



Fact Sheet

CS 10 Transportation

Air Force Base Conversion Agency, McClellan

No. 2-06

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Confirmed Site (CS) 10 is an inactive disposal pit used from the early 1950s to the mid-1960s at the former McClellan Air Force Base. The site contains industrial, radioactive and other hazardous material. The nearly two-acre site is located within the uninhabited northwestern portion of McClellan.

During investigation of CS 10 by the Air Force in 2000, some jars and vials of liquid containing a small amount of plutonium were discovered in one of the drums uncovered at the site. McClellan made cleanup of this site a priority to eliminate the potential human and environmental exposure from the contaminants present at the site. The discovery of the plutonium allowed McClellan to obtain special funding to accelerate cleanup of the site.

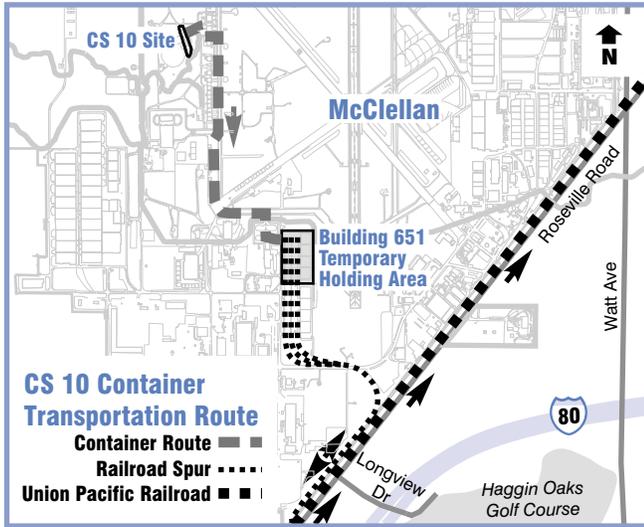
All debris and soil from the disposal site is transported off site via rail cars and flatbed trucks along specified routes to appropriate disposal facilities. Almost 2 million pounds of waste material are shipped to various disposal facilities every week. More than 1,000 containers have already been shipped by rail.

Although McClellan has not yet had to ship any soil or debris by truck, the designated truck routes do not go through residential areas.

Strict health and safety rules govern all removal and transportation activities. Work plans, reviewed by the United States Environmental Protection Agency, California Department of Toxic Substances Control, Department of Health Services and Regional Water Quality Control Board, are designed to ensure the safety of workers, the community and the environment. ***The safety of the workers and the community is the first priority.***

Air monitoring systems have been operating at CS 10 since the first investigative work began in 2000. This air monitoring has shown no radiological exposure above normal background levels. Groundwater under the site continues to be monitored for radionuclides. No radiological contaminants have been detected in the groundwater. Dust control is used inside the weatherization tent. Use of the weatherization tent allows work to proceed year round. ***Continued***





The filled containers are placed onto special railcars that hold up to six containers. The local rail line moves the loaded railcars to the UPRR main track at a scheduled time. UPRR picks up the railcars and moves them along assigned routes to the appropriate disposal facility.

Destinations

There are four possible disposal facility destinations for the waste, depending on the results of laboratory analyses. Travel time to each of the facilities varies from 4 to 14 days. Shipments are labeled and moved in accordance with all applicable federal, state, local and disposal site regulations. Regulators approve all roadways used by trucks for shipment of waste.

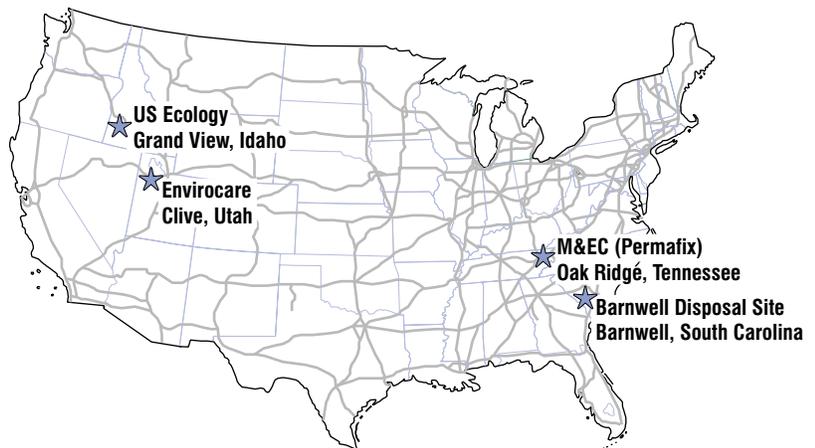
Preparation for transport

To prepare for transport of soil, Union Pacific Railroad (UPRR) delivers containers to the staging area. These containers are specifically designed for transport by truck or rail and hold approximately 18 cubic yards of material (or 50,000 pounds). Each container is assigned a unique tracking number. All containers are stored at the staging area until workers at CS 10 are ready to use them.

Filling the waste containers

Containers are trucked to the CS 10 cleanup site to be filled. During the filling operation, samples of the waste are taken for laboratory analyses to determine the types and concentrations of any contaminants. Before leaving the CS 10 site, containers are sealed (lids bolted and locked in place). The exteriors are surveyed for radioactivity and decontaminated, as necessary, to remove any hazardous material. Containers are then transported from the site back to the container staging area at the McClellan rail spur. This area is fenced, locked and monitored by security.

The containers remain at the container staging area until laboratory analytical results are received. Analytical results for each container indicate which disposal facility should receive a particular container. Radiological surveys of the container exteriors are performed again and documented for transport purposes.



Emergency response

An emergency response person is on call 24 hours a day to assist all truck drivers and rail operators during transportation. ■

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