from 5 to 6 feet bgs. Samples from the former storm drain locations were collected below the bottom depths of each drain, approximately 6.5 feet bgs at SD-8 and 3.5 feet bgs at SD-9. The additional ditch samples are shown on Figure 3.

In the vicinity of former catch basin SD-8, a supplemental soil investigation was conducted to delineate the horizontal and vertical extents of arsenic contamination, which was persistent in that area. Nine direct-push soil borings were advanced with a Geoprobe to a depth of 12 feet bgs, and the soils were sampled for EA COCs. This investigation was completed according to a supplemental work plan developed in coordination with Ecology (Attachment 3). Soil boring logs from the supplemental investigation are presented in Attachment 4 and a summary of soil analytical data in the SD-8 Area is presented in Table 4. After the receipt of analytical data from the samples collected during this supplemental investigation that delineated the majority of the remaining contamination, the minor amount of remaining contaminated soil near SD-8 was excavated to a depth of 10 feet bgs using a trench box. The analytical data obtained from the soil borings were considered to be the interim confirmation sampling results for this additional excavation because extensive sloughing of soil into the pit prevented the collection of confirmation samples.

A subsequent Geoprobe investigation completed by Landau Associates (Landau Associates 2014c) advanced two soil borings in the vicinity of the former SD-8 excavation after the area was backfilled. Soil samples collected from below the base of former SD-8 and from the south end of former SD-8 over-excavation had arsenic concentrations less than the Site cleanup level. These results, in conjunction with the interim confirmation samples collected during the EA, confirmed that arsenic contamination greater than cleanup levels did not remain in this area.

DETAILS OF CONFIRMATION SAMPLING

Excavation confirmation sampling was completed according to the work plan. The confirmation samples were field screened for visual, olfactory, and/or photoionization detector (PID) indications of contamination. Field indications of contamination (e.g., odor and PID readings) were generally not noted once the visually contaminated soils were removed. Samples were collected from the excavation base and sidewalls at approximately 50-foot intervals in accordance with the EA work plan (Aspect Consulting 2014). In areas that were over-excavated on the basis of the initial confirmation sampling results, the additional confirmation samples were analyzed only for those COCs that exceeded their cleanup levels in the original sample. The analytical results for the final confirmation sampling as well as the results for imported soil are presented in Table 2. The analytical results for soil that was excavated and hauled off-site for disposal are presented in Table 3. The originally planned locations of the confirmation samples are shown on Figure 2, and the actual locations are shown on Figure 3.

The following bullets summarize the deviations from the general sampling scheme described above:

- A sheen and hydrocarbon odor were noted in the sample collected from the base of former SD-9 (G1B-SD9-PitB). This sample was analyzed for gasoline- and diesel range organics, volatile organic compounds (VOCs), and polycyclic aromatic hydrocarbons (PAHs). Arsenic and gasoline-range organics were detected at concentrations greater than their cleanup levels in this sample, and other EA COCs including diesel- and oil-range organics, lead, and antimony were detected at concentrations less than their cleanup levels; scattered low level detections of VOCs and PAHs in this sample were also less than their respective Site or Model Toxics Control Act (MTCA) cleanup levels. This area was subsequently over-excavated and

a second base sample (G1B-SD9-PitBb) had non-detect results for arsenic, gasoline-range organics, and VOCs.

- Although no field indications of contamination were noted in the sample from G1B-C16, this sample was also analyzed for diesel-range organics because it was collected adjacent to the former diesel UST. Diesel- and oil-range organics were not present at concentrations greater than the laboratory reporting limit in Sample G1B-C16.
- The planned sidewall samples at G1B-C8, -C11, and -C14 were located within a crushed-rock base course installed on the adjacent Bayside Marine property to the west as part of the Area I Interim Action. Samples were not collected because potentially-contaminated soil underlying the base course was not exposed. A portion of the western sidewall lies within cleanup area I-13 identified in the DCAP, as shown on Figure 3.
- One additional sidewall sample, G1B-C15.5, was also collected from the sidewall midway between G1B-C38 and G1B-C15a, where an unknown black material was observed in the excavation sidewall. Concentrations of EA COCs in this sample were less than Site cleanup levels.
- A thick, heavily-reinforced concrete foundation prevented excavation of soil from the western vault of the former settling ponds. Sampling efforts encountered pea gravel below the slab and hit refusal at 1 to 3 feet below grade. Two samples of the pea gravel (G3-01 by hand auger and G3-SB1-0-3 by Geoprobe) were collected and analyzed for arsenic, antimony, and lead. Both samples met Site cleanup levels for all parameters. Analytical results for these samples are presented in Table 3.

In addition to in-situ soil sampling, the stockpiles of imported backfill soil from a location in Bellevue, Washington, were sampled at a frequency of at least one sample per 500 cubic yards (CY). These samples were analyzed for the Resource Conservation and Recovery Act (RCRA) list of metals and the extended list of potential COCs listed in the work plan, including gasoline- and diesel-range TPH and PAHs. Although several PAH compounds were detected in one of sample, the sum of the Toxicity Equivalency Factors (TEFs) for all detected PAHs was less than the Site cleanup level. Concentrations of all other detected analytes did not exceed their individual MTCA Method B cleanup levels. Stockpile samples were scooped from three to four locations at each stockpile and composited prior to analysis. Imported crushed rock used for final grading was also sampled for arsenic using the methods described above. Analytical results for these samples are presented in Table 5.

Statistical Analysis

Of the 61 confirmation samples collected from the bottom and sidewalls of the main excavation area (i.e., Area G-1B) and 4 surface scrape samples, 3 samples had arsenic concentrations slightly greater than the cleanup level (refer to Figure 3). All other EA COCs were remediated to concentrations less than cleanup levels. At one location, G1B-C2, the area could not be over-excavated to address arsenic contamination at 49 mg/kg because further excavation would have destabilized the row of Ecology blocks that support the adjacent Port-owned property to the west, and contaminated soil was left in place in this area during prior Interim Actions at Area J-3 due to the depth of contamination in this area. Test pits subsequently excavated in this area, however, did not contain the construction debris that was encountered in Area J-3. The two other samples

with arsenic concentrations slightly greater than the cleanup level (G-1B-D11 at 26 mg/kg and G-1B-D9 at 23 mg/kg) were not over-excavated because it would have required removal of additional asphalt and resulted in impacts on the facility.

Preliminary analysis of the entirety of the confirmation sample data indicated overall compliance with the cleanup levels in accordance with WAC 173-303-739(7)(e), because the arsenic concentrations exceeded the cleanup level in less than 10 percent of the samples, and no one exceedance was twice the cleanup level, with the exception of G1B-C2 as described above. The statistical analysis was performed using the MTCA Stat program, which calculates the 95 percent upper confidence limit (UCL) for a data set. A preliminary analysis indicated that the Site data followed a log-normal distribution and were appropriate for calculation of the UCL. The 95 percent UCL for the Site was 11 mg/kg, indicating overall compliance with the arsenic cleanup level. The results of the statistical analysis are presented in Attachment 5.

WASTE DISPOSAL

Waste generated during the EA was primarily soil and demolition debris, with a small quantity of wastewater from the cleaning of existing components of the storm drain system.

All soils excavated during mass removal and all debris from the demolition of the existing storm drain system were managed as contaminated material. A total of approximately 3,178 tons of contaminated or potentially contaminated soil and storm drain pipe were hauled off-site and disposed of at the Roosevelt Regional Landfill. The trucking records are presented in Attachment 6.

Soils excavated during the installation of the new storm drain system were stockpiled and analyzed for the EA COCs. Three of the four stockpiles had COC concentrations less than the cleanup levels; these soils were reused to backfill the trenches after the storm drain excavation. The other stockpile was hauled off-site. The analytical results from the reused and disposed of stockpiles are included in Table 3. Solids and water resulting from cleaning the existing storm drain pipes were temporarily held in the former settling ponds in Area G-3. After the solids were allowed to settle, the water was pumped out of the vault, and the remaining solids were blended with excess imported backfill material as a drying agent and hauled off-site for disposal.

Water used in cleaning the existing storm drains was temporarily detained in the former settling ponds in Area G3 to allow turbidity to settle. A sample of this water was collected and analyzed for metals, cyanide, and nonpolar fats, oils, and grease. Constituent concentrations were less than the allowable limits for discharge to the City of Everett municipal sanitary sewer, and the approximately 2,992 gallons of wastewater were discharged on May 14, 2014, under City of Everett Public Works Discharge Authorization 262-13 for the Ameron/Hulbert Emergency Action. Laboratory analytical data, field pH, and total discharge volume were reported to the City by ICI.

SITE RESTORATION

After the excavation was completed in Areas G-1B and G-3, the excavated areas were backfilled with imported clean material and roller compacted to match the surrounding grade; the sampling results for the imported fill are provided in Table 5. Both areas were compacted and stabilized with a layer of crushed rock after the backfilling was completed. Area G-3 was paved with asphalt, and asphalt was also placed in the area surrounding SD-9. Limited portions of the western edge

of Area G1-B adjacent to the Bayside Marine property were seeded with grass and mulched with straw.

In some instances, soils or demolition debris were temporarily stockpiled on backfilled areas because of limited landfill capacity for their disposal. The stockpiled soils were analyzed for the EA COCs prior to disposal. In those areas where stockpiled soils had concentrations exceeding the Site cleanup levels or where other concerns were noted, the ground surface was scraped, and confirmation samples were collected after the stockpiles were removed in order to confirm that the concentrations at the final ground surface were less than the cleanup levels. The sampling results for the ground surface scrape samples in Area G-1B are provided in Table 3.

Compaction testing was performed by Krazan & Associates in four locations on the crushed rock surfacing and was found to be “at least 95%” in each case, as required by the specifications. These results were transmitted to the Port.

After construction was completed, the ground surface, new storm drain locations, and invert and rim elevations were surveyed by a licensed surveyor. This survey information is presented in Attachment 2.

CONCLUSIONS

The EA was completed in substantial accordance with the work plan, and all of the objectives were met. The soil remaining in Area G-1B is in compliance with the Site cleanup levels except under the Ecology block wall in the vicinity of sample G1B-C2 where it remains at a concentration greater than two times the cleanup for arsenic (i.e., 49 mg/kg). The storm drain was constructed according to the plans, with field modifications to incorporate the SD-10 to SD-11 discharge.

Additional investigation activities by Landau Associates confirmed that arsenic contamination in the vicinity of former SD-8 was removed by over-excavation of this area during the EA. This investigation also found that the remaining sandblast grit under the laboratory building is limited in extent and is contained within a small concrete structure under the building floor slab.

REFERENCES

Aspect Consulting. *2014. Emergency Action Work Plan for Areas G-1B and G-3, North Marina Ameron/Hulbert Site, Everett, Washington*. 6 February.

Landau Associates. 2014a. *Public Review Draft Remedial Investigation/Feasibility Study, North Marina Ameron/Hulbert Site, Everett, Washington*. 17 January.

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ENCLOSURES

Tables

Table 1 Relevant Site and MTCA Cleanup Levels

Table 2 Final Excavation Soil Confirmation Sampling Results

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Figure 2 Pre Existing Site Conditions

Figure 3 Final Confirmation Sample Locations

Attachments

Attachment 1 Key Photographs

Attachment 2 Storm Drain As-Built Drawing

Attachment 3 Addendum No. 1 – Emergency Action Work Plan for Areas G-1B and G-3 Supplemental Soil Investigation—Area G-1B Emergency Action SD-8 Area

Attachment 4 Soil Boring Logs

Attachment 5 MTCA Compliance Statistical Evaluation

Attachment 6 Trucking Documentation

Tables

Table 1
Relevant Site and MTCA Cleanup Levels

Constituent of Concern	Site COC?[1]	Site Soil Cleanup Level (mg/kg)[2]	Site Soil Screening Level (mg/kg)[3]
Metals			
Arsenic	Yes	20	--
Antimony	Yes	32	--
Barium		--	1,650
Cadmium		--	80
Chromium		--	120,000
Lead	Yes	250	--
Mercury		--	24
Selenium		--	400
Silver		--	400
Total Petroleum Hydrocarbons			
Gasoline-Range Organics		30/100[4]	--
Diesel-Range Organics		2,000	--
Oil-Range Organics		--	2,000
Benzene		--	0.29
Ethylbenzene		--	18
Toluene		--	110
Total Xylenes		--	16,000
Carcinogenic Polycyclic Aromatic Hydrocarbons (cPAHs)			
Benzo(a)anthracene		TEQ	--
Benzo(a)pyrene		0.14	--
Benzo(b)fluoranthene		TEQ	--
Benzo(k)fluoranthene		TEQ	--
Chrysene		TEQ	--
Dibenzo(a,h)anthracene		TEQ	--
Indeno(1,2,3-cd)pyrene		TEQ	--
cPAH TEQ (ND=1/2RL)[5,6]		0.14	--
Polycyclic Aromatic Hydrocarbons (PAHs)			
1-Methylnaphthalene		--	--
2-Methylnaphthalene		--	320
Acenaphthene		--	66
Acenaphthylene		--	--
Anthracene		--	12,000
Benzo(g,h,i)perylene		--	--
Fluoranthene		--	89
Fluorene		--	553
Naphthalene		--	140
Phenanthrene		--	12,000
Pyrene		--	2,400

Notes:

-- Not available/not applicable.

1 Constituent identified as a Site COC in the Final RI/FS.

2 Cleanup level identified in the DCAP. This applies to Site COCs.

3 Screening level identified in the RI/FS. This applies to non-Site COCs.

4 The cleanup level for gasoline-range TPH is 30 mg/kg if benzene is detected, and 100 mg/kg if benzene is not detected.

5 Calculation of cPAH TEQ concentrations is per WAC 173-340-708(8)(e).

6 Calculated using detected cPAH concentrations plus one-half the reporting limit for cPAHs that are not detected.

Abbreviations:

COC Constituent of concern
cPAH Carcinogenic polycyclic aromatic hydrocarbon
DCAP Draft Cleanup Action Plan
mg/kg Milligrams per kilogram
MTCA Model Toxics Control Act
ND Non-detect
RI/FS Remedial Investigation/Feasibility Study
RL Reporting limit
Site North Marina Ameron/Hulbert Site
TEQ Toxic Equivalency Quotient
WAC Washington Administrative Code

Table 2
Final Excavation Soil Confirmation Sampling Results

		Depth	Antimony	Arsenic	Lead	Diesel-Range Organics	Oil-Range Organics
Unit		feet bgs	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
Site Cleanup Level			32	20	250	2,000	2,000
Sample ID	Sample Date						
G1B-C1a	09-Apr-14	2	--	17	--	--	--
G1B-C2	20-Mar-14	2	3	**49**	100	--	--
G1B-C3	20-Mar-14	2	1.6	19	24	--	--
G1B-C4	20-Mar-14	2	0.85	7.5	30	--	--
G1B-C5	20-Mar-14	2	4	20	19	--	--
G1B-C6	20-Mar-14	2	1.4	10	170	--	--
G1B-C7	20-Mar-14	2	0.5 U	5 U	56	--	--
G1B-C9	19-Mar-14	2	0.51	6.9	27	--	--
G1B-C10	20-Mar-14	2	0.5 U	5 U	49	--	--
G1B-C12	19-Mar-14	2	0.5 U	5 U	23	--	--
G1B-C13	25-Mar-14	2	0.52	5.1	7.3	--	--
G1B-C15a	08-Apr-14	2	--	5.4	--	--	--
G1B-C15.5	25-Mar-14	2	0.73	12	20	--	--
G1B-C16	02-Apr-14	2	0.5 U	5 U	4.6	25 U	50 U
G1B-C17	25-Mar-14	3	0.5 U	6.2	12	--	--
G1B-C18	03-Apr-14	3	0.56	6.5	6.7	--	--
G1B-C19	03-Apr-14	2	0.5 U	5.3	5.4	--	--
G1B-C20	03-Apr-14	3	2.5	5 U	8	--	--
G1B-C21	03-Apr-14	3	0.5 U	10	9.1	--	--
G1B-C22	03-Apr-14	2	0.5 U	12	17	--	--
G1Bx-C22	03-Apr-14	2	0.5 U	11	14	--	--
G1B-C23	21-Mar-14	2	0.5 U	9.8	6	--	--
G1B-C24b	15-Apr-14	2	0.5 U	11	11	--	--
G1B-C25a	08-Apr-14	4	0.55	6.2	5.8	--	--
G1B-C26	21-Mar-14	2	0.5 U	5.3	7.9 U	--	--
G1Bx-C26	21-Mar-14	2	0.5 U	6.3	7.8	--	--
G1B-C27	19-Mar-14	2	0.5 U	10	5.7 U	--	--
G1B-C28	19-Mar-14	2	0.5 U	6.5	5.1 U	--	--
G1B-C29a	02-Apr-14	4	--	9.4	--	--	--
G1B-C30	18-Mar-14	2	1.5	16	11	--	--
G1B-C31	18-Mar-14	2	0.73	8.6	9.8	--	--
G1B-C32b	09-Apr-14	2	--	6.2	--	--	--
G1B-C33	18-Mar-14	2	1	7.1	9.3	--	--
G1B-C34	18-Mar-14	2	1.1	12	9	--	--
G1B-C35a	02-Apr-14	2	0.5 U	11	12	--	--
G1B-C36a	02-Apr-14	3	--	7	--	--	--
G1Bx-C36a	02-Apr-14	3	--	11	--	--	--
G1B-C37a	02-Apr-14	2	--	11	--	25 U	50 U
G1B-C38	25-Mar-14	2	1	5.1	28	--	--
G1B-C39	02-Apr-14	2	--	8.6	--	--	--
G1B-C40	09-Apr-14	2	0.5 U	2.1 JB	3.5	--	--
G1B-C41	09-Apr-14	2	0.5 U	4.2	13	--	--
G1B-C42	08-Apr-14	3	--	13	-- --	--	--
G1B-D1	11-Apr-14	5	--	18	--	--	--
G1B-D2	11-Apr-14	6	--	8.9	--	--	--
G1B-D3	11-Apr-14	6	--	4.2	--	--	--
G1B-D4	11-Apr-14	6	--	9.1	--	--	--
G1B-D5	14-Apr-14	6	0.74	7.5	8.1	--	--
G1B-D6	14-Apr-14	6	0.5 U	10	11	--	--
G1B-D7	14-Apr-14	6	0.5 U	8.5	8.5	--	--
G1B-D8	14-Apr-14	6	--	6.5	--	--	--
G1B-D9	25-Apr-14	6	1.2 U	**23**	14	--	--
G1Bx-D9	25-Apr-14	6	1.2 U	19	13	--	--
G1B-D10	25-Apr-14	6	1.2 U	5 U	7.1	--	--
G1B-D11	25-Apr-14	6	4.9	**26**	20	--	--
G1B-D12	25-Apr-14	6	1.2 U	12	12	--	--
G1B-D13	25-Apr-14	6	1.2 U	10	6.8	--	--
G1B-D14	25-Apr-14	6	1.3	10	17	--	--
G1B-HA1	19-Mar-14	5.5	0.5 U	8	10	--	--
G1B-HA2	19-Mar-14	5.5	0.5 U	12	11	--	--

Notes:

Bold Indicates a contaminant that exceeds the Site or MTCA CUL.

-- Not available/not applicable.

x Indicates a field duplicate sample.

1 Sample G1B-C2 was collected from within the J-3 Interim Action Area.

Abbreviatons:

bgs Below ground surface

CUL Cleanup level

mg/kg Milligrams per kilogram

MTCA Model Toxics Control Act

Qualifiers:

JB The concentration is estimated due to blank contamination.

U Analyte was not detected at the associated reporting limit.

Table 3
Additional Soil Sampling Results

		Depth	Antimony	Arsenic	Lead	Gasoline-Range Organics	Diesel-Range Organic	Oil-Range Organic	Benzene	Ethyl-benzene	Toluene	Xylenes	Benzo(a) anthracene	Benzo(a) pyrene	Benzo(b) fluoranthene	Benzo(k) fluoranthene	Chrysene	Dibenzo(a,h) anthracene	Indeno (1,2,3-cd) pyrene	cPAH TEQ (ND= 1/2RL)[3,4]
Unit		**feet bgs**	**mg/kg**	**mg/kg**	**mg/kg**	**mg/kg**	**mg/kg**	**mg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**	**µg/kg**
Site Cleanup Level or Screening Level			**32**	**20**	**250**	**30/100[1]**	**2,000**	**2,000**	**290**	**18,000**	**110,000**	**16,000,000**	**TEQ**	**140**	**TEQ**	**TEQ**	**TEQ**	**TEQ**	**TEQ**	**140**
Sample ID	**Sample Date**																			
Overexcavated Initial Confirmation Samples[2]																				
G1B-C1	20-Mar-14	2	2.6	**28**	28	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C15	25-Mar-14	2	16	**59**	56	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C24	03-Apr-14	2	16	**63**	6.5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C24a	08-Apr-14	2	--	**98**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C25	03-Apr-14	2	46	**230**	**260**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C29	19-Mar-14	2	--	**32**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C32	18-Mar-14	2	3.8	**70**	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C32a	02-Apr-14	2	--	**31**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C35	18-Mar-14	2	**100**	**570**	**260**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C36	18-Mar-14	2	20	**100**	62	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C37	18-Mar-14	2	11	**54**	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SD9 Excavation Samples																				
G1B-SD9-PitB[2]	15-Apr-14	3	15	**52**	19	**180**	48	65	5 U	10 U	10 U	20 U	22	20 U	20 U	20 U	28	20 U	20 U	16.5
G1B-SD9-PitBb	25-Apr-14	4	--	5 U	--	3 U	--	--	0 U	0.1 U	0.05 U	0.2 U	--	--	--	--	--	--	--	--
Storm Drain Trench Excavation Soil Stockpile Samples																				
G1B-Trench-Stockpile 1[2]	14-Apr-14	--	5.3	**32**	25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-Trench-Stockpile 2	14-Apr-14	--	2.8	16	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-Trench-Stockpile 3	14-Apr-14	--	1.5	13	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-Trench-Stockpile 4	16-Apr-14	--	0.98	12	7.4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Surface Soil Scrape Samples																				
G1B-Scrape 1[2]	24-Apr-14	0-0.25	4	**30**	21	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-Scrape 1a	29-Apr-14	0-0.25	--	5 U	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-Scrape 2	29-Apr-14	0-0.25	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-Scrape 3	30-Apr-14	0-0.25	--	5 U	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G1B-C33 Scrape	30-Apr-14	0.5-0.75	--	5	--	--	--													
Area G3																				
G3-01	11-Apr-14	0.5-1	0.6	11	6.2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G3x-01	11-Apr-14	0.5-1	0.7	5.3	3.4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
G3-SB1-0-3	24-Apr-14	0-3	0.54	8.7	5.7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:

bold Indicates a concentration that exceeds the Site or MTCA CUL.

-- Not available/not applicable.

X Indicates a field duplicate sample.

1 The MTCA CUL for gasoline-range TPH is 30 mg/kg if benzene is detected and 100 mg/kg if benzene is not detected.

2 Indicates material that was removed and hauled off-site for disposal.

3 Calculation of cPAH TEQ concentrations was performed per WAC 173-340-708(8)(e).

4 Calculated using detected cPAH concentrations plus one-half the reporting limit for cPAHs that were not detected.

Abbreviations:

bgs Below graound surface

CUL Cleanup level

µg/kg Micrograms per kilogram

mg/kg Milligrams per kilogram

MTCA Model Toxics Control Act

TEQ Toxic Equivalency Quotient

Qualifier:

U Analyte was not detected at the associated reporting limit.

Table 4
SD-8 Area Soil Sampling Results

		Depth	Antimony	Arsenic	Lead
Unit		feet bgs	mg/kg	mg/kg	mg/kg
Site Cleanup Level			32	20	250
Sample ID	**Sample Date**				
Initial SD8 Excavation Samples					
G1B-HA3[1]	19-Mar-14	5.5	0.58	**24**	30
G1B-HA3a[1]	09-Apr-14	6	--	**77**	--
G1B-SD8-PitB[1]	14-Apr-14	6.5	--	**140**	--
G1B-SD8-PitN[1]	14-Apr-14	6.5	--	**150**	--
G1B-SD8-PitS[1]	14-Apr-14	6.5	--	18	--
G1B-SD8-PitW	14-Apr-14	6.5	--	5 U	--
SD8 Area Supplemental Soil Samples					
G1B-SB1-7-8[1]	24-Apr-14	7-8	--	4.8	--
G1B-SB1-8-10[1]	24-Apr-14	8-10	--	7.2	--
G1B-SB2-7-8[1]	24-Apr-14	7-8	--	7.4	--
G1B-SB2-8-9[1]	24-Apr-14	7-8	--	12	--
G1B-SB3-7-8[1]	24-Apr-14	8-9	--	**68**	--
G1B-SB3-8-9[1]	24-Apr-14	8-9	--	**28**	--
G1B-SB3-9-10[1]	24-Apr-14	9-10	--	8	--
G1B-SB3-10-11	24-Apr-14	10-11	--	16	--
G1B-SB4-2.7-3[1]	24-Apr-14	2.7-3	--	12	--
G1B-SB4-7-8[1]	24-Apr-14	7-8	--	5.8	--
G1B-SB4-8-9[1]	24-Apr-14	8-9	--	8.5	--
G1B-SB5-8-9	24-Apr-14	8-9	--	19	--
G1B-SB5-9-10	24-Apr-14	9-10	--	5.7	--
G1B-SB6-4-5	24-Apr-14	4-5	--	11	--
G1B-SB6-5-7	24-Apr-14	5-7	--	9.7	--
G1B-SB7-5.5-6.5	24-Apr-14	5.5-6.5	--	6.4	--
G1B-SB7-6.5-7.5	24-Apr-14	6.5-7.5	--	15	--
G1B-SB8-5.5-6.5	24-Apr-14	5.5-6.5	--	9.5	--
G1Bx-SB8-5.5-6.5	24-Apr-14	5.5-6.5	--	10	--
G1B-SB8-6.5-7.5	24-Apr-14	6.5-7.5	--	4.8	--
G1B-SB9-5.5-6.5	24-Apr-14	6.5-7.5	--	5.7	--
G1B-SB9-6.5-7.5	24-Apr-14	6.5-7.5	--	14	--

Notes:

bold Indicates a concentration that exceeds the Site or MTCA CUL.

-- Not available/not applicable.

x Indicates a field duplicate sample.

1 Indicates material that was removed and hauled off-site for disposal.

Abbreviations:

bgs Below ground surface

CUL Cleanup level

mg/kg Milligrams per kilogram

MTCA Model Toxics Control Act

Qualifier:

U Analyte was not detected

Table 5
Sampling Results for Imported Fill Material

	Sample ID	G1B-Import 1	G1B-Import 2	G1B-Import 3	G1B-Import 4	G1B-Import 5	G1B-Import 6	Site Cleanup Level or Screening Level
	Material	Soil[1]	Soil[1]	Soil[1]	Soil[1]	Crushed Rock[2]	Crushed Rock[2]	
	Sample Date	25-Mar-14	03-Apr-14	03-Apr-14	08-Apr-14	17-Apr-14	24-Apr-14	
Analyte	**Units**							
Metals								
Arsenic	mg/kg	2.8	5 U	5 U	5 U	4.8	8.3	20
Barium	mg/kg	46	51	48	57	--	--	1,650
Cadmium	mg/kg	0.5 U	0.5 U	0.5 U	0.5 U	--	--	80
Chromium	mg/kg	28	28	27	30	--	--	120,000
Lead	mg/kg	2.3	2.5	2.2	2.8	--	--	250
Mercury	mg/kg	0.02 U	0.02 U	0.02 U	0.058	--	--	24
Selenium	mg/kg	5 U	5 U	5 U	5 U	--	--	400
Silver	mg/kg	0.5 U	0.5 U	0.5 U	0.5 U	--	--	400
Total Petroleum Hydrocarbons								
Gasoline Range Organics	mg/kg	3 U	3 U	3 U	3 U	--	--	30/100[3]
Diesel Range Organics	mg/kg	25 U	25 U	25 U	25 U	--	--	2000
Oil Range Organics	mg/kg	50 U	50 U	50 U	50 U	--	--	2000
Carcinogenic Polycyclic Aromatic Hydrocarbons (cPAHs)								
Benzo(a)anthracene	µg/kg	20 U	20 U	20 U	28	--	--	--
Benzo(a)pyrene	µg/kg	20 U	20 U	20 U	30	--	--	--
Benzo(b)fluoranthene	µg/kg	20 U	20 U	20 U	25	--	--	--
Benzo(k)fluoranthene	µg/kg	20 U	20 U	20 U	25	--	--	--
Chrysene	µg/kg	20 U	20 U	20 U	37	--	--	--
Dibenzo(a,h)anthracene	µg/kg	20 U	20 U	20 U	20 U	--	--	--
Indeno(1,2,3-cd)pyrene	µg/kg	20 U	20 U	20 U	21	--	--	--
cPAH TEQ (ND=1/2RL)[4,5]	µg/kg	15.1 U	15.1 U	15.1 U	41.27	--	--	140
Polycyclic Aromatic Hydrocarbons (PAHs)								
1-Methylnaphthalene	µg/kg	--	20 U	20 U	20 U	--	--	--
2-Methylnaphthalene	µg/kg	--	20 U	20 U	20 U	--	--	320,000
Acenaphthene	µg/kg	--	20 U	20 U	20 U	--	--	66,000
Acenaphthylene	µg/kg	--	20 U	20 U	20 U	--	--	--
Anthracene	µg/kg	--	20 U	20 U	20 U	--	--	12,000,000
Benzo(g,h,i)perylene	µg/kg	--	20 U	20 U	22	--	--	--
Fluoranthene	µg/kg	--	20 U	20 U	77	--	--	89,000
Fluorene	µg/kg	--	20 U	20 U	20 U	--	--	553,000
Naphthalene	µg/kg	--	20 U	20 U	20 U	--	--	140,000
Phenanthrene	µg/kg	--	20 U	20 U	62	--	--	12,000,000
Pyrene	µg/kg	--	20 U	20 U	73	--	--	2,400,000

Notes:

-- Not available/not applicable.

1 Imported fill soil from Chinook Middle School in Bellevue, WA.

2 Imported crushed rock from Cemex quarry in Granite Falls, WA.

3 The MTCA CUL for gasoline-range TPH is 30 mg/kg if benzene is detected and 100 mg/kg if benzene is not detected.

4 Calculation of cPAH TEQ concentrations was performed per WAC 173-340-708(8)(e).

5 Calculated using detected cPAH concentrations plus one-half the reporting limit for cPAHs that were not detected.

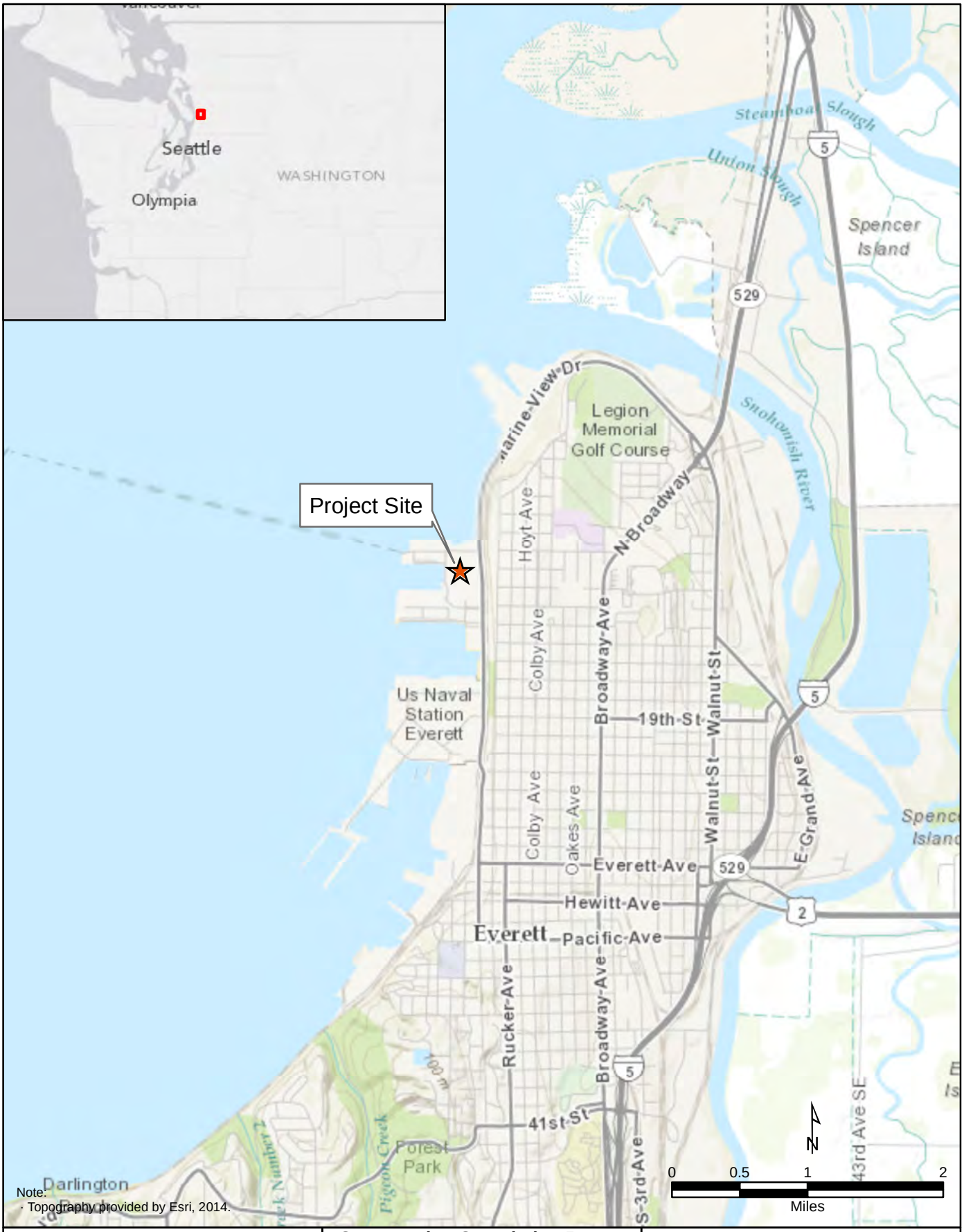
Abbreviations:

CUL Cleanup level
µg/kg Micrograms per kilogram
mg/kg Milligrams per kilogram
ND Non-detect
MTCA Model toxics Control Act
RL Reporting limit
TEQ Toxic Equivalency Quotient
TPH Total petroleum hydrocarbons
WAC Washington Administrative Code

Qualifier:

U Analyte was not detected at the associated reporting limit.

Figures



Note:
- Topography provided by Esri, 2014.

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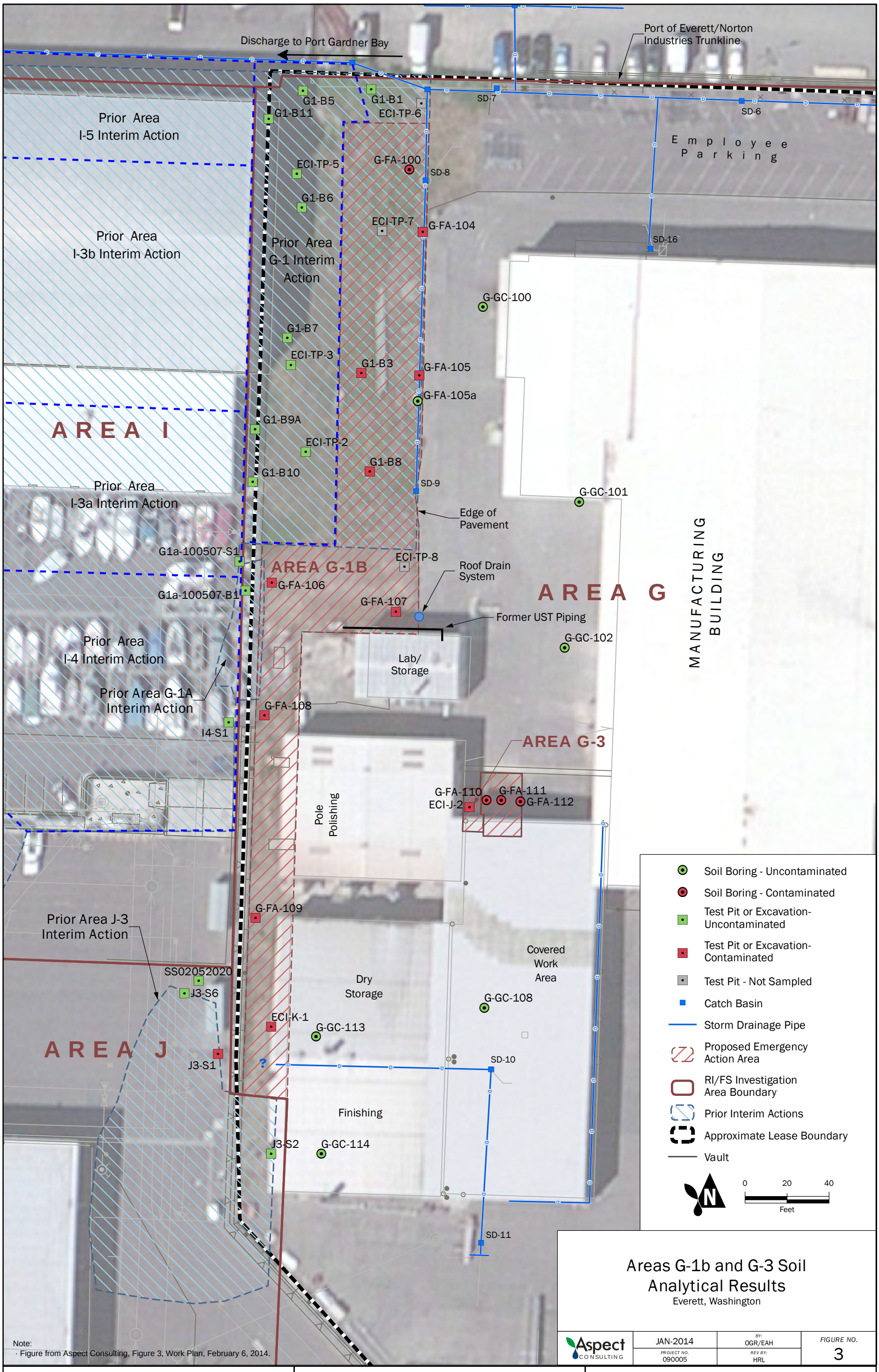
Emergency Action for
Areas G-1B and G-3
North Marina Ameron/Hulbert Site
Everett, Washington

Figure 1
Vicinity Map

I:\GIS\Projects\OldCastle-Everett\MXD\Figure 1 (Vicinity Map).mxd
6/12/2014



Note:
· Figure from Aspect Consulting, Figure 3, Work Plan, February 6, 2014.

Areas G-1b and G-3 Soil Analytical Results

Everett, Washington

Aspect CONSULTING	JAN-2014	BY: OGR/EAH	FIGURE NO. 3
	PROJECT NO. 090005	REV BY: HRL	

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Emergency Action for Areas G-1B and G-3
North Marina Ameron/Hulbert Site
Everett, Washington

Figure 2
Pre-Existing Site Conditions

I:\GIS\Projects\OldCastle-Everett\SVG\Figure 2 Pre-Exisiting Site Conditions.svg
7/31/2014

Legend

- Final Confirmation Sample Location Less Than Cleanup Level
- Final Confirmation Sample Location Exceeding Cleanup Level
- Surface Scrape Sample Location Less Than Cleanup Level
- Planned Location-Not Sampled (see text)
- G-1B Limit of Excavation (Depth)
- Over Excavation Area (Depth)
- Former Storm Drain Excavation Area
- Planned Cleanup Area

G1B-C37a
G1B-Scrape 1a
G1B-HA1
G1B-HA2
(3 feet)
G1B-C36a
G1B-Scrape 3
G1B-C35a
G1B-D1,D2
G1B-C34
G1B-D2
G1B-D9
G1B-Scrape 2
G1B-C33
G1B-D3
G1B-C33 Scrape
G1B-D10
(2 feet)
G1B-C31
G1B-C32b
G1B-C30
G1B-D4
G1B-D5
G1B-C29a
(3-5 feet)
G1B-C39
G1B-C28
G1B-D6
G1B-D11
G1B-C27
(2 feet)
G1B-D7
G1B-C26
G1B-D12
G1B-D8
(3-5 feet)
G1B-C25a
G1B-C24b
G1B-C23
G1B-D13
G1B-C22
G1B-C20
(2-4 feet)
G1B-C21
G1B-D14
G1B-C18
G1B-C17
G1B-C19
G1B-C42
G1B-C16
G1B-C15a
G1B-C14
G1B-C14
(3 feet)
G1B-C15.5
G1B-C13
G1B-C38
G1B-C11
G1B-C11
G1B-C12
G1B-C10
G1B-C9
G1B-C8
G1B-C8
(2 feet)
G1B-C7
G1B-C6
G1B-C5
G1B-C4
G1B-C3
G1B-C2
G1B-C1a
G1B-C40
G1B-C41

Former SD8 Over Excavation
(See Attachment 3)

Planned Cleanup Area G-2

Former SD9 Over Excavation

Former Roof Drain Cistern Over Excavation

Planned Cleanup Area G-4

Planned Cleanup Area I-13

Area G-3

AREA I

AREA G

AREA J

MANUFACTURING BUILDING

Lab/ Storage

Pole Polishing

Dry Storage

Covered Work Area

Finishing

N

0 20 40 80

Scale in Feet

Note:
· Orthoimage provided by United States Geological Survey, 2012.

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Emergency Action for Areas G-1B and G-3
North Marina Ameron/Hulbert Site
Everett, Washington

Figure 3
Final Confirmation Sample Locations

I:\GIS\Projects\OldCastle-Everett\MXD\Figure 3 Excavation Sample Locations.mxd
7/31/2014

Attachment 1
Key Photographs

Photograph 1. Direct Loading Excavated Soil for Disposal.

Photograph 2. Sandblast Grit Material in Area G-1B Excavation Sidewall.

Photograph 3. Typical HA Sample Location Test Pit.

Photograph 4. Finished Extent of Area G-1B Initial Excavation.

Photograph 5. Typical Sidewall Confirmation Sample Collection Procedure.

Photograph 6. Potential Sandblast Grit at G1B-C2 Sample Location.

Photograph 7. New Base Course from Area J-3 Interim Action Encountered at G1B-C8.

Photograph 8. Former Diesel UST Pad and Piping Near Lab Building.

Photograph 9. ‘Pothole’ Test Pit in Southern Portion of Area G-1B.

Photograph 10. Excavation of Area G-3 Former Settling Pond.

Photograph 11. Area G-1B After Removal of Roof Drain Cistern.

Photograph 12. Excavation For Removal of Former SD8.

FLOYD | SNIDER	**Construction Completion Report Emergency Action for Areas G-1B and G-3 North Marina Ameron/Hulbert Site Everett, WA**	Attachment 1: Key Photographs Photographs 11 and 12

Photograph 13. SD8 Area Pit After Excavation.

Photograph 14. Sandblast Grit Encountered in Former Storm Drain Pipe.

Photograph 15. SD8 Pit Soil Sample Locations.

Photograph 16. Beginning Excavation of Former SD9.

Photograph 17. SD8 Area Supplemental Soil Investigation Direct Push Boring Locations.

Photograph 18. Removal of Former Storm Drain Pipe South of Former SD8.

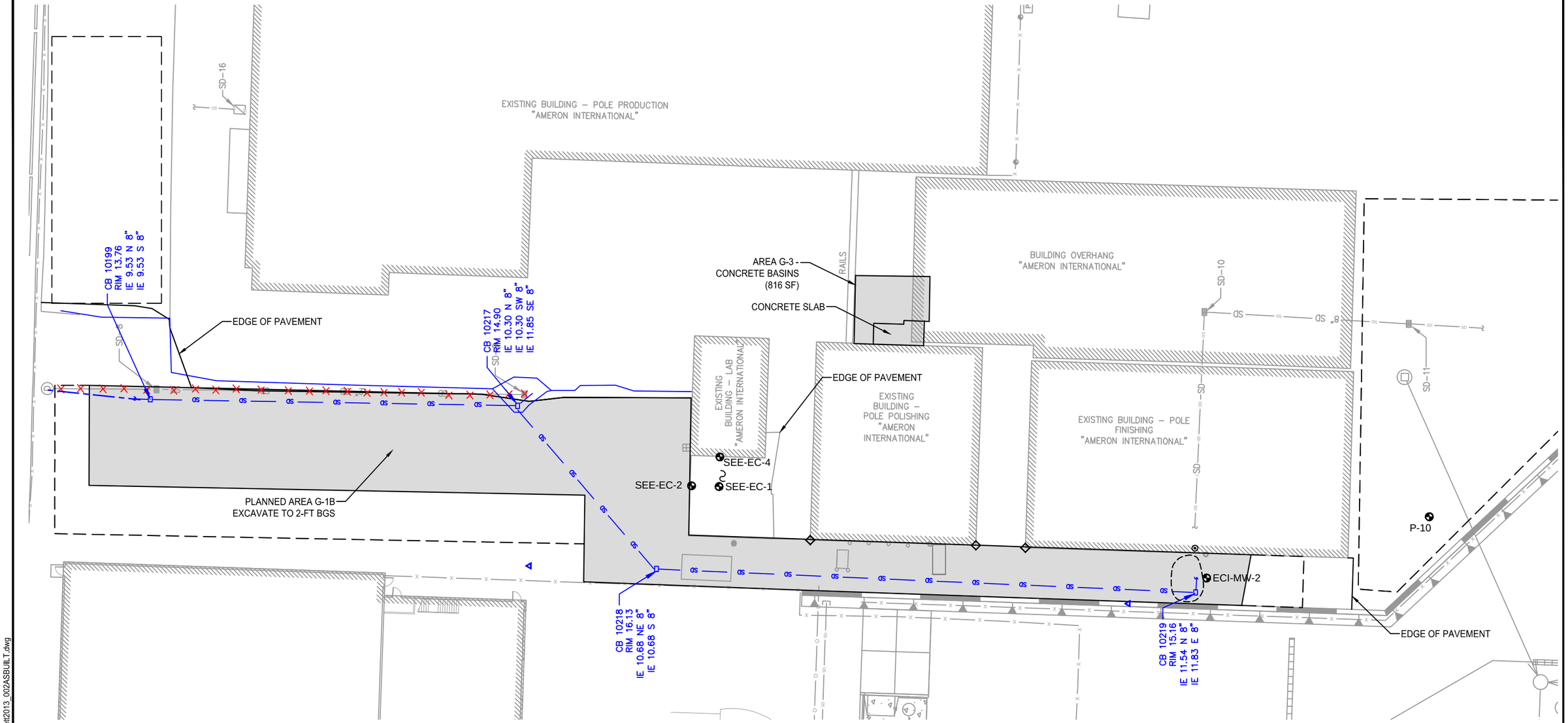
Photograph 19. Connection of Existing Drain to New Storm Drain System.

Photograph 20. Trench Box Set for Over-Excavation of SD8 Area.

Photograph 21. Graded and Compacted Finished Surface of Area G-1B.

Photograph 22. Paved Finished Surface at Area G-3.

Attachment 2
Storm Drain As-Built Drawing



NOTES:

1. AS-BUILT SURVEY PROVIDED BY OBUNCO.

LEGEND:

- ECOLOGY BLOCKS
- STORM DRAIN CATCH BASIN
- SEE-EC-1 GROUNDWATER MONITORING WELL
- ROOF DOWNSPOUTS - DIVERT PER EC-1

N

0 40 80

Scale in Feet

REFERENCES:	NO.	REVISION	DATE	APRVD
PLANS				
DATUM HORIZONTAL: WASP–NAD83–N FEET VERTICAL: MLLW				

DRAWN SP
DESIGNED MM
CHECKED OR
REVIEWED KS

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COMPLETION OF EMERGENCY ACTION
FOR AREAS G-1B AND G-3

NORTH MARINA AMERON/HULBERT SITE
EVERETT, WASHINGTON

DATE: 1/8/2014
PROJ NO.: OLDCASTLE–EVERETT

DRAWING B–1
STORM DRAIN
AS–BUILT

Plot Date: 06/10/14 - 4:59pm Plotted by: swp
Drawing Path: E:\Projects\clients\Floyd and Snider\Everett\ Drawing Name: Everett2013_002ASBUILT.dwg

Attachment 3
Addendum No. 1 – Emergency Action Work Plan for Areas G-1B and G-3 Supplemental Soil Investigation–Area G-1B Emergency Action SD8 Area

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Technical Memorandum

To: Andy Kallus, Washington State Department of Ecology

Copies: Elise Gronewald, Port of Everett
Larry Beard, Landau Associates
Owen Reese, Aspect Consulting
Janet Knox, Pacific Groundwater Group

From: Tom Colligan, Kristin Anderson, Floyd|Snider

Date: April 23, 2014

Project No: Oldcastle-Everett/Oldcastle-G1B Emergency Action

Re: **Addendum No. 1 - Emergency Action Work Plan for Areas G-1B and G-3 Supplemental Soil Investigation – Area G-1B Emergency Action SD8 Area North Marina Ameron/Hulbert Site, Everett, Washington**

This technical memorandum presents Addendum No.1 to the Emergency Action (EA) Work Plan for Areas G-1B and G-3, and describes the scope of work for additional soil characterization to be completed as part of the Area G-1B EA for the North Marina Ameron/Hulbert Site (Site). A remedial investigation/feasibility study (RI/FS) has been completed for the Site under Agreed Order No. 6677 between the Port of Everett (Port), Ameron International and the Hulberts [the potentially liable parties (PLPs)], and the Washington State Department of Ecology (Ecology). The planned EA was presented in a February 6, 2014 work plan (Aspect Consulting 2014) and was authorized by Ecology.

This EA includes in part the excavation of soils contaminated with sandblast grit containing heavy metals including soil with contaminant concentrations greater than the Site cleanup standards, as well as replacement of the storm drain system that runs through this area of the Site. This supplemental scope of work addresses the characterization of residual arsenic detected at concentrations exceeding its cleanup level in soils surrounding the former storm drain SD8, which was replaced as part of the EA (refer to Figure 1). The results of this investigation will be used to determine the extent of arsenic soil contamination within the SD8 storm drain area, as well as to determine whether this arsenic contamination is comingled with the Area G-2 cleanup area. This work will inform the potential need for additional excavation in this area as part of the EA, and will identify areas that may be deferred to the Area G-2 cleanup area. Area G-2 will be remediated as part of the final cleanup action for the Site. Ecology and the PLPs are preparing a draft Cleanup Action Plan (DCAP) that will detail how the final cleanup action for the Site will be conducted.

PROPOSED SCOPE OF WORK

The proposed scope of work will delineate the extent of arsenic contamination underlying and around the former SD8 catch basin. The field procedures, analytical methods, and quality assurance/quality control (QA/QC) procedures will be consistent with those presented in the

Emergency Action Work Plan for Areas G-1B and G-3 (Aspect Consulting 2014) and the RI/FS Work Plan in general (Landau Associates 2010).

Additional soil investigation in the vicinity of the former SD8 will include the following:

- Advancement of four soil borings (G1B-SB1 through G1B-SB4) to 12 feet below ground surface (bgs) in locations previously hand sampled to depths ranging from 6 to 6.5 feet bgs, including the north and south sidewalls and base of the existing SD8 excavation area/sample location HA-3a area.
- Advancement of two additional soil borings (G1B-SB5 and G1B-SB6) to 12 feet bgs at new locations within Area G-1B; one location will be north of the SD8 excavation area and one boring will be between the new and old SD8 structures.
- Advancement of additional lateral step-out borings to 12 feet bgs in the event that evidence of anthropogenic contamination such as sandblast grit or woodwaste is encountered in the initial boring locations. These additional borings will be stepped out laterally 5 feet farther from the former SD8 than the original location. These borings will be designated by appending "-a, -b" and so forth to the primary boring location name.
- Advancement of three soil borings (G1B-SB7 through G1B-SB9) to 12 feet bgs at locations within and to the south of the adjacent Area G-2, to the east of the former SD8 excavation.

Proposed soil boring locations are presented in Figure 2. Soil borings will be advanced using direct-push (Geoprobe) technology, logged, and field screened (by visual, olfactory, and photoionization detector [PID] screening) for evidence of sandblast grit or other anthropogenic contaminants. Samples will be collected for analysis as follows:

- At the four borings (G1B-SB1 to G1B-SB4) in locations that were previously hand sampled (to approximately 6.5 feet bgs), soil samples for laboratory analysis will be collected beginning at 7 feet bgs and ending at 12 feet bgs.
- At the two borings in locations inside the Area G-1B excavation that were not previously sampled (G1B-SB5 and G1B-SB6), soil samples will be collected beginning at the observed contact between the imported backfill placed during the EA and the preexisting dredge fill material and ending at 12 feet bgs.
- If lateral step-out borings are advanced, soil samples will also be collected beginning at the observed contact between the imported backfill and preexisting dredge fill and ending at 12 feet bgs.
- At the three boring locations within and adjacent to Area G-2 (G1B-SB7 through G1B-SB9), soil samples will be collected beginning at 5.5 feet bgs and ending at 12 feet bgs, immediately below the contamination at 5.5 feet bgs noted at location G-FA-101d.

Samples will be collected directly from the polyethylene drill rod liners and processed according to the procedures detailed in the aforementioned Work Plan(s). Soil samples for laboratory analysis will be collected continuously from 1-foot depth intervals, or from 2-foot depth intervals if sample recovery is poor (If sufficient volume for laboratory analysis cannot be achieved over a 2-foot depth interval, the boring will be relocated within 5 feet of the original location and re-

driven). The presence of sandblast grit, or other potential contamination based on field screening, will be noted if observed. Samples will also be collected separately from any interval containing anthropogenic debris or other potential contamination based on field screening. Soil samples will be identified by their location, top depth and bottom depth. The target sample locations, depths, and rationale for sampling are presented in Table 1.

The two uppermost samples collected from each boring will be submitted for analysis, the remaining samples will be archived, unless field screening indicates potential contamination. All samples will be analyzed for arsenic with 24-hour turnaround time requested for receipt of analytical data. If field screening indicates the potential presence of additional contaminants in soil, then the soil sample will be analyzed for the appropriate additional analytes, based on field screening observations according to the aforementioned Work Plan(s). Archived samples will be analyzed sequentially, as needed, until the vertical extent of arsenic greater than 20 milligrams per kilogram (mg/kg), or potentially other contaminants exceeding Site cleanup standards, has been delineated at all soil boring locations.

DATA EVALUATION AND REPORTING

Laboratory data will be validated using the procedures described in the Work Plan (Aspect Consulting 2014). Preliminary data will be disseminated to Ecology and the additional recipients of this memorandum as soon as is practical after it has been received. Final validated data will be presented along with excavation confirmation sampling results in the EA completion report.

REFERENCES

Aspect Consulting. 2014. *Emergency Action Work Plan for Areas G-1B and G-3, North Marina Ameron/Hulbert Site, Everett, Washington*. Prepared for Washington Department of Ecology. 6 February.

Landau Associates. 2010. *Final Work Plan, Remedial Investigation/Feasibility Study, North Marina Ameron/Hulbert Site, Everett, Washington*. Prepared for Port of Everett. 17 November.

ATTACHMENTS

Table 1 Soil Sample Collection Plan

Figure 1 Supplemental Soil Investigation Area

Figure 2 Proposed Soil Boring Map (Revised 5/23/2013)

Table 1 Soil Sample Collection Plan

Soil Boring ID	Rationale	Top Sample Depth (bgs)	Bottom Sample Depth (bgs)	Sampling Frequency
G1B-SB1	Determine vertical extent of arsenic at previous G1B-SD8-PitN sample (As 150 mg/kg at 6.5 ft bgs)	7 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB2	Determine vertical extent of arsenic at previous G1B-SD8-PitB sample (As 140 mg/kg at 6.5 ft bgs)	7 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB3	Determine vertical extent of arsenic at previous G1B-HA-3a sample (excavated with old SD8--As 77 mg/kg at 6 ft bgs)	7 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB4	Confirm arsenic concentrations less than 20 mg/kg G1B-SD8-PitS sample (As 18 mg/kg at 6.5 ft bgs)	7 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB5	Determine lateral and vertical extent of arsenic to west of former SD8	(backfill/ dredge fill contact)	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB6	Determine lateral and vertical extent of arsenic north of former SD8	(backfill/ dredge fill contact)	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
Step-out Borings	If necessary--determine lateral and vertical extent of field indications of contamination	(backfill/ dredge fill contact)	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening

G1B-SB7	Determine lateral and vertical extent of arsenic to northeast of former SD8 in area G2	5.5 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB8	Determine lateral and vertical extent of arsenic to east of former SD8 in area G2	5.5 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening
G1B-SB9	Determine lateral and vertical extent of arsenic to southeast of former SD8	5.5 ft	12 ft	1-foot intervals, or 2-foot intervals if poor recovery; or interval with potential contamination based on field screening

DRAFT

Investigation Area

Area I-5b

Area G-2

Area G-1b

Area I-13

Area M-5

Area M-4

G-FA-100

G-FA-101b

G-FA-101

G-FA-101a

G-FA-101d

G-FA-101e

G-FA-101f

G-FA-101g

G-FA-101h

G-FA-101i

G-FA-101j

G-FA-101k

G-FA-101l

G-FA-101m

G-FA-101n

G-FA-101o

G-FA-103

G-FA-103a

G-FA-103b

G-FA-103c

G-FA-114

G-FA-115a

G-FA-2

N

Legend

- Proposed Soil Boring Location
- Soil Sample with a Concentration Greater than 5x the Preliminary Screening Level
- Soil Sample Exceeded Preliminary Screening Level - Represents Soil Remaining
- Soil Sample Below Preliminary Screening Level
- Previous Soil Sample Exceeded Preliminary Screening Level - Represents Soil Remaining
- Previous Soil Sample Below Preliminary Screening Levels - Represents Soil Remaining
- Monitoring Well to be Included in Compliance Monitoring
- Isolated Cleanup Areas to be Addressed Under Soil Management Plan
- Cleanup Areas
- 1976 Pavement Line (Approximate)

Note

1. Black and white reproduction of this color original may reduce its effectiveness and lead to incorrect interpretation.

0 50 100

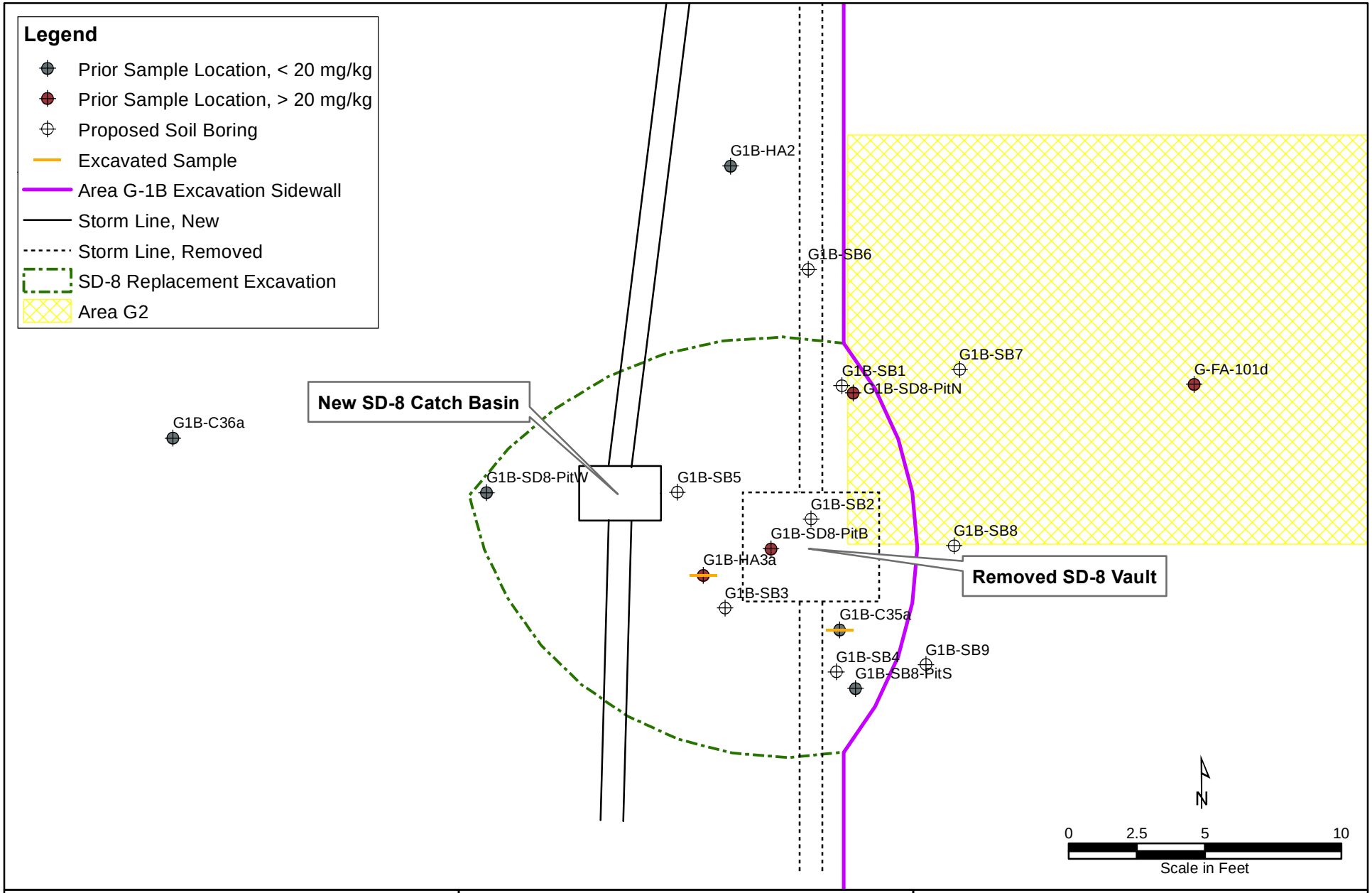
Scale in Feet

LANDAU ASSOCIATES

G:\Projects\147029\500\570\Addendum Number 4 Work Plan\F1-Addendum4SoilSampleLocations.mxd 2/10/2014 NAD 1983 StatePlane Washington North FIPS 4601 Feet

Addendum No. 1 - Emergency Action Work Plan for Areas G-1B and G-3 Supplemental Soil Investigation - Area G-1B Emergency Action SD8 Area

Figure 1
Supplemental Soil Investigation Area



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Addendum No. 1–Emergency Action Work Plan
Areas G-1B and G-3
Supplemental Soil Investigation
Area G-1B Emergency Action SD-8 Area
Everett, Washington

Figure 2
Proposed Soil Boring Map

I:\GIS\Projects\OldCastle-Everett\MXD\Figure 2 (Proposed Soil Boring Map).mxd
5/23/2014

Attachment 4
Soil Boring Logs

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Soil Boring ID: G1B-SB1

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 4 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located adjacent to G1B-SD8-PitN hand auger sample location

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.0				0	SP-SM	Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
				1		
				2		
				3		
				4		At 4 ft, becomes wet.
0.0				5	SP	Wet, gray poorly graded fine SAND with wood fragments and trace silt (dredge fill). No sheen or odor.
				6	SM	1-foot lense of slightly plastic silty SAND with abundant wood fragments.
0.0	7-8 ft	G1B-SB1-7-8 @1113		7	SP	Wet, gray poorly graded fine SAND with wood fragments and trace silt (dredge fill). No sheen or odor.
				8		
	8-10 ft	G1B-SB1-8-10 @1114		9		At 8.5 ft, becomes loose. Possible loss of sample material at bottom of core.
	10-11 ft	G1B-SB1-10-11 @1115		10		At 10 ft, becomes more dense.
0.0	11-12 ft	G1B-SB1-11-12 @1116		11	SM	Wet, gray slightly plastic silty SAND.
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million
--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB2

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 4 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located adjacent to G1B-SD8-PitB hand auger sample location

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.0				0	SP-SM	SP-SM: Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.0				1		
				2		
				3		
				4		At 4 ft, becomes wet.
				5		
				6		
	7-8 ft	G1B-SB2-7-8 @1010		7	SP	SP: Wet, gray poorly graded fine SAND with trace silt (dredge fill). Wood fragments present beginning at 7 ft. No sheen or odor.
	8-9 ft	G1B-SB2-8-9 @1011		8		
	9-10 ft	G1B-SB2-9-10 @1012		9	SM	SM: Wet, gray poorly graded silty SAND.
	10-11 ft	G1B-SB2-10-11 @1013		10		
	11-12 ft	G1B-SB2-11-12 @1014		11		
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million

--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB3

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 6.5 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located adjacent to G1B-HA3a hand auger sample location

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.0				0	SP-SM	Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.0				1		
				2		
				3		
				4		
				5		
				6		Wet at top of core.
	7-8 ft	G1B-SB3-7-8 @1032		7	SP	Wet, loose dark gray poorly graded fine SAND with wood fragments and trace silt (dredge fill). No sheen or odor.
0.0	8-9 ft	G1B-SB3-8-9 @1033		8		
	9-10 ft	G1B-SB3-9-10 @1034		9	SM	Wet, gray poorly graded fine silty SAND.
	10-11 ft	G1B-SB3-10-11 @1035		10		
	11-12 ft	G1B-SB3-11-12 @1036		11		At 11.5 ft, some black oxidized wood fragments present.
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million
--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB4

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 4 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located adjacent to G1B-SD8-PitS hand auger sample location

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.0				0	SP-SM	Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.0				1		
	2.7-3 ft	G1B-SB4-2.7-3 @0936		2		
				3		At 2.7 ft, black-brown lense with wood fragments and some possible reflective material (grit?).
0.0				4	SP	Moist, gray poorly graded fine SAND with trace silt (dredge fill). No sheen or odor.
					SM	Wet, gray poorly graded fine silty SAND with abundant wood fragments.
				5	SP	Wet, gray loose poorly graded fine SAND.
				6		
	7-8 ft	G1B-SB4-7-8 @0939		7		
	8-9 ft	G1B-SB4-8-9 @0940		8	SM	Wet, gray silty fine SAND with wood fragments.
	9-10 ft	G1B-SB4-9-10 @0941		9		
	10-11 ft	G1B-SB4-10-11 @0942		10		
	11-12 ft	G1B-SB4-11-12 @0943		11		
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million

--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB5

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 4 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located in approximate west sidewall of former SD8 excavation

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
				0	GP/SP-SM	Mixture of pea GRAVEL and wet, brown poorly graded fine SAND with silt (imported fill).
0.0				5		Very loose and wet material, poor recovery.
	8-9 ft	G1B-SB5-8-9 @1055		8	SP	Wet, loose dark gray poorly graded fine SAND with wood fragments and trace silt (dredge fill). No sheen or odor.
0.0	9-10 ft	G1B-SB5-9-10 @1056		9		
	10-11 ft	G1B-SB5-10-11 @1057		10		
	11-12 ft	G1B-SB5-11-12 @1058		11	SM	Grades to wet, gray silty fine SAND. Interval appears compressed.
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million
--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB6

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 4 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr
Everett, WA

Remarks: Boring located ~8 feet north of former SD8

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
				0	SP-SM	Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.2	4-5 ft	G1B-SB6-4-5 @1135		4	SP	Wet, gray poorly graded SAND with wood fragments and trace silt (dredge fill). No sheen or odor.
	5-7 ft	G1B-SB6-5-7 @1136		5		
				6		Very loose material- possible lost sample at top of core.
0.0					SM	At 6.5 ft, one-foot lense of silty SAND.
	7-8 ft	G1B-SB6-7-8 @1137		7	SP	Wet, gray poorly graded SAND with wood fragments and trace silt
	8-9 ft	G1B-SB6-8-9 @1138		8		
0.0	9-10 ft	G1B-SB6-9-10 @1139		9		
	10-11 ft	G1B-SB6-10-11 @1140		10		
0.0	11-12 ft	G1B-SB6-11-12 @1141		11		
				12	SM	Wet, gray slightly plastic silty SAND with abundand wood fragments.

Notes:
ft bgs = feet below ground surface
ppm = parts per million

--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB7

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 5.8 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located in Area G-2, northeast of former SD8

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.1				0	SP-SM	Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.0				3	SP	Gray, poorly graded fine SAND with trace silt (dredge fill). No sheen or odor. Abundant wood fragments present beginning at 4.5 ft.
	5.5-6.5 ft	G1B-SB7-5.5-6.5 @1200		5		
0.0	6.5-7.5 ft	G1B-SB7-6.5-7.5 @1201		6		At 5.8 ft, becomes wet. Interval appears compressed.
	7.5-8.5 ft	G1B-SB7-7.5-8.5 @1202		7	SM	Loose, gray, poorly graded fine SAND with trace silt.
0.0	8.5-9.5 ft	G1B-SB7-8.5-9.5 @1203		8	SP	Loose, ray, poorly graded fine SAND with trace silt.
	9.5-10.5 ft	G1B-SB7-9.5-10.5 @1204		9		
		G1Bx-SB7-9.5-10.5 (field duplicate) @1206		10		
0.0	10.5-12 ft	G1B-SB7-10.5-12 @1205		11	SM	Wet, gray slightly plastic silty SAND.
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million

--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB8

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 7 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located in Area G-2, east of former SD8

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.1				0	SP-SM	Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.0				3	SP	Moist, gray poorly graded fine SAND with wood fragments and trace silt (dredge fill). No sheen or odor.
0.0	5.5-6.5 ft	G1B-SB8-5.5-6.5 @1235 G1Bx-SB8-5.5-6.5 (field duplicate) @1240		5		Interval appears compressed 6-7 ft. At 6.5 ft, abundand wood fragments present.
	6.5-7.5 ft	G1B-SB8-6.5-7.5 @1236		6		At 7 ft, becomes loose and wet with poor sample recovery.
0.0	7.5-9.5 ft	G1B-SB8-7.5-9.5 @1237		7		
	9.5-10.5 ft	G1B-SB8-9.5-10.5 @1238		9		
0.0	10.5-12 ft	G1B-SB8-10.5-12 @1239		10	SM	Wet, gray slightly plastic silty SAND with abundant wood fragments.
				12		

Notes:
ft bgs = feet below ground surface
ppm = parts per million

--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

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Soil Boring ID: G1B-SB9

Drill Date: April 24, 2014
Logged By: Kristin Anderson
Drilled By: Don Harnden / ESN Northwest
Drill Type: Direct Push Geoprobe
Sample Method: direct push 2"x5' core
Boring Diameter: 2 inches
Boring Depth (ft bgs): 12 feet
Groundwater ATD (ft bgs): 4 feet

Coordinate System: NAVD88/WA SP N
Ground Surface Elevation:
Latitude/Northing:
Longitude/Easting:
Boring Location: SD8 Area

Client: Oldcastle Precast
Project: Oldcastle-Everett
Task: Area G-1B Emergency Action
Address: 1130 W Marine View Dr Everett, WA

Remarks: Boring located in Area G-2, southeast of former SD8

PID (ppm)	SAMPLE INTERVAL (ft bgs)	SAMPLE ID	DRIVE / RECOVERY	DEPTH (ft bgs)	USCS SYMBOL	LITHOLOGIC DESCRIPTION AND OBSERVATIONS (color, grading, Group Name [with MAJOR and minor constituents], moisture content, etc.)
0.0				0	SP-SM	SP-SM: Moist, brown poorly graded fine SAND with silt and gravel (imported fill).
0.0				3	SP	SP: Moist, gray poorly graded fine SAND with small wood fragments (dredge fill). No sheen or odor.
0.0				4		Silty lense 3.6-4 ft.
						At 4 ft, becomes wet. Very loose at 5 ft.
	5.5-6.5 ft	G1B-SB9-5.5-6.5 @0911		5		
	6.5-7.5 ft	G1B-SB9-6.5-7.5 @0912		6		
	7.5-8.5 ft	G1B-SB9-7.5-8.5 @0913		7		
	8.5-9.5	G1B-SB9-8.5-9.5 @0914		8		
	9.5-11 ft	G1B-SB9-9.5-10.5 @0915		9	SM	SM: Wet, gray silty SAND with shell fragments.
				10		At 11 ft, encountered refusal due to piling.
				11		

Notes:
ft bgs = feet below ground surface
ppm = parts per million
--- Gradational unit contact
USCS = Unified Soil Classification System
▼ = denotes groundwater table

Attachment 5
MTCA Compliance Statistical Evaluation

2.1 G1B-C40 Area G-1B Final Confirmation Samples
4.2 G1B-D3
4.2 G1B-C41
5 LB-C33 Scrape
5.1 G1B-C13
5.1 G1B-C38
5.3 G1B-C19
5.3 G1B-C26
5.4 G1B-C15a
6.2 G1B-C17
6.2 G1B-C25a
6.2 G1B-C32b
6.3 G1Bx-C26
6.5 G1B-C18
6.5 G1B-C28
6.5 G1B-D8
6.9 G1B-C9
7 G1B-C36a
7.1 G1B-C33
7.5 G1B-C4
7.5 G1B-D5
8 G1B-HA1
8.5 G1B-D7
8.6 G1B-C31
8.6 G1B-C39
8.9 G1B-D2
9.1 G1B-D4
9.4 G1B-C29a
9.8 G1B-C23
10 G1B-C6
10 G1B-C21
10 G1B-C27
10 G1B-D6
10 G1B-D13
10 G1B-D14
11 G1B-C24b
11 G1B-C35a
11 G1Bx-C36a
11 G1B-C37a
11 G1Bx-C22
12 G1B-C15.5
12 G1B-C22

Number of samples			Uncensored values	
Uncensored	53		Mean	10.77
Censored	9		Lognormal mean	10.67
Detection limit or PQL	5		Std. devn.	7.26451203
Method detection limit	5		Median	9.4
TOTAL	61		Min.	2.1
			Max.	49

Lognormal distribution?		Normal distribution?	
r-squared is:	0.956	r-squared is:	0.678

Recommendations:
Use lognormal distribution.

UCL (Land's method) is 11.2394629648153

Simple substitution used with censored values.

*censored (non-detect) samples include: G1B-C7, G1B-C10, G1B-C12, G1B-C16, G1B-C20, G1B-D10, G1B-SD9-PitBb, G1B-Scrape 1a and G1B-Scrape 3

12 G1B-C34
12 G1B-HA2
12 G1B-D12
12 G1B-Scrape 2
13 G1B-C42
16 G1B-C30
17 G1B-C1a
18 G1B-D1
19 G1B-C3
19 G1Bx-D9
20 G1B-C5
23 G1B-D9

Attachment 6
Trucking Documentation

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905740	

WEIGHMASTER	
JAMIE B.	
DATE/TIME IN	DATE/TIME OUT
03-18-2014 8:55 am	03-18-2014 9:10 am
VEHICLE	CONTAINER
SOIL	
REFERENCE	
03-37 ICI	INVOICE
BILL OF LADING	
BL 234455	

MANUAL IN	GROSS WEIGHT	104,760	NET TONS	32.01
SCALE OUT	TARE WEIGHT	40,740	NET WEIGHT	64,020

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.01	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905741	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 8:50 am	03-18-2014 9:14 am

VEHICLE	CONTAINER
SOIL	

REFERENCE	
03-387ICI	INVOICE

BILL OF LADING

MANUAL IN	GROSS WEIGHT	108,560	NET TONS	33.78	
SCALE OUT	TARE WEIGHT	41,000	NET WEIGHT	67,560	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.78	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905744	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 9:20 am	03-18-2014 9:40 am

VEHICLE	CONTAINER
SOIL	

REFERENCE	
03-22/ICI	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	105,940	NET TONS	32.36	
SCALE OUT	TARE WEIGHT	41,220	NET WEIGHT	64,720	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.36	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905747	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 9:43 am	03-18-2014 9:53 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-09/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	102,400	NET TONS	30.74	
SCALE OUT	TARE WEIGHT	40,920	NET WEIGHT	61,480	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.74	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905748	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 9:51 am	03-18-2014 10:01 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-23/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT 109,520	NET TONS 34.15		
SCALE OUT	TARE WEIGHT 41,220	NET WEIGHT 68,300		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
34.15	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905749	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 9:52 am	03-18-2014 10:14 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-12/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT 102,760	NET TONS 31.00		
SCALE OUT	TARE WEIGHT 40,760	NET WEIGHT 62,000	INBOUND	

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.00	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905753	

WEIGHMASTER	
IN - Kim L. OUT - JAMIE B.	
DATE/TIME IN	DATE/TIME OUT
03-18-2014 10:36 am	03-18-2014 11:07 am
VEHICLE	CONTAINER
SOIL	
REFERENCE	
03-547ICI	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	106,820	NET TONS	33.18	
SCALE OUT	TARE WEIGHT	40,460	NET WEIGHT	66,360	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.18	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905756	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 10:53 am	03-18-2014 11:23 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-377ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	104,580	NET TONS	31.98	
SCALE OUT	TARE WEIGHT	40,620	NET WEIGHT	63,960	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.98	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905758	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 11:02 am	03-18-2014 11:28 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-38/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	108,040	NET TONS	33.70	
SCALE OUT	TARE WEIGHT	40,640	NET WEIGHT	67,400	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.70	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	905762	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 11:29 am	03-18-2014 12:14 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-22/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	95,940	NET TONS	27.56	
SCALE OUT	TARE WEIGHT	40,820	NET WEIGHT	55,120	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
27.56	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905763	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 11:40 am	03-18-2014 12:16 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-09/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	105,360	NET TONS	32.28
SCALE OUT	TARE WEIGHT	40,800	NET WEIGHT	64,560

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.28	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905765	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 11:47 am	03-18-2014 12:35 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE	
03-23/ICI	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	106,680	NET TONS	32.84
SCALE OUT	TARE WEIGHT	41,000	NET WEIGHT	65,680

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.84	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905771	

WEIGHMASTER
IN - Kim L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 12:48 pm	03-18-2014 1:02 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-34/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	100,700	NET TONS	30.25
SCALE OUT	TARE WEIGHT	40,200	NET WEIGHT	60,500

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.25	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905775	

WEIGHMASTER
IN - Drinda L. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 1:03 pm	03-18-2014 1:19 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-37/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	104,100	NET TONS	31.79	
SCALE OUT	TARE WEIGHT	40,520	NET WEIGHT	63,580	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.79	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905779	

WEIGHMASTER
IN - Drinda L. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 1:14 pm	03-18-2014 1:36 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE	
03-38 ICI	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	106,560	NET TONS	33.02	
SCALE OUT	TARE WEIGHT	40,520	NET WEIGHT	66,040	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.02	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905783	

WEIGHMASTER	
IN - Drinda L.	OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 2:00 pm	03-18-2014 2:08 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE	
03-22 interwest	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	104,220	NET TONS	31.62	
SCALE OUT	TARE WEIGHT	40,980	NET WEIGHT	63,240	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.62	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905784	

WEIGHMASTER: IN - Drinda L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-18-2014 2:09 pm	03-18-2014 2:17 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-09-ici INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	107,800	NET TONS	33.50	
SCALE OUT	TARE WEIGHT	40,800	NET WEIGHT	67,000	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.50	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE		SITE	TICKET #	CELL
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --		01	905805	
CUSTOMER		**WEIGHMASTER**		
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062		IN - JAMIE B. OUT - Kim L.		
		DATE/TIME IN	**DATE/TIME OUT**	
		03-19-2014 8:21 am	03-19-2014 8:31 am	
		VEHICLE	**CONTAINER**	
		SOIL		
		REFERENCE		
		03-23 ICI	INVOICE	
		BILL OF LADING		

SCALE IN	GROSS WEIGHT 111,440	NET TONS 35.07		
SCALE OUT	TARE WEIGHT 41,300	NET WEIGHT 70,140		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
35.07	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905806	

WEIGHMASTER	
IN - JAMIE B.	OUT - Kim L.
DATE/TIME IN: 03-19-2014 8:26 am	DATE/TIME OUT: 03-19-2014 8:38 am
VEHICLE: SOIL	CONTAINER:
REFERENCE: 03-34 ICI	INVOICE
BILL OF LADING:	

SCALE IN	GROSS WEIGHT	107,800	NET TONS	33.76	
SCALE OUT	TARE WEIGHT	40,280	NET WEIGHT	67,520	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.76	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

SITE	TICKET #	CELL
01	905809	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 8:39 am	03-19-2014 8:49 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-37 ICI INVOICE

BILL OF LADING

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SCALE IN	GROSS WEIGHT	102,800	NET TONS	30.99
SCALE OUT	TARE WEIGHT	40,820	NET WEIGHT	61,980

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.99	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905811	

WEIGHMASTER	
IN - JAMIE B. OUT - Kim L.	
DATE/TIME IN	DATE/TIME OUT
03-19-2014 8:46 am	03-19-2014 8:58 am
VEHICLE	CONTAINER
SOIL	
REFERENCE	
03-38 ICI	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	106,340	NET TONS	32.63	
SCALE OUT	TARE WEIGHT	41,080	NET WEIGHT	65,260	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.63	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905812	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 8:59 am	03-19-2014 9:09 am

VEHICLE	CONTAINER
03-09ICI	

REFERENCE 03-09 ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	99,620	NET TONS	29.29
SCALE OUT	TARE WEIGHT	41,040	NET WEIGHT	58,580

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.29	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905814	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 9:02 am	03-19-2014 9:23 am

VEHICLE	CONTAINER
03-22ICI	

REFERENCE 03-22 ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	99,640	NET TONS	29.26	
SCALE OUT	TARE WEIGHT	41,120	NET WEIGHT	58,520	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.26	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	905820	

WEIGHMASTER JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 10:22 am	03-19-2014 10:22 am

VEHICLE	CONTAINER
03-23ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	101,060	NET TONS	29.88	
TARE OUT	TARE WEIGHT	41,300	NET WEIGHT	59,760	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.88	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905822	

WEIGHMASTER JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 10:31 am	03-19-2014 10:31 am

VEHICLE	CONTAINER
03-34ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	102,620	NET TONS	31.17	
TARE OUT	TARE WEIGHT	40,280	NET WEIGHT	62,340	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.17	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905823	

WEIGHMASTER	
JAMIE B.	
DATE/TIME IN	DATE/TIME OUT
03-19-2014 10:48 am	03-19-2014 10:48 am
VEHICLE	CONTAINER
03-37ICI	
REFERENCE	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	105,440	NET TONS	32.31
TARE OUT	TARE WEIGHT	40,820	NET WEIGHT	64,620

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.31	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

RS-F042UPR (07/12)

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905824	

WEIGHMASTER	
JAMIE B.	
DATE/TIME IN	DATE/TIME OUT
03-19-2014 10:57 am	03-19-2014 10:57 am
VEHICLE	CONTAINER
03-38ICI	
REFERENCE	
	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	105,900	NET TONS	32.41
TARE OUT	TARE WEIGHT	41,080	NET WEIGHT	64,820

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.41	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905825	

WEIGHTMASTER
JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 11:05 am	03-19-2014 11:05 am

VEHICLE	CONTAINER
03-09ICI	

REFERENCE
INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	103,280	NET TONS	31.12
TARE OUT	TARE WEIGHT	41,040	NET WEIGHT	62,240

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.12	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905830	

WEIGHMASTER	
JAMIE B.	
DATE/TIME IN: 03-19-2014 11:50 am	DATE/TIME OUT: 03-19-2014 11:50 am
VEHICLE: 03-22ICI	CONTAINER:
REFERENCE:	INVOICE
BILL OF LADING:	

SCALE IN	GROSS WEIGHT	104,840	NET TONS	31.86
TARE OUT	TARE WEIGHT	41,120	NET WEIGHT	63,720

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.86	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905832	

WEIGHMASTER JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 12:28 pm	03-19-2014 12:28 pm

VEHICLE	CONTAINER
03-23ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	94,240	NET TONS	26.47	
TARE OUT	TARE WEIGHT	41,300	NET WEIGHT	52,940	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.47	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE

RS-F042UPR (07/12)

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905834	

WEIGHMASTER	
JAMIE B.	
DATE/TIME IN: 03-19-2014 12:42 pm	DATE/TIME OUT: 03-19-2014 12:42 pm
VEHICLE: 03-34ICI	CONTAINER:
REFERENCE:	INVOICE
BILL OF LADING:	

SCALE IN	GROSS WEIGHT	101,440	NET TONS	30.58
TARE OUT	TARE WEIGHT	40,280	NET WEIGHT	61,160

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.58	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905836	

WEIGHMASTER
JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 12:57 pm	03-19-2014 12:57 pm

VEHICLE	CONTAINER
03-37ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	106,320	NET TONS	32.75	
TARE OUT	TARE WEIGHT	40,820	NET WEIGHT	65,500	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.75	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE 01	**TICKET #** 905837	**CELL**	
WEIGHMASTER Kim L.			
DATE/TIME IN 03-19-2014 1:22 pm		**DATE/TIME OUT** 03-19-2014 1:22 pm	
VEHICLE 03-38ICI		**CONTAINER**	
REFERENCE		INVOICE	
BILL OF LADING			

SCALE IN	GROSS WEIGHT	101,840	NET TONS	30.38
TARE OUT	TARE WEIGHT	41,080	NET WEIGHT	60,760

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.38	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905838	

WEIGHMASTER Kim L.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 1:27 pm	03-19-2014 1:27 pm

VEHICLE 03-09ICI
CONTAINER
REFERENCE INVOICE
BILL OF LADING

SCALE IN	GROSS WEIGHT 104,880	NET TONS 31.92		
TARE OUT	TARE WEIGHT 41,040	NET WEIGHT 63,840		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.92	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905840	

WEIGHMASTER JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 1:56 pm	03-19-2014 1:56 pm

VEHICLE	CONTAINER
03-22ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	95,980	NET TONS	27.43	
TARE OUT	TARE WEIGHT	41,120	NET WEIGHT	54,860	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
27.43	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE	TICKET #	CELL
01	905842	

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

WEIGHMASTER
IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
03-19-2014 1:50 pm	03-19-2014 2:11 pm

VEHICLE	CONTAINER
03-12ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	97,480	NET TONS	28.04	
SCALE OUT	TARE WEIGHT	41,400	NET WEIGHT	56,080	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.04	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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RS-F042UPR (07/12) 2/21

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905857	

WEIGHMASTER
Kim L.

DATE/TIME IN	DATE/TIME OUT
03-20-2014 7:43 am	03-20-2014 7:55 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-23/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	93,260	NET TONS	25.88	
SCALE OUT	TARE WEIGHT	41,500	NET WEIGHT	51,760	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
25.88	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	905858	

WEIGHMASTER

IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-20-2014 8:32 am	03-20-2014 8:42 am

VEHICLE	CONTAINER
03-37ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	103,000	NET TONS	30.90	
SCALE OUT	TARE WEIGHT	41,200	NET WEIGHT	61,800	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.90	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	905861	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-20-2014 9:56 am	03-20-2014 10:31 am

VEHICLE	CONTAINER
03-23ICI	

REFERENCE	BILL OF LADING
INVOICE	

SCALE IN	GROSS WEIGHT	113,780	NET TONS	36.43	
SCALE OUT	TARE WEIGHT	40,920	NET WEIGHT	72,860	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
36.43	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE Tom

RS-F042UPR (07/12)

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	905862	

WEIGHMASTER JAMIE B.

DATE/TIME IN	DATE/TIME OUT
03-20-2014 10:40 am	03-20-2014 10:40 am

VEHICLE	CONTAINER
03-37ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	106,420	NET TONS	32.61
TARE OUT	TARE WEIGHT	41,200	NET WEIGHT	65,220

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.61	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906047	

WEIGHMASTER
Kim L.

DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:04 am	03-25-2014 9:04 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-377ICI INVOICE

BILL OF LADING

MANUAL IN	GROSS WEIGHT	106,360	NET TONS	32.74	
MANUAL OUT	TARE WEIGHT	40,880	NET WEIGHT	65,480	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.74	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906048	

WEIGHMASTER	
IN - Kim L. OUT - Drinda L.	
DATE/TIME IN	DATE/TIME OUT
03-25-2014 8:55 am	03-25-2014 9:11 am
VEHICLE	CONTAINER
SOIL	
REFERENCE	
03-387ICI	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	104,880	NET TONS	31.79	
SCALE OUT	TARE WEIGHT	41,300	NET WEIGHT	63,580	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.79	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

2/21

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906051	

WEIGHMASTER: IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:01 am	03-25-2014 9:20 am

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-347ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	98,300	NET TONS	28.87	
SCALE OUT	TARE WEIGHT	40,560	NET WEIGHT	57,740	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.87	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906054	

WEIGHMASTER IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:22 am	03-25-2014 9:38 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-23/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT 101,360	NET TONS 29.95		
SCALE OUT	TARE WEIGHT 41,460	NET WEIGHT 59,900		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.95	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906057	

WEIGHMASTER	
IN - Kim L. OUT - Drinda L.	
DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:20 am	03-25-2014 9:46 am
VEHICLE	CONTAINER
SOIL	
REFERENCE	
03-097ICI	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	103,940	NET TONS	31.55	
SCALE OUT	TARE WEIGHT	40,840	NET WEIGHT	63,100	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.55	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906060	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:34 am	03-25-2014 10:01 am

VEHICLE	CONTAINER
03-22ICI	

REFERENCE
INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	102,280	NET TONS	30.57
SCALE OUT	TARE WEIGHT	41,140	NET WEIGHT	61,140

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.57	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906061	

WEIGHMASTER IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:39 am	03-25-2014 10:09 am

VEHICLE	CONTAINER
03-35ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT 107,080	NET TONS 32.88		
SCALE OUT	TARE WEIGHT 41,320	NET WEIGHT 65,760		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.88	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906064	

WEIGHMASTER
IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
03-25-2014 9:47 am	03-25-2014 10:25 am

VEHICLE	CONTAINER
03-20ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	98,740	NET TONS	28.94
SCALE OUT	TARE WEIGHT	40,860	NET WEIGHT	57,880

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.94	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

RS-F042UPR (07/12)

SIGNATURE _____

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906086	

WEIGHMASTER	
IN - JAMIE B. OUT - Kim L.	
DATE/TIME IN	DATE/TIME OUT
03-25-2014 11:04 am	03-25-2014 11:55 am
VEHICLE	CONTAINER
03-12ICI	
REFERENCE	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	97,160	NET TONS	28.24	
SCALE OUT	TARE WEIGHT	40,680	NET WEIGHT	56,480	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.24	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906369	

WEIGHMASTER

IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 8:24 am	04-2-2014 9:15 am

VEHICLE	CONTAINER
SOIL	

REFERENCE

03-12/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	105,740	NET TONS	32.56	
SCALE OUT	TARE WEIGHT	40,620	NET WEIGHT	65,120	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.56	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906371	

WEIGHMASTER

IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 8:35 am	04-2-2014 9:21 am

VEHICLE	CONTAINER
SOIL	

REFERENCE

03-37/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	107,420	NET TONS	33.10	
SCALE OUT	TARE WEIGHT	41,220	NET WEIGHT	66,200	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.10	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906373	

WEIGHMASTER
Kim L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 8:39 am	04-2-2014 9:39 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-38/ICI INVOICE

BILL OF LADING

SCALE IN GROSS WEIGHT 107,260 NET TONS 33.02
SCALE OUT TARE WEIGHT 41,220 NET WEIGHT 66,040 INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.02	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

RS-F042UPR (07/12) 2/21

SIGNATURE ____________________

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906375	

WEIGHMASTER	
Kim L.	
DATE/TIME IN	**DATE/TIME OUT**
04-02-2014 8:44 am	04-2-2014 9:57 am
VEHICLE	**CONTAINER**
SOIL	
REFERENCE	
03-23/ICI	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	105,720	NET TONS	32.21
SCALE OUT	TARE WEIGHT	41,300	NET WEIGHT	64,420

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.21	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE Tom

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906376	

WEIGHMASTER: Kim L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 8:46 am	04-2-2014 10:03 am

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-34/ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	104,900	NET TONS	32.06	
SCALE OUT	TARE WEIGHT	40,780	NET WEIGHT	64,120	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.06	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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SIGNATURE _____

SITE	
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --	

SITE	TICKET #	CELL
01	906380	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 8:56 am	04-2-2014 10:16 am

VEHICLE	CONTAINER
03-22ICI	

REFERENCE INVOICE

BILL OF LADING

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SCALE IN	GROSS WEIGHT	105,980	NET TONS	32.38	
SCALE OUT	TARE WEIGHT	41,220	NET WEIGHT	64,760	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.38	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12) 2/21

SIGNATURE ____________________

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906400	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 12:04 pm	04-2-2014 12:04 pm

VEHICLE	CONTAINER
03-37ICI	

REFERENCE: INTERWEST INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	107,540	NET TONS	33.16	
TARE OUT	TARE WEIGHT	41,220	NET WEIGHT	66,320	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.16	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906402	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 12:11 pm	04-2-2014 12:11 pm

VEHICLE	CONTAINER
03-12ICI	

REFERENCE: INTERWEST INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	99,020	NET TONS	29.20	
TARE OUT	TARE WEIGHT	40,620	NET WEIGHT	58,400	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.20	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906404	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 12:22 pm	04-2-2014 12:22 pm

VEHICLE	CONTAINER
03-38ICI	

REFERENCE: CTI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	96,680	NET TONS	27.73	
TARE OUT	TARE WEIGHT	41,220	NET WEIGHT	55,460	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
27.73	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906406	

WEIGHMASTER
Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 12:32 pm	04-2-2014 12:32 pm

VEHICLE	CONTAINER
03-23ICI	

REFERENCE
ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	95,140	NET TONS	26.92	
TARE OUT	TARE WEIGHT	41,300	NET WEIGHT	53,840	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.92	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE

SITE	TICKET #	CELL
01	906409	

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

WEIGHMASTER
Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 12:41 pm	04-2-2014 12:41 pm

VEHICLE	CONTAINER
03-34ICI	

REFERENCE
ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	96,440	NET TONS	27.83	
TARE OUT	TARE WEIGHT	40,780	NET WEIGHT	55,660	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
27.83	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906410	

WEIGHMASTER
Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-02-2014 12:48 pm	04-2-2014 12:48 pm

VEHICLE	CONTAINER
03-22ICI	

REFERENCE
INTERWEST INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	99,600	NET TONS	29.19	
TARE OUT	TARE WEIGHT	41,220	NET WEIGHT	58,380	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.19	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906427	

WEIGHMASTER
IN - Drinda L. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 8:10 am	04-3-2014 8:22 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-22 INTERWEST INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT 101,400	NET TONS 30.12		
SCALE OUT	TARE WEIGHT 41,160	NET WEIGHT 60,240		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.12	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906428	

WEIGHMASTER
Kim L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 8:25 am	04-3-2014 8:34 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-377ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	105,220	NET TONS	31.98	
SCALE OUT	TARE WEIGHT	41,260	NET WEIGHT	63,960	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.98	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906429	

WEIGHMASTER	
IN - Kim L. OUT - Drinda L.	
DATE/TIME IN	DATE/TIME OUT
04-03-2014 8:43 am	04-3-2014 8:55 am
VEHICLE	CONTAINER
SOIL	
REFERENCE	
3-38/ICI	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	101,740	NET TONS	30.15
SCALE OUT	TARE WEIGHT	41,440	NET WEIGHT	60,300

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.15	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906431	

WEIGHMASTER: IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 8:52 am	04-3-2014 9:11 am

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-237ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	105,280	NET TONS	31.94	
SCALE OUT	TARE WEIGHT	41,400	NET WEIGHT	63,880	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.94	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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SIGNATURE

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906432	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 9:16 am	04-3-2014 9:28 am

VEHICLE	CONTAINER
03-34ICI	

REFERENCE: ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	104,300	NET TONS	31.78	
SCALE OUT	TARE WEIGHT	40,740	NET WEIGHT	63,560	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.78	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906433	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 9:25 am	04-3-2014 9:33 am

VEHICLE	CONTAINER
03-12ICI	

REFERENCE: ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	101,640	NET TONS	30.40	
SCALE OUT	TARE WEIGHT	40,840	NET WEIGHT	60,800	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.40	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906441	

WEIGHMASTER Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 11:06 am	04-3-2014 11:06 am

VEHICLE	CONTAINER
03-22ICI	

REFERENCE INTERWEST INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	99,700	NET TONS	29.27
TARE OUT	TARE WEIGHT	41,160	NET WEIGHT	58,540

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.27	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906442	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 11:19 am	04-3-2014 11:19 am

VEHICLE	CONTAINER
03-37ICI	

REFERENCE: INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	104,760	NET TONS	31.75	
TARE OUT	TARE WEIGHT	41,260	NET WEIGHT	63,500	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.75	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906443	

WEIGHMASTER
IN - Drinda L. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 11:31 am	04-3-2014 11:43 am

VEHICLE	CONTAINER
03-38ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	102,780	NET TONS	30.62	
SCALE OUT	TARE WEIGHT	41,540	NET WEIGHT	61,240	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.62	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906444	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 11:44 am	04-3-2014 11:44 am

VEHICLE	CONTAINER
03-23ICI	

REFERENCE: INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	103,300	NET TONS	30.95	
TARE OUT	TARE WEIGHT	41,400	NET WEIGHT	61,900	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.95	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906445	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 11:53 am	04-3-2014 11:53 am

VEHICLE	CONTAINER
03-34ICI	

REFERENCE: INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	103,980	NET TONS	31.62	
TARE OUT	TARE WEIGHT	40,740	NET WEIGHT	63,240	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.62	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906446	

WEIGHMASTER Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 12:11 pm	04-3-2014 12:11 pm

VEHICLE	CONTAINER
03-I2ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT 104,920	NET TONS 32.04		
TARE OUT	TARE WEIGHT 40,840	NET WEIGHT 64,080		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.04	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906450	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 1:43 pm	04-3-2014 1:43 pm

VEHICLE	CONTAINER
03-22ICI	

REFERENCE: INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	101,520	NET TONS	30.18
TARE OUT	TARE WEIGHT	41,160	NET WEIGHT	60,360

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.18	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906452	

WEIGHMASTER
Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 2:05 pm	04-3-2014 2:05 pm

VEHICLE	CONTAINER
03-37ICI	

REFERENCE	
	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	101,160	NET TONS	29.95	
TARE OUT	TARE WEIGHT	41,260	NET WEIGHT	59,900	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.95	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906453	

WEIGHMASTER: Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 2:17 pm	04-3-2014 2:17 pm

VEHICLE	CONTAINER
03-38ICI	

REFERENCE: INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	100,800	NET TONS	29.63	
TARE OUT	TARE WEIGHT	41,540	NET WEIGHT	59,260	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.63	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	906456	

WEIGHMASTER	
Leslie U.	
DATE/TIME IN	**DATE/TIME OUT**
04-03-2014 2:31 pm	04-3-2014 2:31 pm
VEHICLE	**CONTAINER**
03-23ICI	
REFERENCE	INVOICE
BILL OF LADING	

SCALE IN	GROSS WEIGHT	99,880	NET TONS	29.24
TARE OUT	TARE WEIGHT	41,400	NET WEIGHT	58,480

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
29.24	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906457	

WEIGHMASTER
Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 2:48 pm	04-3-2014 2:48 pm

VEHICLE	CONTAINER
03-34ICI	

REFERENCE INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	105,960	NET TONS	32.61	
TARE OUT	TARE WEIGHT	40,740	NET WEIGHT	65,220	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.61	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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RS-F042UPR (07/12)

2/21

SIGNATURE _____

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

TOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906461	

WEIGHMASTER: Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-03-2014 3:17 pm	04-3-2014 3:17 pm

VEHICLE	CONTAINER
03-12ICI	

REFERENCE: INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT 104,940	NET TONS 32.05		
TARE OUT	TARE WEIGHT 40,840	NET WEIGHT 64,100		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
32.05	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906534	

WEIGHMASTER

IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-07-2014 8:17 am	04-7-2014 8:26 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03/20/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	89,940	NET TONS	24.23	
SCALE OUT	TARE WEIGHT	41,480	NET WEIGHT	48,460	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
24.23	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906541	

WEIGHMASTER
IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-07-2014 8:44 am	04-7-2014 9:01 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-23/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	98,900	NET TONS	28.74
SCALE OUT	TARE WEIGHT	41,420	NET WEIGHT	57,480

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.74	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE Tony

RS-F042UPR (07/12)

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906546	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
04-07-2014 9:06 am	04-7-2014 9:43 am

VEHICLE	CONTAINER
03-12ICI	

REFERENCE
INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	93,180	NET TONS	26.12	
SCALE OUT	TARE WEIGHT	40,940	NET WEIGHT	52,240	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.12	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906619	

WEIGHMASTER

IN - Drinda L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
04-08-2014 12:22 pm	04-8-2014 12:36 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE

03-30 INTERWEST INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	92,300	NET TONS	25.69	
SCALE OUT	TARE WEIGHT	40,920	NET WEIGHT	51,380	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
25.69	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12) 2/21

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906624	

WEIGHMASTER

IN - Drinda L. OUT - Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-08-2014 1:13 pm	04-8-2014 1:24 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE

03-20 interest INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	87,600	NET TONS	23.33	
SCALE OUT	TARE WEIGHT	40,940	NET WEIGHT	46,660	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
23.33	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906625	

WEIGHMASTER: IN - Drinda L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
04-08-2014 1:59 pm	04-8-2014 2:11 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-23 ici INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	88,520	NET TONS	23.84	
SCALE OUT	TARE WEIGHT	40,840	NET WEIGHT	47,680	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
23.84	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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SIGNATURE

RS-F042UPR (07/12)

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906639	

WEIGHMASTER

IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-09-2014 8:58 am	04-9-2014 9:10 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-20/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	91,780	NET TONS	25.24	
SCALE OUT	TARE WEIGHT	41,300	NET WEIGHT	50,480	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
25.24	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12) 2/21

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906644	

WEIGHMASTER
IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-09-2014 9:19 am	04-9-2014 9:32 am

VEHICLE	CONTAINER
03-23ICI	

REFERENCE
03-23 INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	104,420	NET TONS	31.50
SCALE OUT	TARE WEIGHT	41,420	NET WEIGHT	63,000

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.50	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

SIGNATURE Tom

RS-F042UPR (07/12)

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	906657	

WEIGHMASTER: IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-09-2014 12:05 pm	04-9-2014 12:36 pm

VEHICLE	CONTAINER
03-20ICI	

REFERENCE: 03-20 INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	93,700	NET TONS	26.29	
SCALE OUT	TARE WEIGHT	41,120	NET WEIGHT	52,580	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.29	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	906658	

WEIGHMASTER
IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-09-2014 12:31 pm	04-9-2014 12:42 pm

VEHICLE	CONTAINER
03-23ICI	

REFERENCE
03-23 INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	93,560	NET TONS	26.16
SCALE OUT	TARE WEIGHT	41,240	NET WEIGHT	52,320

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.16	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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SIGNATURE

RS-F042UPR (07/12)

SITE	TICKET #	CELL
01	906997	

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

WEIGHMASTER
IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-21-2014 10:38 am	04-21-2014 10:47 am

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-30/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	89,340	NET TONS	24.13	
SCALE OUT	TARE WEIGHT	41,080	NET WEIGHT	48,260	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
24.13	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12) 2/21

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907017	

WEIGHMASTER: IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-21-2014 1:29 pm	04-21-2014 1:39 pm

VEHICLE	CONTAINER
03-30ICI	

REFERENCE: 03-30 INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	95,160	NET TONS	26.90	
SCALE OUT	TARE WEIGHT	41,360	NET WEIGHT	53,800	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.90	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907033	

WEIGHMASTER: IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-22-2014 10:07 am	04-22-2014 10:43 am

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-37/ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT 104,660	NET TONS 31.94		
SCALE OUT	TARE WEIGHT 40,780	NET WEIGHT 63,880		INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.94	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

The undersigned individual signing this document on behalf of Customer acknowledges that he or she has read and understands the terms and conditions on the reverse side and that he or she has the authority to sign this document on behalf of the customer.

RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	907076	

WEIGHMASTER: IN - Leslie U. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-22-2014 1:47 pm	04-22-2014 2:11 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE: 37 ici INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	104,520	NET TONS	31.94
SCALE OUT	TARE WEIGHT	40,640	NET WEIGHT	63,880

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.94	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT

TENDERED

CHANGE

CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	907171	

WEIGHMASTER

IN - Drinda L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
04-24-2014 9:35 am	04-24-2014 11:52 am

VEHICLE	CONTAINER
SOIL	

REFERENCE

34 ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	93,780	NET TONS	26.37	
SCALE OUT	TARE WEIGHT	41,040	NET WEIGHT	52,740	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.37	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907180	

WEIGHMASTER: IN - Drinda L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
04-24-2014 10:06 am	04-24-2014 12:26 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-30 INTERWEST INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	94,780	NET TONS	26.76
SCALE OUT	TARE WEIGHT	41,260	NET WEIGHT	53,520

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.76	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

RS-F042UPR (07/12)

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	907236	

WEIGHMASTER: IN - JAMIE B. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-25-2014 9:00 am	04-25-2014 9:21 am

VEHICLE	CONTAINER
03-35ICI	

REFERENCE: 03-35ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	91,900	NET TONS	25.25
SCALE OUT	TARE WEIGHT	41,400	NET WEIGHT	50,500

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
25.25	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907242	

WEIGHMASTER: IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-25-2014 10:00 am	04-25-2014 10:09 am

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-30/ICI INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	97,720	NET TONS	28.30
SCALE OUT	TARE WEIGHT	41,120	NET WEIGHT	56,600

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.30	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	907252	

WEIGHMASTER

IN - JAMIE B. OUT - Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-25-2014 10:57 am	04-25-2014 11:09 am

VEHICLE	CONTAINER
03-38ICI	

REFERENCE 03-38 ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	104,780	NET TONS	31.77	
SCALE OUT	TARE WEIGHT	41,240	NET WEIGHT	63,540	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
31.77	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12) 2/21

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	907266	

WEIGHMASTER

IN - Drinda L. OUT - Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-25-2014 12:08 pm	04-25-2014 12:42 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE

03-35 ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	97,280	NET TONS	28.14	
SCALE OUT	TARE WEIGHT	41,000	NET WEIGHT	56,280	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.14	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907275	

WEIGHMASTER
IN - Drinda L. OUT - JAMIE B.

DATE/TIME IN	DATE/TIME OUT
04-25-2014 12:43 pm	04-25-2014 1:31 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-30 INTERWEST INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	102,140	NET TONS	30.57	
SCALE OUT	TARE WEIGHT	41,000	NET WEIGHT	61,140	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
30.57	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE			
REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --			

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	907283	

WEIGHMASTER	
IN - Drinda L.	OUT - Leslie U.

DATE/TIME IN	DATE/TIME OUT
04-25-2014 1:31 pm	04-25-2014 2:11 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE	
03-38 ICI	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	107,580	NET TONS	33.26	
SCALE OUT	TARE WEIGHT	41,060	NET WEIGHT	66,520	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
33.26	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

2/21

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907351	

WEIGHMASTER: Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-28-2014 8:51 am	04-28-2014 9:37 am

VEHICLE	CONTAINER
SOIL	

REFERENCE: 03-30 INTERWEST INVOICE

BILL OF LADING:

SCALE IN	GROSS WEIGHT	94,940	NET TONS	26.82	
SCALE OUT	TARE WEIGHT	41,300	NET WEIGHT	53,640	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
26.82	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE

REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER

163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001

LW-14062

SITE	TICKET #	CELL
01	907359	

WEIGHMASTER
IN - Kim L. OUT - Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-28-2014 9:24 am	04-28-2014 10:11 am

VEHICLE	CONTAINER
SOIL	

REFERENCE
03-35/ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	56,100	NET TONS	14.70
SCALE OUT	TARE WEIGHT	26,700	NET WEIGHT	29,400

INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
14.70	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE
REGIONAL DISPOSAL INTERMODAL
3rd and lander
Seattle, WA --

CUSTOMER
163888
Old Castle Precast Inc
1002 15th St SW, Ste 110
Auburn, WA 98001
LW-14062

SITE	TICKET #	CELL
01	907452	

WEIGHMASTER
Drinda L.

DATE/TIME IN	DATE/TIME OUT
04-29-2014 9:04 am	04-29-2014 2:24 pm

VEHICLE	CONTAINER
SOIL	

REFERENCE 03-34 ICI INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	97,620	NET TONS	28.52	
SCALE OUT	TARE WEIGHT	40,580	NET WEIGHT	57,040	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
28.52	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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RS-F042UPR (07/12)

SIGNATURE _____

SITE	
	REGIONAL DISPOSAL INTERMODAL 3rd and lander Seattle, WA --

CUSTOMER
163888 Old Castle Precast Inc 1002 15th St SW, Ste 110 Auburn, WA 98001 LW-14062

SITE	TICKET #	CELL
01	907526	

WEIGHMASTER
IN - JAMIE B. OUT - Kim L.

DATE/TIME IN	DATE/TIME OUT
04-30-2014 9:57 am	04-30-2014 11:42 am

VEHICLE	CONTAINER
03-34ICI	

REFERENCE	
03-34ICI	INVOICE

BILL OF LADING

SCALE IN	GROSS WEIGHT	58,440	NET TONS	9.03	
SCALE OUT	TARE WEIGHT	40,380	NET WEIGHT	18,060	INBOUND

QTY.	UNIT	DESCRIPTION	RATE	EXTENSION	TAX	TOTAL
0.00	YD	TRACKING QTY				
9.03	TN	SW-CONT SOIL EVERETT/SNOH				

NET AMOUNT
TENDERED
CHANGE
CHECK#

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2/21

RS-F042UPR (07/12)

SIGNATURE _____