Santa Susana Field Laboratory
Ventura County, California

Appendix F – Transportation Plan

Final

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The Boeing Company

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Contents

Figures

Acronyms and Abbreviations

Acronym	Definition
AIBP	Area I Burn Pit
bgs	below ground surface
Boeing	The Boeing Company
CFR	*Code of Federal Regulations*
DOE	U.S. Department of Energy
DOT	U.S. Department of Transportation
DTSC	California Environmental Protection Agency, Department of Toxic Substances Control
EAA	Early Action Area
HASP	Health and Safety Plan
I-	Interstate
NASA	National Aeronautics and Space Administration
NMED	New Mexico Environmental Department
RAW	Removal Action Work Plan
RCRA	Resource Conservation and Recovery Act
RFI	RCRA facility investigation
SMP	Soil Management Plan
SR	State Route
SSFL	Santa Susana Field Laboratory
yd^3	cubic yard(s)

1. Introduction

This Transportation Plan was prepared on behalf of The Boeing Company (Boeing) in support of removal action activities planned for part of the Area I Burn Pit (AIBP) Resource Conservation and Recovery Act (RCRA) facility investigation (RFI) site within Boeing RFI Subarea 1B Southwest at the Santa Susana Field Laboratory (SSFL) in Ventura County, California (Figure F-1). This Transportation Plan is Appendix F of the Removal Action Work Plan (RAW) that provides details of the planned removal action activities.

This RAW has been prepared for Boeing pursuant to the *Imminent and Substantial Endangerment Determination and Consent Order, Santa Susana Field Laboratory, Area I Burn Pit Area* (DTSC 2022) (2022 ISE Order). The 2022 ISE Order applies to the specific area of the AIBP RFI site shown on Figure F-2.

1.1 Background

The AIBP RFI reporting area is approximately 27 acres in the east-central portion of the SSFL. The AIBP RFI site was established for the destruction of chemicals by combustion and detonation. The AIBP RFI site is currently inactive and all structures have been demolished. Portions of the site are covered with a geotextile fabric.

Sampling and analytical data indicate that soil within the Early Action Area (EAA) (Figure F-2) contains certain metals, polychlorinated biphenyls, volatile organic compounds, and dioxin compounds that pose a threat to ecological health, as well as contain radionuclides in the soil at concentrations above lookup table values. California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) issued the 2022 ISE Order to address these concerns for soil within the EAA, and soil underneath areas covered by geotextile fabric to stabilize the site until the final cleanup is completed.

1.2 Early Action Excavation Description

A total of 49 excavation areas are planned in the AIBP RFI site, including EAAs T301a through TS07, ES01 through ES35, ESV1, ESV2, LS01 through LS09, ELS04, and ELS26b. After the vegetation has been removed, impacted soil from the excavation areas will be removed using a combination of a backhoe, compact track-mounted front-end loader, vacuum truck, and hand tools. The removal, transportation, and disposal activities will be performed in accordance with the final RAW and applicable federal, state, and local laws, regulations, and ordinances.

1.3 Purpose and Objective

The purpose of this Transportation Plan is to identify and minimize potential health, safety, and environmental risks that may result during loading, SSFL entry and egress, and transportation of waste on public roads. The Transportation Plan will be used as a stand-alone document by personnel involved in the transportation of the excavated soil.

2. Waste Characterization and Quantity

The estimated ex situ excavated soil volume from the AIBP RFI site is approximately 15,000 cubic yards (yd^3). The target soil removal depth ranges from 1.5 to 6 feet below ground surface (bgs). After the initial planned excavations are completed for each EAA, confirmation soil samples will be collected to assess the effectiveness of the removal action. Confirmation sampling is described in detail in Appendix H of the RAW.

2.1 Estimated Waste Quantity

The total volume of ex situ excavated soil is approximated at 15,000 yd^3, or approximately 1,000 truckloads, assuming an average truck load of 15 yd^3 and no bulking. Because adjustments to the limits of removal may be warranted based on confirmation sampling, volumes are estimates and do not include potential additional soil removal that may be necessary to meet the overall remedial action objectives.

2.2 Waste Profiling

Soil characterization will be performed consistent with State of California and federal regulations and per disposal facility acceptance requirements. The AIBP RFI site EAA has been divided into 49 separate units with excavations ranging from 1.5 to 6 feet bgs deep. Although historical data exist for the units, data are insufficient to provide waste characterization. Collection of waste characterization samples will be necessary to provide adequate classification information to proposed disposal facilities for profiling and acceptance. Representative samples of sufficient number per proposed disposal facility acceptance requirements will be collected. Waste samples will be collected from stockpiled soil following excavation. Waste characterization and soil management is described in detail in the RAW Soil Management Plan (SMP; Appendix G).

3. Waste Staging Operations

Different waste classification soil types excavated from the removal areas will be segregated where possible and loaded directly into haul trucks or other appropriate containers and transported to a temporary storage area for profiling. Figures F-2 and F-3 show potential temporary storage areas that may be used. In addition to soil removal, additional, unknown wastes may be identified during excavation. These wastes will be segregated and appropriately contained for characterization and disposal. These wastes may be contained in roll-offs or portable containers. No soil will be included with the biomass transport, to the extent practicable.

Nonhazardous soil will be stored in a designated area until shipment offsite begins. Hazardous wastes contained in roll-offs, drums, or other portable containers will be stored in the Hazardous Waste Yard or in temporary storage areas. Onsite routes to the Hazardous Waste Yard and the temporary storage areas are discussed in Section 8.1. Additional soil staging protocol is provided in the RAW SMP (Appendix G).

4. Requirements of Transporters

A transporter or combination of transporters will be selected before implementing this Transportation Plan. The selected transporters will be qualified, fully licensed, and insured to transport the wastes generated. For transportation of hazardous wastes, the selected transporter will be a registered hazardous waste hauler. Radioactive materials will be transported by U.S. Department of Transportation (DOT)-approved carriers and shipping documentation developed by qualified radioactive material shippers.

The soil will be transported in super sacks, roll off bins, or similar. Trucks with mud caked on the exterior, in the truck bed, or on the tires will not be allowed onsite to prevent the introduction of non-native plant seeds. Before leaving the SSFL, non-RCRA hazardous waste will be fully covered and secured with a tarp completely extending over the truck bed. RCRA or California hazardous wastes, if encountered, will be placed in labeled, DOT-approved, 20-yd^3 transport bins or other DOT-approved containers and transported by appropriate truck. See Section 6 for more detailed truck loading operations.

5. Traffic Control Procedures

Trucks will be dispatched to and from the SSFL at set intervals in accordance with the Transportation and Road Agreement made in 2015 between the National Aeronautics and Space Administration (NASA), the U.S. Department of Energy (DOE), and Boeing to avoid traffic problems and impact to communities along Woolsey Canyon Road. To avoid peak hours of traffic, trucks will be released between 7:00 a.m. and 3:00 p.m. at approximately 10-minute intervals (resulting in 48 truckloads per day), and no sooner than 5-minute intervals (resulting in 96 truckloads per day). A maximum daily limit of 96 truckloads departing the SSFL is allowed per day. Therefore, staggering trucks in 5- to 10-minute intervals will assist with avoiding exceeding this daily limit. Although truck drivers will be instructed to approach the SSFL at the prescribed intervals, some trucks may approach the SSFL ahead of time. In the event that NASA and/or DOE are also performing excavation activities at the time this AIBP RAW is implemented, coordination between Boeing, NASA, and DOE will be maintained during the removal action to avoid congestion from trucks arriving at the front gate and to avoid exceeding the daily limit of 96 truckloads departing the SSFL. The actual traffic control procedures might be revised based on the requirements of the Ventura County Grading Permit.

Upon entrance, each truck driver will make a temporary stop at the facility entrance at the end of Woolsey Canyon Road. The driver will park the truck at an area designated by the security guard. The security guard will issue a temporary entry pass to the driver and authorize the truck to enter the facility. The driver will proceed to the loading area following the posted signs. While at the SSFL, vehicles will be required to maintain slow speeds for safety purposes and for dust control measures. Upon exit of the SSFL, each driver will again temporarily stop at the facility control point to relinquish the temporary pass permit to facility personnel.

Approximately four to five trucks may be staged at the loading area of the Lower Parking Lot or Upper Lot at once. Excess trucks will use available parking spaces at the contractor parking area in the southwest section of the AIBP RFI site, at the brake check area on Woolsey Canyon Road, or in the Upper Parking Lot with permission by Boeing (Figure F-3).

6. Truck Loading Operations

Transportation trucks will be loaded at the Hazardous Waste Yard or a temporary storage area depending on the waste classification.

Gentle loading will be performed to minimize the potential for spill or dust creation. Water spraying will be implemented as needed to suppress potential dust generation during loading operations. Care will be taken to apply dust suppression water to the top of the load or source material to avoid wetting the truck tires. Loading will not be performed during unfavorable weather conditions (that is, high winds or storms). Any material that is spilled during loading will be collected for subsequent loading. After loading, trucks will then pass through the decontamination and inspection station before weighing and departing the SSFL. Trucks will be decontaminated by dry-brushing before leaving the staging/loading areas to prevent track out. Material from the decontamination of the trucks will be collected and hauled out with the last load of soil.

Nonhazardous and hazardous transported material will be completely covered with a tarp before leaving the SSFL property. Bulk shipments of hazardous soil will be wrapped with heavy gauge plastic and tape to ensure the containment is “sift-proof”.

Radioactive materials will be packaged in DOT-compliant containers for shipment. Some waste (debris if found) may require sizing for packaging in the appropriate shipping containers. Jacobs will provide packaging suitable for Class 7 Hazardous Materials, as applicable, and a qualified hazardous materials shipper to oversee containerization and loading. Jacobs will prepare the packages for transport over public highways in accordance with appropriate DOT regulations based on historical scoping concentrations, characterization, and field measurements using dose-to-curie inferences.

Trucks will be inspected before leaving the SSFL. The inspection will include a visual check of tire conditions, brake pads, latches, properly secured covering, placarding, and hauling documents (manifests). The inspection results will be logged in the daily construction logs.

7. Shipment Documentation

The characteristics of the waste will be determined before transporting offsite. A copy of the shipping document for each truckload will be maintained onsite until waste transportation operations are completed.

7.1 Nonhazardous Waste Shipment

For material characterized as nonhazardous waste, the truck driver will be handed a nonhazardous waste manifest or bill of lading. After loading the truck, a Boeing representative and the driver will sign the nonhazardous waste manifest. A generator's copy will be retained by the transportation manager for logging and tracking purposes. At a minimum, the manifest will include the following information:

- Name and Address of Waste Generator
- Name and Address of Waste Transporter
- Name and Address of Disposal Facility
- Description of the Waste
- Quantity of Waste Shipped

7.2 Hazardous Waste Shipment

For material that is categorized as a hazardous waste, a manifest of hazardous waste will be prepared for each truck, based on analytical data and the landfill approval profile sheet. After loading the truck, a Boeing representative and the driver will sign the manifest. The generator's copy and the DTSC's copy will be removed from the manifest package by the transportation manager for logging and tracking purposes. The balance of the manifest sheets will be handed over to the driver to accompany the shipment of the waste to the landfill facility. At a minimum, the manifest document will include the following information:

- Name and Address of Waste Generator
- Name and Address of Waste Transporter
- Name and Address of Disposal Facility
- Description of the Waste
- Quantity of Waste Shipped

7.3 Radioactive Waste Shipment

For material characterized as with radioactivity greater than the LUTVs, shipping documents will be prepared for each truck, based on analytical data and the landfill approval profile sheet. Shipping papers will reflect that Jacobs is the shipper and Boeing is the generator. Where necessary, Jacobs will sign the Radioactive Material Shipper's

Certification required for shipments containing radioactive material. At a minimum, the manifest document will include the following information:

- Name and Address of Waste Generator
- Name and Address of Waste Transporter
- Name and Address of Disposal Facility
- Description of the Waste
- Quantity of Waste Shipped

8. Transportation Routes

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

8.1 Onsite Truck Route

Details of the onsite truck routes through the AIBP RFI site are provided on Figure F-2. Onsite truck routes and detour routes were designed based on accessible topography and to minimize traveling through environmentally sensitive areas. Santa Susana tarplants existing within the AIBP RFI site will be protected in place using barricades to create a buffer zone. Vehicle entry is not allowed within this buffer zone.

There are two entry points to the AIBP RFI site as shown on Figure F-2. Onsite haul trucks will travel to the Hazardous Materials Storage Yard or temporary storage areas along routes shown on Figure F-3. A truck scale exists in the Lower Lot. An additional single-axle truck scale may be installed in a temporary storage area (Figure F-2) to weight trucks before leaving the SSFL.

8.2 Primary Offsite Truck Route

Once haul trucks leave the SSFL, the primary route to the various facilities will be based on reaching State Route (SR) 118, the Ronald Reagan Freeway (Figure F-4). A few examples of travel routes to example waste disposal facilities are provided in this section. The route to disposal facilities will be confirmed once the destination waste facilities are identified.

8.2.1 Primary Route to SR 118

From the SSFL gate, vehicles will turn right (east) onto Woolsey Canyon Road, turn right (south) onto Valley Circle Boulevard, turn left (east) onto Roscoe Boulevard, and turn left (north) onto Topanga Canyon Boulevard (Figure F-4). The entrance to SR 118 is on Topanga Canyon Boulevard.

8.2.2 Route to Waste Management Simi Valley Landfill

After discussions with DTSC regarding their comments in the draft version of this document, Boeing has agreed to not send waste generated from this AIBP Early Action project to the Simi Valley Landfill.

8.2.3 Route to Clean Harbors – Buttonwillow, California Facility

Vehicles will go east on SR 118 for approximately 7.3 miles then north on Interstate 405 (I-405) for approximately 3.0 miles and continue north on Interstate 5 (I-5) for approximately 98.6 miles. Vehicles will take exit 257 toward McKittrick/Buttonwillow/State Highway 58 and will merge onto Tracey Avenue. Vehicles will turn right onto SR 58 and proceed approximately 12.4 miles to Lokern Road. Vehicles will turn right onto Lokern Road and proceed into the facility (Figure F-5).

8.2.4 Route to Waste Control Specialists – Texas Facility

Vehicles will go east on SR 118 for approximately 7.3 miles then take exit 42A, keeping left at the fork, to merge onto I-405 N toward Sacramento for approximately 2.9 miles. Vehicles will take the exit to merge onto I-5 N/Golden State Freeway for approximately 1.6 miles then keep right at the fork onto I-5 N toward CA-14 N for approximately 1.5 miles. Vehicles will take exit 162 to merge onto CA-14 N toward Palmdale/Lancaster for approximately 29.5 miles. Vehicles will take exit 30 on the right to Angeles Forest Highway toward Pearblossom Highway for approximately 0.7 mile and will keep left at the fork to merge onto the highway toward Pearblossom Highway/Littlerock/Victorville for approximately 5.2 miles. At the traffic light, vehicles will continue on CA-138 E/Pearblossom Highway for approximately 18.0 miles before turning left toward Victorville for approximately 158 feet. Vehicles will turn right onto CA-18/Pearblossom Highway for approximately 23.8 miles and take the exit on the right to merge onto I-15 N/CA-18 E for approximately 33.8 miles. Vehicles will keep right at exit 184A to continue on I-40 E/Needles for approximately 730.4 miles passing through Arizona and entering New Mexico. Vehicles will then take exit 218 on the right to merge onto US-285 toward Vaughn/Santa Fe for approximately 0.5 mile before keeping right at the fork to merge onto the highway toward Vaughn for approximately 26.4 miles. Vehicles will keep left at the fork onto US-285 S/W US Highway 60 for approximately 107.8 miles. Vehicles will take the exit on the right to US-70 Truck W/US-285 Truck S/Relief Route toward Portales/Ruidoso for approximately 0.5 mile and turn right on Relief Route/US-285 Truck S toward Ruidoso for approximately 15.0 miles. Vehicles will continue on SE Main Street/US-285 S for approximately 26.0 miles, then on Roswell Highway/US-285 S for approximately 7.0 miles, and then on N 1st Street/US-285 S for approximately 5.0 miles. Vehicles will continue forward on Seven Rivers Highway/US-285 S for approximately 28.0 miles, W Pierce Street/US-285 S for approximately 4.0 miles, and N Canal Street/US-285 S for approximately 1.0 mile. At the traffic light, vehicles will turn left on W Greene Street/US-180 E for approximately 6.5 miles before continuing forward on Hobbs Highway/US-180 E for approximately 26.0 miles. Vehicles will turn right on W NM Highway 176/NM-176 for approximately 28.5 miles, and at the stop sign turn right on Oil Center Highway/NM-176 for approximately 5.5 miles. Vehicles will continue forward on Avenue O/NM-8 for approximately 1.0 mile then turn right on NM-176/Main Street for approximately

0.5 mile. At the stop sign, vehicles will turn left on NM-176/W Texas Avenue for approximately 5.6 miles before turning left ton NW 9999 Road for approximately 1.0 mile. Vehicles will turn right on NW 9000 Road for approximately 0.1 mile and proceed to the facility on the right (Figure F-6).

8.3 Alternate Offsite Truck Route

In the event of road closure prohibiting southbound traffic on Valley Circle Boulevard at the intersection of Woolsey Canyon Road, trucks may turn left (north) onto Valley Circle Boulevard. This alternate route is not recommended because it travels through the community of Chatsworth Lake Manor on a narrow two-lane road. Make a left (north) on Topanga Canyon Boulevard and merge onto eastbound SR 118.

9. Offsite Land Disposal Facilities

Based on the results of waste profile and classification, the generated waste will be transported to a proper offsite disposal facility. Final determination of the facility selected for disposal will be based on approval from the disposal facility. Once the disposal facility is determined, copies of waste profile reports used to secure disposal permission from the facility will be provided to DTSC.

9.1 Nonhazardous Waste

Nonhazardous waste will be transported to a facility licensed to accept non-hazardous waste. Soil profiles will be prepared based on the results of the laboratory analyses of samples from each waste stream. The landfill facility will dispose of the nonhazardous materials in accordance with each specific profile.

9.2 Hazardous Waste

Material classified as hazardous waste will be transported to a facility licensed to accept hazardous waste, such as Clean Harbors Buttonwillow Landfill. Soil profiles will be prepared based on the results of the laboratory analyses of samples from each waste stream. The landfill facility will dispose of the hazardous materials in accordance with each specific profile.

9.3 Radioactive Waste

Material characterized with radioactivity greater than the Lookup Table Values (LUTVs) will be transported to a facility licensed to accept radioactive materials at the concentrations identified, such as Waste Control Specialists; Energy Solutions Clive, UT; US Ecology Beatty, NV; or US Ecology, Grandview, ID. Soil profiles will be prepared based on the results of the laboratory analyses of samples from each waste stream. The landfill facility will dispose of the radioactive materials in accordance with each specific profile.

10. Recordkeeping

A daily field logbook will be maintained by the transportation manager during transportation activities. The field logbook will serve to document observations, personnel onsite, important transportation information, and other vital project information.

The daily field logbook will document the following waste transportation details for each load that departs the SSFL:

- Date and time of loading
- Vehicle identification
- Truck driver name and trucking company name
- Approximate weight of the load
- Decontamination verification
- Comments or remarks
- Handling or the hazardous waste manifest
- Type and quantity of waste in container/load
- Destination and departure time
- Instruction to truck drivers on recordkeeping
- Handling of hazardous waste manifest (signature, distribution of copies, and handling)
- Handling of Transportation Plan
- Handling of driving certificate, maintenance log and vehicle permits

Each truck driver will be given a copy of this Transportation Plan, which includes complete instructions describing the route to each disposal facility. The Transportation Plan, trucking company's Health and Safety Plan (HASP), manifests, and analytical results (profile) will be kept by the truck driver in the cab of the truck with the driver. The driver will be responsible for handing over the manifest or the bill of lading to the disposal facility, at the disposal facility gate, for signature and processing by the disposal facility.

11. Health and Safety

A site-specific HASP has been prepared for the removal action (RAW Appendix A). Jacobs personnel working at the SSFL will be required to be familiar with the HASP. The HASP will be used for training purposes before starting the project. Before transportation activities, the transportation manager or delegate will hold a health and safety meeting with all vehicle operators to thoroughly communicate the Transportation Plan and the HASP to the vehicle operators. Each vehicle operator will acknowledge their understanding of the plans by signing the attendance sheet. New truck drivers assigned to haul hazardous waste will go through the same procedures before being authorized to commence the work. The transportation company will also have their own HASP.

Truck drivers hauling hazardous waste will have health and safety training in accordance with 29 *Code of Federal Regulations* (CFR) 191 0.120 and CFR Title 8 Section 5192. The drivers will be protected per level D. Onsite personnel will not be allowed near the loading area to avoid unnecessary exposure to airborne dust and/or physical risks associated with movement of heavy equipment (such as loaders).

12. Contingency Plan

Each waste hauler is required to have a Contingency Plan prepared for emergency situations (for example, vehicle breakdown, accident, waste spill, waste leak, fire, or explosion) during transportation of waste from the SSFL to the designated disposal facilities. Once the waste hauler is selected, a copy of their Contingency Plan will be attached to this Transportation Plan.

Before commencing transportation activities, the transportation manager will hold a kick-off meeting with all truck drivers to thoroughly communicate the Contingency Plan to the drivers. Each driver will carry a copy of the Contingency Plan in the cab of the truck and will be prepared to implement the tasks assigned to them. The transportation manager will communicate the Transportation Plan to emergency service organizations, law enforcement agencies, and transportation authorities that have jurisdiction along the proposed route.

In case of hazardous waste release during transportation, the driver will contact the following:

Phone Number	**Contact**
911	If release originates on the highway
911	Local Fire Department
(916) 255-6504	DTSC – Emergency Response (M-F 8:00 a.m. – 5:00 p.m.)
(800) 852-7550	If release originates off highway (California State Office of Emergency Services)
(800) 300-2193	U.S. Environmental Protection Agency Region 9 Duty Officer for Spills
(800) 424-8802	National Response Center
(602) 771-2330 (800) 234-5677	Arizona Department of Environmental Quality Emergency Response Unit
New Mexico Environmental Department (NMED) "Leak of the Week" – contact person/number changes each week https://www.env.nm.gov/petroleum_storage_tank/leaks-spills-and-incident-reports/	
(505) 827-9329	NMED emergency number (evenings and weekends)
(800) 832-8224	State of Texas Spill-Reporting Hotline and the State Emergency Response Commission (24 hours a day)
(800) 832-8224	Texas Commission on Environmental Quality Regional Office – Region 7, Midland (24 hours a day)

Phone Number	Contact
(888) 331-6337	Nevada Depart of Environmental Protection (24 hours a day)
(801) 536-4123	Utah Department of Environmental Quality/Division of Environmental Response and Remediation (24 hours a day)
(800) 632-8000	Idaho Office of Emergency Management (24 hours a day)
(800) 452-0311	Oregon Department of Environmental Quality Emergency Response Program (24 hours a day)
(877) 518-5608.	Colorado Department of Public Health and Environment (24 hours a day)
(800) 258-5990	Washington Department of Ecology Spill Prevention, Preparedness, and Response Program
(818) 312-8523	Mike Bower, Boeing
(720) 425-3929	Gene Ng, Jacobs

13. References

California Environmental Protection Agency, Department of Toxic Substances Control (DTSC). 2022. *Imminent and Substantial Endangerment Determination and Consent Order, Santa Susana Field Laboratory, Area I Burn Pit Area, Simi Valley, Ventura County, California, The Boeing Company (Respondent)*. Docket No. HSA-FY21/22-148. May 9.

Figures

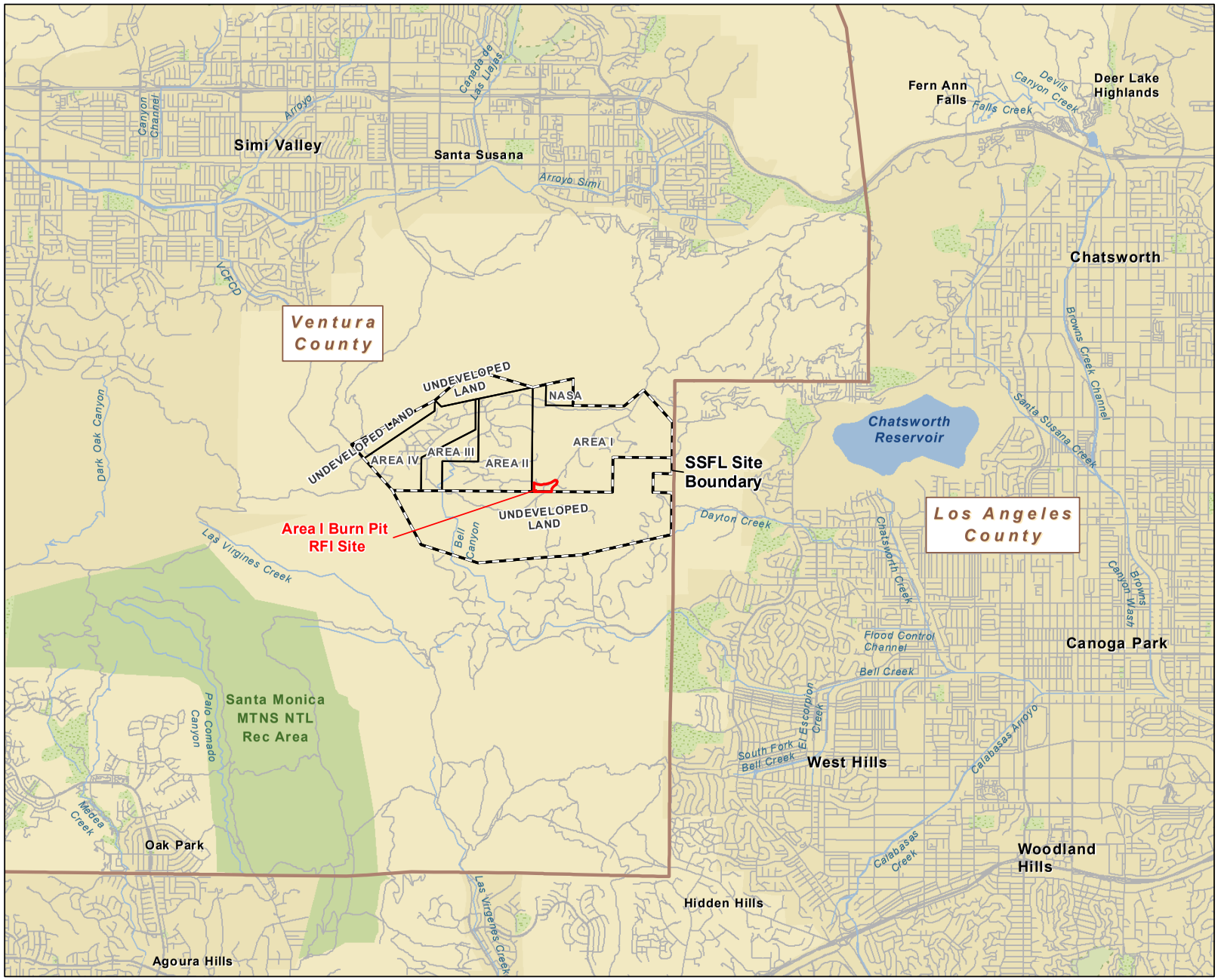
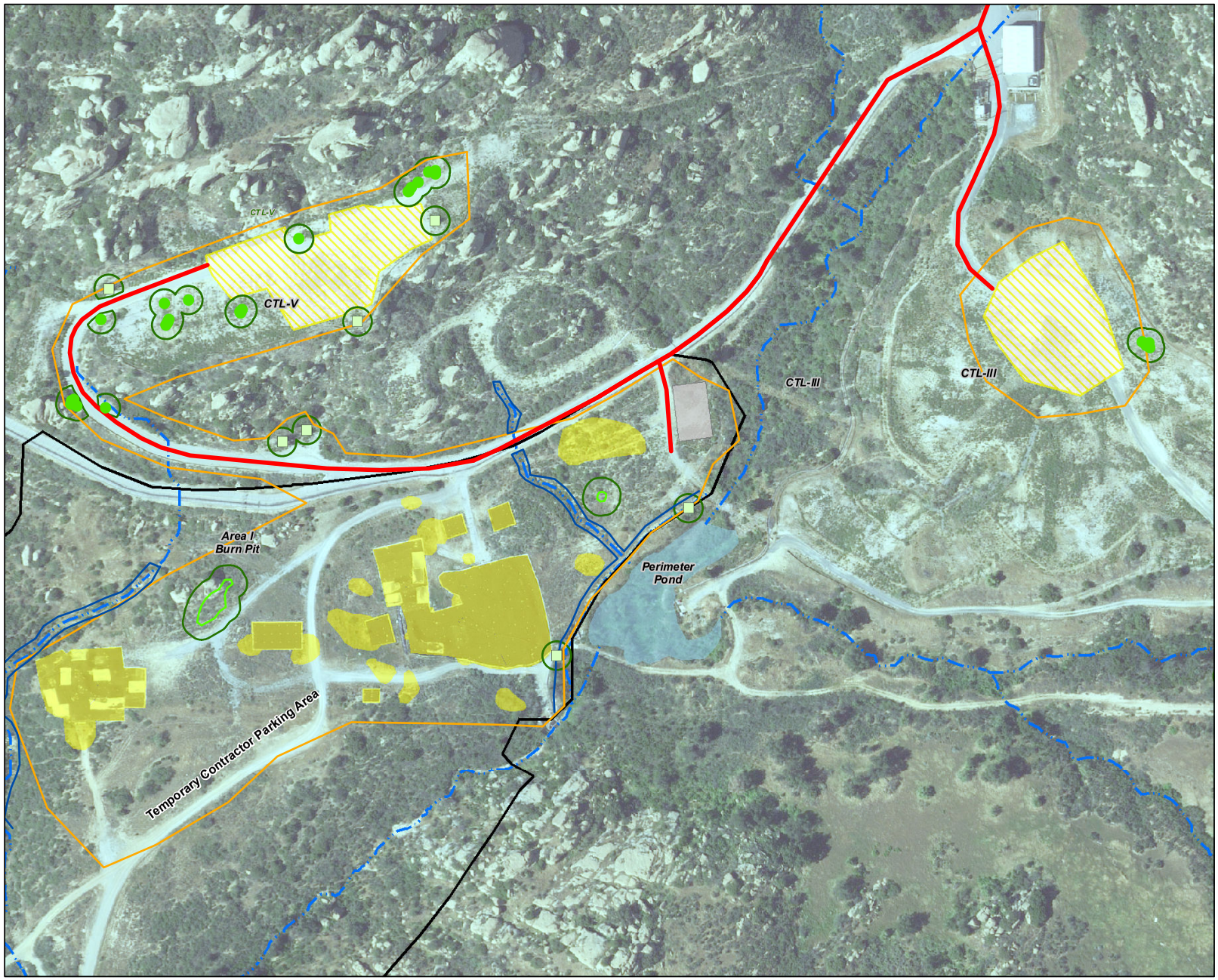
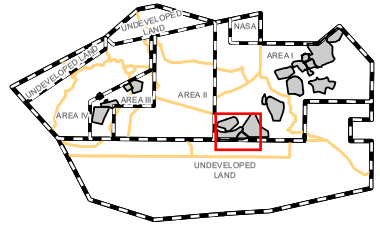


FIGURE F-1
Regional Map
Early Action Work Plan
Area I Burn Pit RFI Site
Boeing RFI Subarea 1B Southwest
Santa Susana Field Laboratory, Ventura County, California



VICINITY MAP



BASEMAP LEGEND

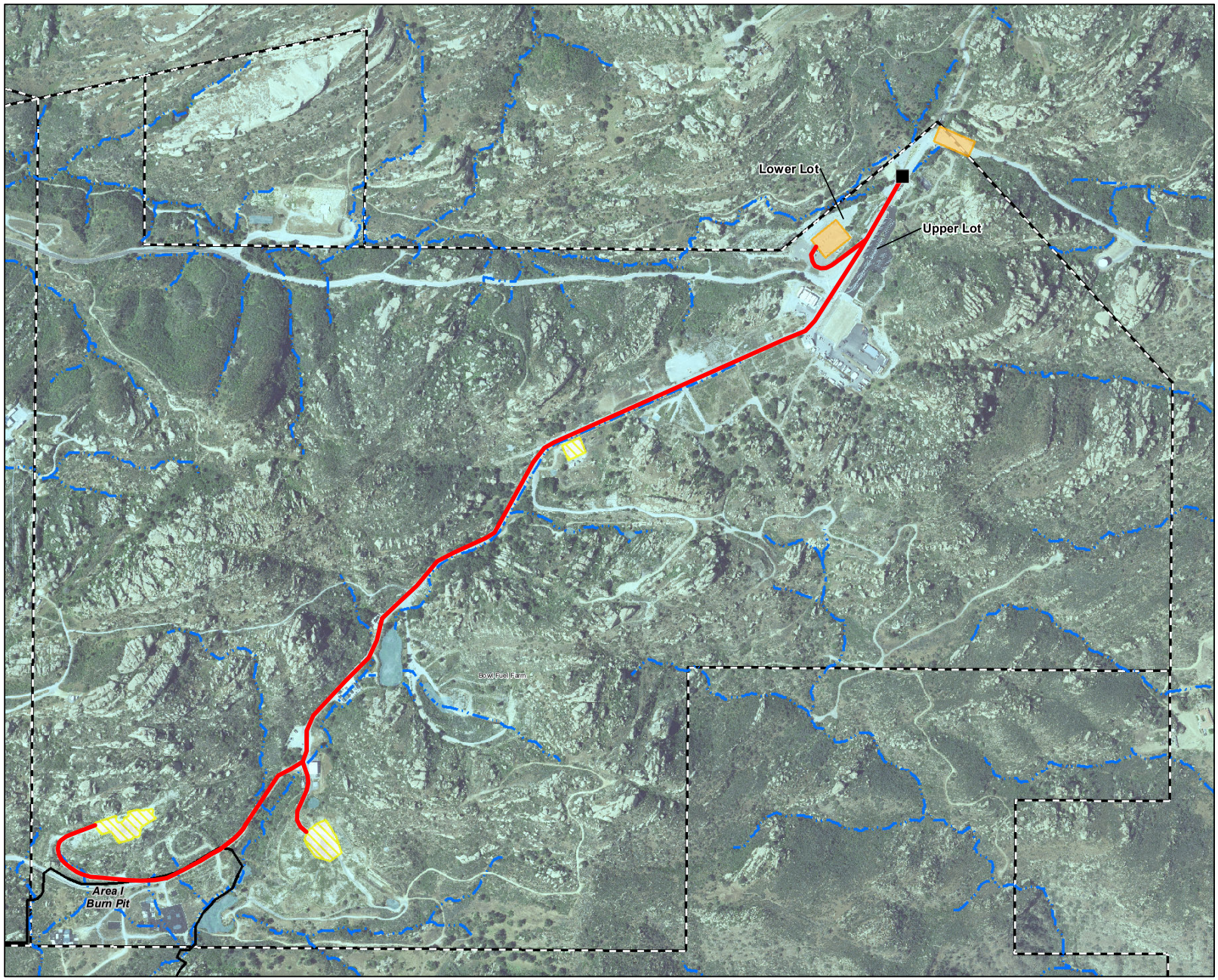
- Area I Burn Pit RFI Site Reporting Area
- Drainage Channel
- Top of Bank of Drainage Channel
- Pond
- Early Action Area
- Coast Live Oak
- Santa Susana Tarplant
- Santa Susana Tarplant
- Sensitive Plant Species Buffer
- Biological Survey Area
- Onsite Truck Route
- Temporary Storage Area
- Vegetation Biomass Staging Area

Note: Sensitive species mapped on June 29, 2022 and September 14, 2022.

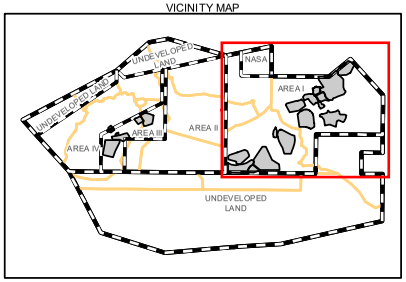
N

0 87.5 175
Feet
1 in = 175 ft

FIGURE F-2
Area I Burn Pit Early Action Area Transportation Route Detail
Early Action Work Plan
Area I Burn Pit RFI Site
Boeing RFI Subarea 1B Southwest
Santa Susana Field Laboratory, Ventura County, California



VICINITY MAP



BASEMAP LEGEND

- Administrative Boundary
- Area I Burn Pit RFI Site Reporting Area
- Drainage Channel
- Pond
- SSFL Front Gate
- Storage Area Route
- Brake Check/Truck Staging Area
- Temporary Storage Area

N

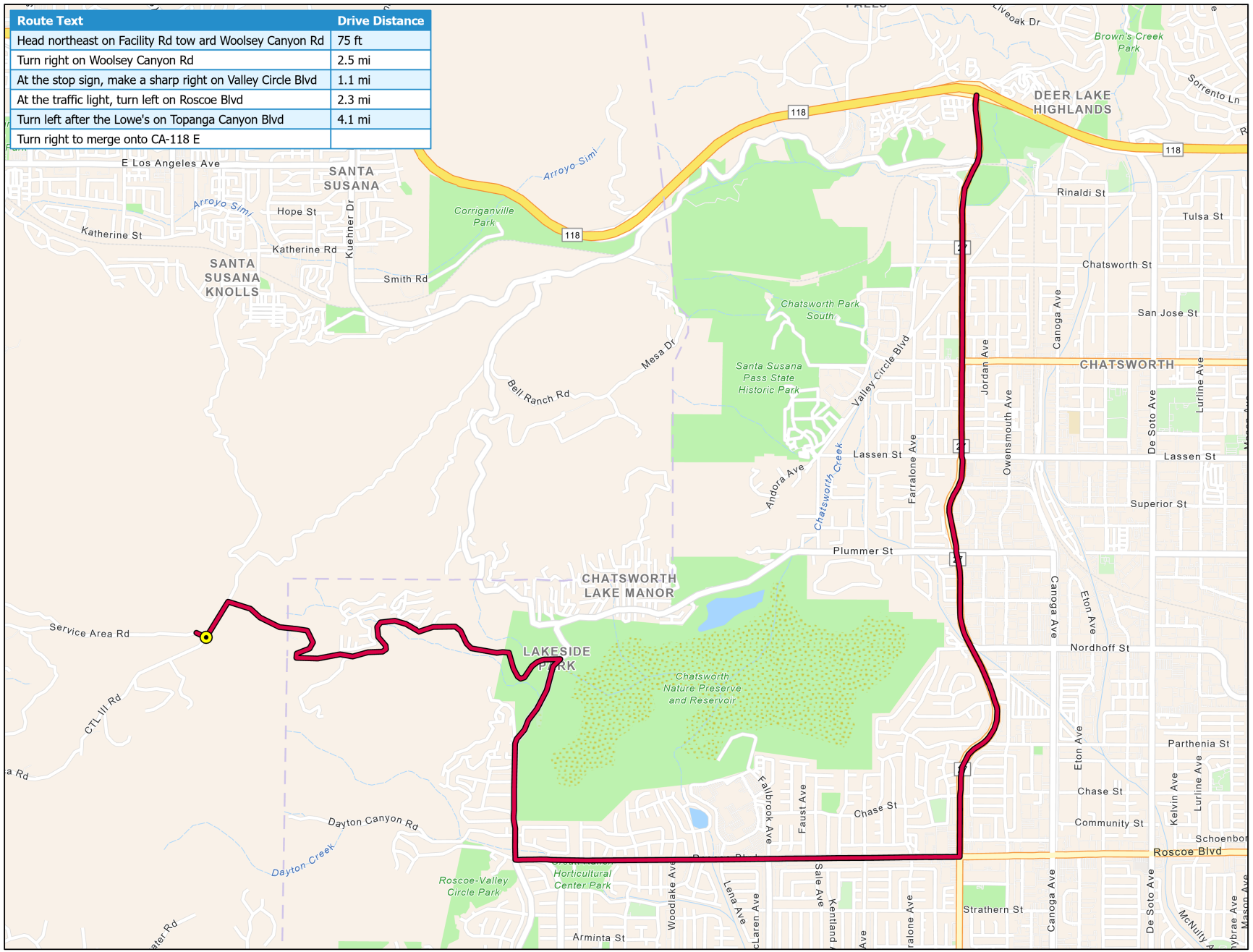
0 325 650
Feet
1 in = 650 ft

FIGURE F-3
Waste Storage Areas Transportation Route Detail
Early Action Work Plan
Area I Burn Pit RFI Site
Boeing RFI Subarea 1B Southwest
Santa Susana Field Laboratory, Ventura County, California

\\DC1VS01\GISPROJ\B\BOEING\SSFL\MAPS\REPORT\REMOVALACTIONWORKPLAN\AIBP\AREAIBURNPIT_FIGUREF-3_WASTESTORETRANSROUTE.MXD RANHORN 8/15/2023 2:48:17 PM

Jacobs

Route Text	Drive Distance
Head northeast on Facility Rd tow ard Woolsey Canyon Rd	75 ft
Turn right on Woolsey Canyon Rd	2.5 mi
At the stop sign, make a sharp right on Valley Circle Blvd	1.1 mi
At the traffic light, turn left on Roscoe Blvd	2.3 mi
Turn left after the Lowe's on Topanga Canyon Blvd	4.1 mi
Turn right to merge onto CA-118 E	



Legend

- SSFL Facility
- Transportation Route

Service Layer Credits:
County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

N

0 0.25 0.5 1
Miles

FIGURE F-4
Transportation Route Detail from Santa Susanna Field Laboratory to State Route 118
Removal Action Work Plan
Area I Burn Pit RFI Site
Boeing RFI Subarea 1B Southwest
Santa Susana Field Laboratory,
Ventura County, California

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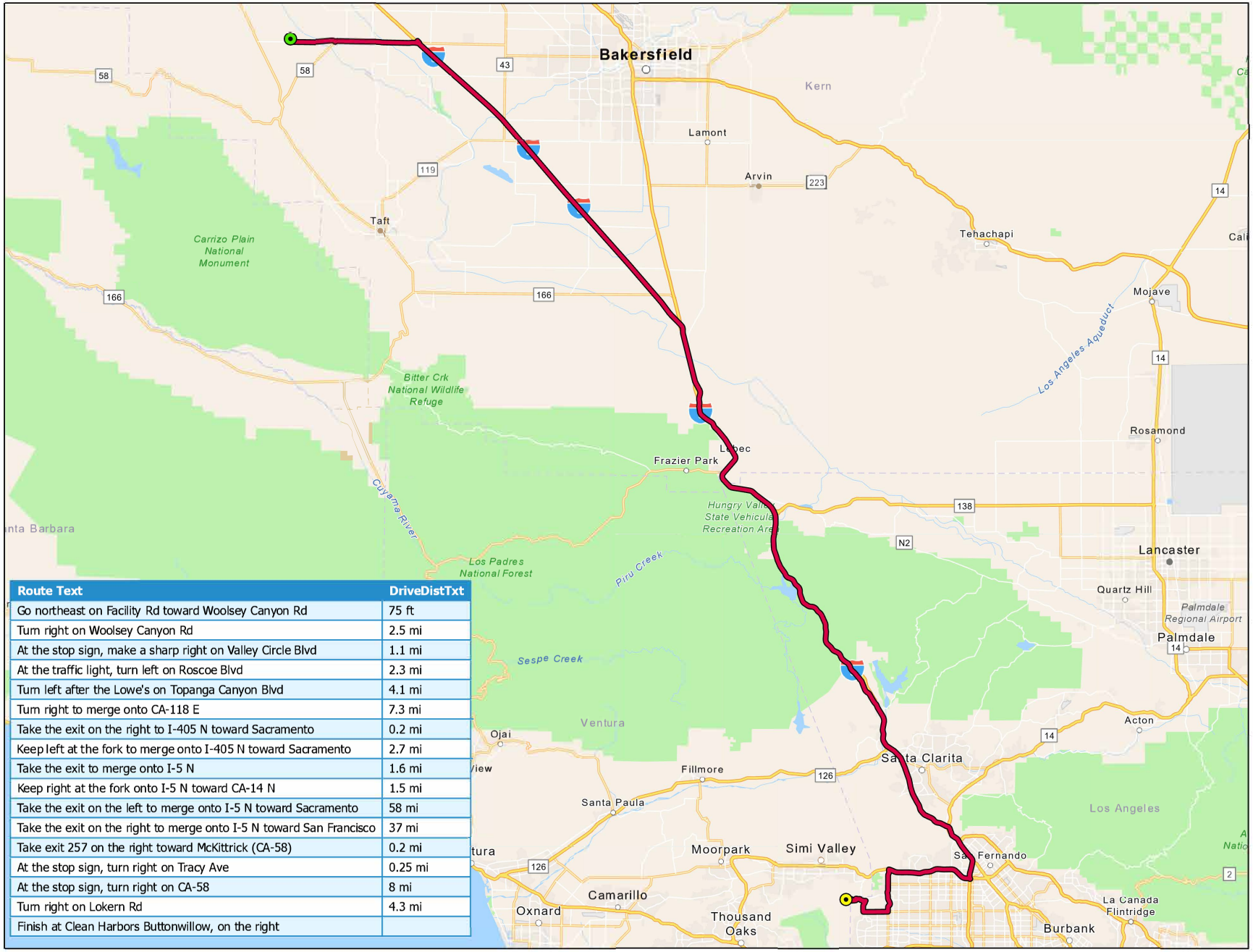
\\dc1vs01\GISProj\B\Boeing\SSFL\Maps\Report\RemovalActionWorkPlan\TransportationRoute\Figure F4 - Transportation Route SR118- 9/9/2022 1:07 PM



Route Text	DriveDistTxt
Go northeast on Facility Rd toward Woolsey Canyon Rd	75 ft
Turn right on Woolsey Canyon Rd	2.5 mi
At the stop sign, make a sharp right on Valley Circle Blvd	1.1 mi
At the traffic light, turn left on Roscoe Blvd	2.3 mi
Turn left after the Lowe's on Topanga Canyon Blvd	4.1 mi
Turn right to merge onto CA-118 E	7.3 mi
Take the exit on the right to I-405 N toward Sacramento	0.2 mi
Keep left at the fork to merge onto I-405 N toward Sacramento	2.7 mi
Take the exit to merge onto I-5 N	1.6 mi
Keep right at the fork onto I-5 N toward CA-14 N	1.5 mi
Take the exit on the left to merge onto I-5 N toward Sacramento	58 mi
Take the exit on the right to merge onto I-5 N toward San Francisco	37 mi
Take exit 257 on the right toward McKittrick (CA-58)	0.2 mi
At the stop sign, turn right on Tracy Ave	0.25 mi
At the stop sign, turn right on CA-58	8 mi
Turn right on Lokern Rd	4.3 mi
Finish at Clean Harbors Buttonwillow, on the right	

Legend

- Clean Harbors Buttonwillow
- SSFL Facility
- Output Routes

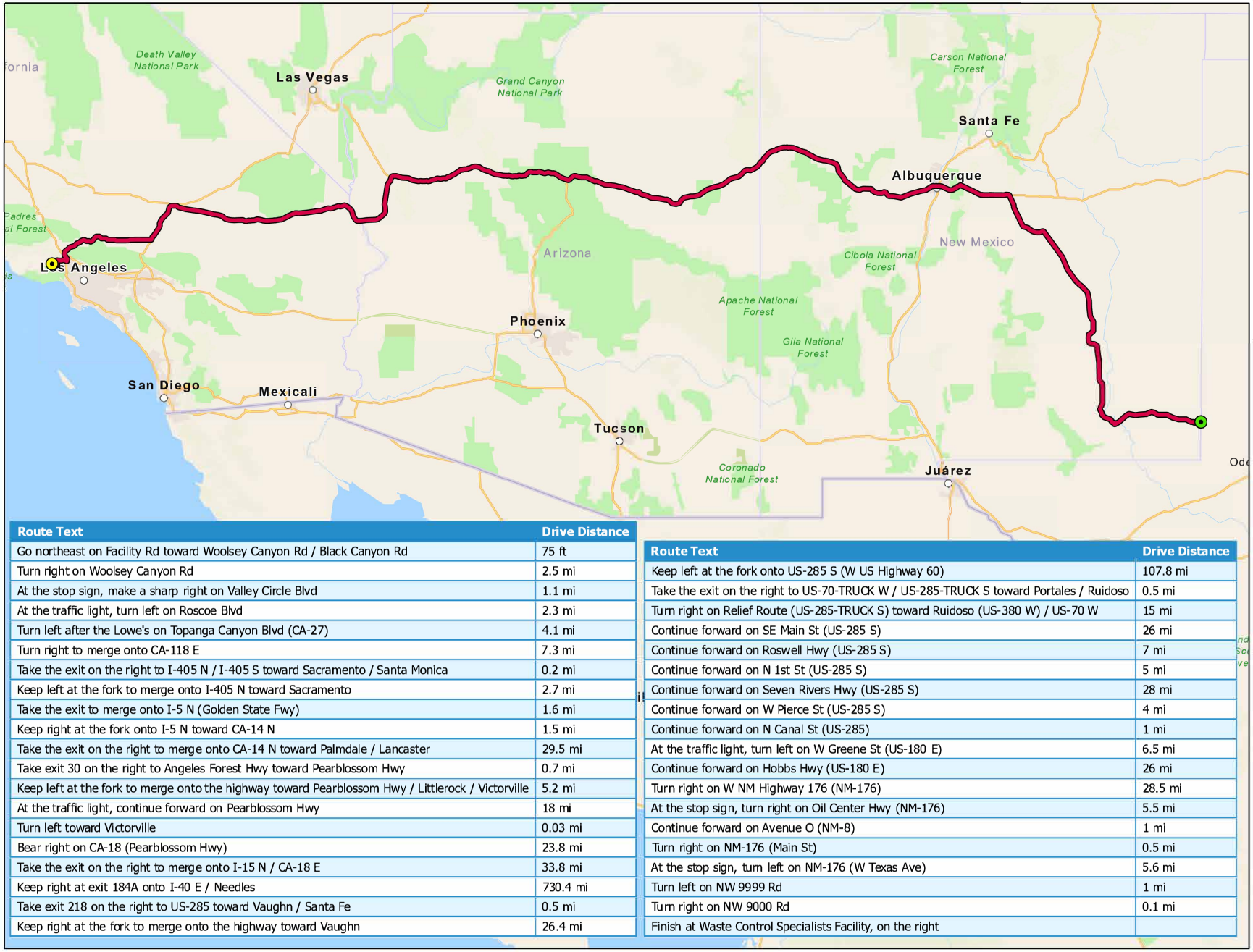
Service Layer Credits:
California State Parks, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS

N

0 4.5 9 18
Miles

FIGURE F-5
Transportation Route Detail From Santa Susana Field Laboratory to Clean Harbors Buttonwillow, California Facility
Removal Action Work Plan
Area I Burn Pit RFI Site
Boeing RFI Subarea 1B Southwest
Santa Susana Field Laboratory,
Ventura County, California

Jacobs



Legend

- SSFL Facility
- Waste Control Specialists Facility
- Transportation Route

Service Layer Credits:
CONANP, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA

N

0 45 90 180
Miles

Route Text	Drive Distance
Go northeast on Facility Rd toward Woolsey Canyon Rd / Black Canyon Rd	75 ft
Turn right on Woolsey Canyon Rd	2.5 mi
At the stop sign, make a sharp right on Valley Circle Blvd	1.1 mi
At the traffic light, turn left on Roscoe Blvd	2.3 mi
Turn left after the Lowe's on Topanga Canyon Blvd (CA-27)	4.1 mi
Turn right to merge onto CA-118 E	7.3 mi
Take the exit on the right to I-405 N / I-405 S toward Sacramento / Santa Monica	0.2 mi
Keep left at the fork to merge onto I-405 N toward Sacramento	2.7 mi
Take the exit to merge onto I-5 N (Golden State Fwy)	1.6 mi
Keep right at the fork onto I-5 N toward CA-14 N	1.5 mi
Take the exit on the right to merge onto CA-14 N toward Palmdale / Lancaster	29.5 mi
Take exit 30 on the right to Angeles Forest Hwy toward Pearblossom Hwy	0.7 mi
Keep left at the fork to merge onto the highway toward Pearblossom Hwy / Littlerock / Victorville	5.2 mi
At the traffic light, continue forward on Pearblossom Hwy	18 mi
Turn left toward Victorville	0.03 mi
Bear right on CA-18 (Pearblossom Hwy)	23.8 mi
Take the exit on the right to merge onto I-15 N / CA-18 E	33.8 mi
Keep right at exit 184A onto I-40 E / Needles	730.4 mi
Take exit 218 on the right to US-285 toward Vaughn / Santa Fe	0.5 mi
Keep right at the fork to merge onto the highway toward Vaughn	26.4 mi

Route Text	Drive Distance
Keep left at the fork onto US-285 S (W US Highway 60)	107.8 mi
Take the exit on the right to US-70-TRUCK W / US-285-TRUCK S toward Portales / Ruidoso	0.5 mi
Turn right on Relief Route (US-285-TRUCK S) toward Ruidoso (US-380 W) / US-70 W	15 mi
Continue forward on SE Main St (US-285 S)	26 mi
Continue forward on Roswell Hwy (US-285 S)	7 mi
Continue forward on N 1st St (US-285 S)	5 mi
Continue forward on Seven Rivers Hwy (US-285 S)	28 mi
Continue forward on W Pierce St (US-285 S)	4 mi
Continue forward on N Canal St (US-285)	1 mi
At the traffic light, turn left on W Greene St (US-180 E)	6.5 mi
Continue forward on Hobbs Hwy (US-180 E)	26 mi
Turn right on W NM Highway 176 (NM-176)	28.5 mi
At the stop sign, turn right on Oil Center Hwy (NM-176)	5.5 mi
Continue forward on Avenue O (NM-8)	1 mi
Turn right on NM-176 (Main St)	0.5 mi
At the stop sign, turn left on NM-176 (W Texas Ave)	5.6 mi
Turn left on NW 9999 Rd	1 mi
Turn right on NW 9000 Rd	0.1 mi
Finish at Waste Control Specialists Facility, on the right	

FIGURE F-6
Transportation Route Detail From Santa Susana Field Laboratory to Waste Control Specialists, Andrews, Texas Facility
Removal Action Work Plan
Area I Burn Pit RFI Site
Boeing RFI Subarea 1B Southwest
Santa Susana Field Laboratory,
Ventura County, California

Jacobs