

FOR CONTRACT NO.: 03-4M5004
PROJECT ID: 0312000007

INFORMATION HANDOUT

RAILROAD RELATIONS AND INSURANCE REQUIREMENTS

MATERIALS INFORMATION

LEAD-CONTAINING PAINT SURVEY REPORT

ROUTE: 03-NEV, PLA-65, 80, 174-Var

RAILROAD RELATIONS AND INSURANCE REQUIREMENTS

1.01 GENERAL

The term "Railroad" shall mean the **Union Pacific Railroad Company**.

It is expected that the Railroad will cooperate with the Contractor to the end that the work may be handled in an efficient manner. However, except for the additional compensation provided for hereinafter for delays in completion of specific unit of work to be performed by the Railroad, and except as provided in Public Contracts Code Section 7102, the Contractor shall have no claim for damages, extension of time, or extra compensation in the event his work is held up by railroad train operations or other work performed by the Railroad.

The Contractor must understand the Contractor's right to enter the Railroad's property is subject to the absolute right of the Railroad to cause the Contractor's work on the Railroad's property to cease if, in the opinion of the Railroad, the Contractor's activities create a hazard to the Railroad's property, employees, and operations.

The Contractor acknowledges its receipt from the State of a copy of the Contractor's Right of Entry Agreement that has been executed by the Railroad and the State. The Contractor agrees to execute and deliver to the Railroad the Contractor's Endorsement that is attached hereto as Appendix 1 and to provide to the State and/or the Railroad all insurance policies, binders, certificates or endorsements that are set forth in Exhibit B of the Contractor's Right of Entry Agreement.

1.02 RAILROAD REQUIREMENTS

The Contractor shall provide to Mr. Jim H. Smith, Manager, Industry and Public Projects, 9451 Atkins Street, Roseville, CA 95747. Telephone (916) 789-5134, and the Engineer, in writing, the advance notice requirements set forth in Section 1 of **Exhibit A** of the Right of Entry Agreement before performing any work on, or adjacent to the property or tracks of the Railroad.

The Contractor shall cooperate with the Railroad where work is over or under the tracks, or within the limits of the Railroad property to expedite the work and avoid interference with the operation of railroad equipment.

The Contractor shall comply with the rules and regulations of the Railroad or the instructions of its representatives in relation to protecting the tracks and property of the Railroad and the traffic moving on such tracks, as well as the wires, signals and other property of the Railroad, its tenants or licensees, at and in the vicinity of the work during the period of construction. The responsibility of the Contractor for safe conduct and adequate policing and supervision of its work at the job site shall not be lessened or otherwise affected by the presence at the work site of the Railroad representatives, or by the Contractor's compliance with any requests or recommendations made by the Railroad representatives.

The Contractor shall perform work so as not to endanger or interfere with the safe operation of the tracks and property of the Railroad and traffic moving on such tracks, as well as wires, signals and other property of the Railroad, its tenants or licensees, at or in the vicinity of the work.

The Contractor shall take protective measures to keep the Railroad facilities, including track ballast, free of sand or debris resulting from his operations. Damage to the Railroad facilities resulting from the Contractor's operations will be repaired or replaced by the Railroad and the cost of such repairs or replacement shall be deducted from the Contractor's progress and final pay estimates.

The Contractor shall contact the Railroad's "Call Before You Dig" at least forty-eight (48) hours prior to commencing work, at 1-800-336-9193 during normal business hours (7:00 a.m. to 9:00 p.m. Central Time, Monday through Friday, except holidays – also a 24-hour, 7-day number for emergency calls) to determine location of fiber optics. If a telecommunications system is buried anywhere on or near the Railroad property, the Contractor will coordinate with the Railroad and the Telecommunication Company(ies) to arrange for relocation or other protection of the system prior to beginning any work on or near Railroad property.

The Contractor shall not pile or store any materials nor park any equipment closer than 25'-0" to the centerline of the nearest track, unless directed by the Railroad's representative.

The Contractor shall also abide by the following temporary clearances during the course of construction:

- 3.66 meter (12'-0") horizontally from centerline of track
- 6.40 meter (21'-0") vertically above top of rail

The temporary vertical construction clearance above provided will not be permitted until authorized by the Public Utilities Commission. It is anticipated that authorization will be received not later than fifteen (15) days after the approval of the contract by the Attorney General. In the event authorization is not received by the time specified, and, if in the opinion of the Engineer, the Contractor's operations are delayed or interfered with by reason of authorization not being received by the said time, the Licensee will compensate the Contractor for such delay to the extent provided in Section 8-1.07, "Delays," of the Standard Specifications and not otherwise.

Walkways with railing shall be constructed by the Contractor over open excavation areas when in close proximity of tracks, and railings shall not be closer than 2.60-meter (8'-6") horizontally from centerline of the nearest track, if tangent, or 2.90-meter (9'-6") if curved.

Infringement on the above temporary construction clearances by the Contractor's operations shall be submitted to the Railroad by the Engineer, and shall not be undertaken until approved by the Railroad, and until the Engineer has obtained any necessary authorization from any governmental body or bodies having jurisdiction thereover. No extension of time or extra compensation will be allowed in the event the

Contractor's work is delayed pending Railroad approval and governmental authorization.

When the temporary vertical clearance is less than 6.86-meter (22'-6") above top of rail, the Railroad shall have the option of installing tell-tales or other protective devices the Railroad deems necessary for protection of the Railroad trainmen or rail traffic.

Four (4) sets of plans, in 279mm x 432mm (11" x 17") format, and two (2) sets of calculations showing details of construction affecting the Railroad's tracks and property not included in the contract plans, including but not limited to shoring and falsework, shall be submitted to the Engineer for review prior to submittal to the Railroad for final approval. Falsework shall comply with the Railroad guidelines. Demolition of existing structures shall comply with the Railroad guidelines. Shoring shall be designed in accordance with the Railroad's shoring requirement of Drawing No. 106613 and guidelines for shoring and falsework, latest edition, issued by the Railroad's Office of Chief Engineer. Shoring and falsework plans and calculations shall be prepared and signed by a professional engineer registered in California. This work shall not be undertaken until such time as the Railroad has given such approval, review by the Railroad may take up to six (6) weeks after receipt of necessary information.

The Contractor shall notify the Engineer in writing, at least twenty-five (25) calendar days but not more than forty (40) days in advance of the starting date of installing temporary work with less than permanent clearance at each structure site. The Contractor shall not be permitted to proceed with work across railroad tracks until this requirement has been met. No extension of time or extra compensation will be allowed if the Contractor's work is delayed due to failure to comply with the requirements in this paragraph.

Blasting will be permitted only when approved by the Railroad.

The Contractor shall, upon completion of the work covered by this Contract to be performed by the Contractor upon the premises or over or beneath the tracks of the Railroad, promptly remove from the premises of the Railroad, the Contractor's tools, implements and other materials, whether brought upon said premises and cause said premises to be left in a clean and presentable condition.

Under track pipeline installations shall be constructed in accordance with the Railroad's current standards which may be obtained from the Railroad. The general guidelines are as follows:

Edges of jacking or boring pit excavations shall be a minimum of 6.10-meter (20 feet) from the centerline of the nearest track.

If the pipe to be installed under the track is 100mm (4 inches) in diameter or less, the top of the pipe shall be at least 42 inches below base of rail.

If the pipe diameter is greater than 100mm (4 inches) in diameter, it shall be encased and the top of the steel pipe casing shall be at least 1.60-meter (66 inches) below base of rail.

Installation of pipe or conduit under the Railroad's tracks shall be done by dry bore and jack method.

Hydraulic jacking or boring will not be permitted.

Safety of personnel, property, rail operations and the public is of paramount importance. As reinforcement and in furtherance of overall safety measures to be observed by the Contractor (and not by way of limitation), the following special safety rules shall be followed:

- (a) The Contractor shall keep the job site free from safety and health hazards and ensure that its employees are competent and adequately trained in all safety and health aspects of the job. The Contractor shall have proper first aid supplies available on the job site so that prompt first aid services can be provided to any person that may be injured on the job site. The Contractor shall promptly notify the Railroad of any U.S. Occupational Safety and Health Administration reportable injuries occurring to any person that may arise during the work performed on the job site. The Contractor shall have a non-delegable duty to control its employees while they are on the job site or any other property of the Railroad to be certain they do not use, be under the influence of, or have in their possession any alcoholic beverage, drug, narcotic or other substance that may inhibit the safe performance of work by the employee.
- (b) The employees of the Contractor shall be suitably dressed to perform their duties safely and in a manner that will not interfere with their vision, hearing or free use of their hands or feet. Only waist length shirts with sleeves and trousers that cover the entire leg are to be worn. If flare-legged trousers are worn, the trouser bottoms must be tied to prevent catching. The employees should wear sturdy and protective work boots and at least the following protective equipment:
 - (1) Protective head gear that meets American National Standard-Z89.1-latest revision. It is suggested that all hardhats be affixed with the Contractor's or the subcontractor's company logo or name.
 - (2) Eye protection that meets American National Standard for occupational and educational eye and face protection, Z87.1-latest revision. Additional eye protection must be provided to meet specific job situations such as welding, grinding, burning, etc.; and
 - (3) Hearing protection which affords enough attenuation to give protection from noise levels that will be occurring on the job site.
- (c) All heavy equipment provided or leased by the Contractor shall be equipped with audible back-up warning devices. If in the opinion of the Railroad Representative any of the Contractor's or the subcontractor's equipment is unsafe for use on the Railroad's right-of-way, the Contractor, at the request of the Railroad representative, shall remove such equipment from the Railroad's right-of-way.

1.03 PROTECTION OF RAILROAD FACILITIES

Upon the advance notification provided to the Railroad as set forth in Section 1 of Exhibit A of the Contractor's Right of Entry Agreement, the Railroad representatives, conductors, flagmen or watchmen will be provided by the Railroad to protect its facilities, property and movements of its trains or engines. Notice shall be made to Frank Beard of Railroad at (909) 374-0375. At the time of notification, the Contractor shall provide the Railroad with a schedule of dates that flagging services will be needed, as well as times, if outside normal working hours. Subsequent deviation from the schedule shall require ten (10) working days' advance notice from the first affected date. The Railroad will furnish such personnel or other protective devices:

- (a) When equipment is standing or being operated within 25 feet, measured horizontally, from centerline of any track on which trains may operate, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.
- (b) For any excavation below elevation of track subgrade if, in the opinion of the Railroad's representative, track or other Railroad facilities may be subject to settlement or movement.
- (c) During any clearing, grubbing, grading or blasting in proximity to the Railroad which, in the opinion of the Railroad's representative, may endanger the Railroad facilities or operations.
- (d) During any of the Contractor's operations when, in the opinion of the Railroad's representatives, the Railroad facilities, including, but not limited to, tracks, buildings, signals, wire lines or pipe lines, may be endangered.

The cost of flagging and inspection provided by the Railroad during the period of constructing that portion of the project located on or near the Railroad property, as deemed necessary for the protection of the Railroad's facilities and trains, will be borne by the State. The Railroad has indicated that its estimated flagging rate will be around One Thousand Dollars (\$1,000.00) per day and that the Railroad has estimated a total of ten (10) days of flagging. The State shall pay the Railroad for all actual flagging costs incurred by the Railroad under this Project.

1.04 WORK BY RAILROAD

The following work by the Railroad will be performed by Railroad forces and is not a part of the work under this Contract.

- (a) The Railroad will perform preliminary engineering and inspection (if any) and flagging as specified in Section 1.03 "Protection of Railroad Facilities," of these special provisions.
- (b) Underground railroad communication line in vicinity of proposed Structure.
- (c) Remove advertising signboards and signboard appurtenances.

(d) Temporary crossings at grade over tracks of Railroad for the purpose of hauling earth, rock, paving or other materials will not be permitted. If the Contractor, for the purpose of constructing highway-railway grade separation structures, including construction ramps thereto, desires to move equipment or materials across Railroad's tracks, the Contractor shall first obtain permission from Railroad via the State Engineer. Should Railroad approve the temporary crossing, State shall execute a Service Contract with Railroad for Railroad to construct the temporary crossing. Under the Service Contract, State shall bear the cost of the crossing surface, warning devices and other components that might be required. Notwithstanding State's Service Contract with Railroad, the Contractor is required to execute Railroad's form of Contractor's Haul Road Crossing Agreement. Railroad, at State's expense, shall provide flagmen to control movements of vehicles across the temporary crossing. State and its Contractor shall prevent the use of such temporary crossing by unauthorized persons and vehicles.

1.05 DELAYS DUE TO WORK BY RAILROAD.

If delays due to work by the Railroad occur, and the Contractor sustains loss which, in the opinion of the Engineer, could not have been avoided by the judicious handling of forces, equipment and plant, the amount of said loss shall be determined as provided in Section 8-1.07, "Delays," of the 2010 Standard Specifications.

If a delay due to work by the Railroad occurs, an extension of time determined pursuant to the provisions in Section 8-1.10, "Liquidated Damages," of the 2010 Standard Specifications will be granted.

1.06 LEGAL RELATIONS

The provisions of Section 1, "Relations with Railroad Company," and the provisions of Section 2, "Railroad Protective Insurance," of these special provisions shall inure directly to the benefit of the Railroad.

2.0 RAILROAD PROTECTIVE INSURANCE

In addition to any other form of insurance or bonds required under the terms of the contract and specifications, the Contractor will be required to carry insurance of the kinds and in the amounts hereinafter specified.

Such insurance shall be approved by the Railroad before any work is performed on the Railroad's property and shall be carried until all work required to be performed on or adjacent to the Railroad's property under the terms of the contract is satisfactorily completed as determined by the Engineer, and thereafter until all tools, equipment and materials have been removed from the Railroad's property and such property is left in a clean and presentable condition.

Full compensation for all premiums which the Contractor is required to pay on all the insurance described hereinafter shall be considered as included in the prices paid for

the various items of work to be performed under the contract, and no additional allowance will be made thereof or for additional premiums which may be required by extensions of the policies of insurance.

The following insurance coverage will be required:

A. Commercial General Liability insurance. This insurance shall contain a single limit of at least \$5,000,000 each occurrence or claim and an aggregate limit of at least \$10,000,000 and include broad form contractual liability coverage. Coverage must be purchased on a post 1998 ISO or equivalent form, including but not limited to coverage for the following:

- Bodily injury including death and personal injury
- Property damage
- Fire legal liability
- Products and completed operations

The policy shall also contain the following endorsements **which shall be indicated on the certificate of insurance:**

- The worker's compensation and employee related exclusions in the above policy apply only to the Contractor's employees.
- The exclusions for railroads [except where the Job site is more than fifty feet (50') from any railroad including, but not limited to, tracks, bridges, trestles, roadbeds, terminals, underpasses or crossings], and explosion, collapse and underground hazard shall be removed.
- Coverage for the Contractor's employees shall not be excluded.
- Waiver of subrogation

If the Contractor will be using, storing and/or handling hazardous materials, the Contractor, in addition to the other endorsements to be obtained by the Contractor as provided in this exhibit, must also ensure that the Commercial General Liability Insurance policy contains a Designated Premises Pollution Coverage (CG00-39) endorsement. Evidence of the endorsement must also be indicated on the certificate of insurance that is provided to the Railroad.

B. Business Automobile Coverage insurance. This insurance shall contain a combined single limit of at least \$5,000,000 per occurrence or claim, including but not limited to coverage for the following:

- Bodily injury and property damage
- Any and all motor vehicles including owned, hired and non-owned

The policy shall also contain the following endorsements **which shall be indicated on the certificate of insurance:**

- The worker's compensation and employee related exclusions in the above policy apply only to the Contractor's employees.

- The exclusions for railroads [except where the Job Site is more than fifty feet (50') from any railroad including but not limited to tracks, bridges, trestles, roadbeds, terminals, underpasses or crossings], and explosion, collapse and underground hazard shall be removed.

C. Worker's Compensation and Employer's Liability insurance including but not limited to:

- The Contractor's statutory liability under the workers' compensation laws of the State of California
- Employer's Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 disease policy limit \$500,000 each employee

If the State of California requires participants in a state worker's compensation fund and if Worker's Compensation insurance will not cover the liability of the Contractor in the State of California, the Contractor shall comply with such laws. If the Contractor is self-insured, evidence of state approval must be provided along with evidence of excess worker's compensation coverage. Coverage shall include liability arising out of the U. S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

The policy shall also contain the following endorsement **which shall be indicated on the certificate of insurance:**

- Alternate Employer Endorsement

D. Umbrella or Excess Policies In the event the Contractor utilizes Umbrella or excess policies, these policies shall "follow form" and afford no less coverage than the primary policy.

E. Railroad Protective Liability insurance naming only the Railroad as the insured with a combined single limit of \$2,000,000 per occurrence with a \$6,000,000 aggregate. The policy shall be broad form coverage for "Physical Damage to Property" (ISO Form CG 00 35 07 98 or equivalent). A binder stating the policy is in place must be submitted to the Railroad until the original policy is forwarded to the Railroad.

Other Requirements

F. Punitive damage exclusion must be deleted, **which deletion shall be indicated on the certificate of insurance.**

G. The Contractor agrees to waive its right of recovery, and its insurers, through policy endorsement, agree to waive their right of subrogation against the Railroad. The Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against the Railroad for loss of its owned or leased property or property under its care, custody and control. The Contractor's

insurance shall be primary with respect to any insurance carried by the Railroad. All waivers of subrogation **shall be indicated on the certificate of insurance.**

- H. All policy(ies) required above (excluding Workers Compensation) shall provide severability of interests and shall name the Railroad as an additional insured. The coverage provided to the Railroad as additional insured shall provide coverage for the Railroad's negligence whether sole or partial, active or passive, and shall not be limited by the Contractor's liability under the indemnity provisions of this Agreement. **Severability of interest and naming the Railroad as additional insured shall be indicated on the certificate of insurance.**
- I. Prior to commencing the Work, the Contractor shall furnish to the Railroad original certificate(s) of insurance evidencing the required coverage, endorsements, and amendments. The certificate(s) shall contain a provision that obligates the insurance company(ies) issuing such policy(ies) to notify the Railroad in writing of any cancellation or material alteration. **Upon request from the Railroad, a certified duplicate original of any required policy shall be furnished.**
- J. Any insurance policy shall be written by a reputable insurance company acceptable to the Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the State of California.
- K. The Contractor **WARRANTS** that this Agreement has been thoroughly reviewed by the Contractor's insurance agent(s)/broker(s), who have been instructed by the Contractor to procure the insurance coverage required by this Agreement and acknowledges that the Contractor's insurance coverage will be primary.
- L. If the Contractor fails to procure and maintain insurance as required, the Railroad may elect to do so at the cost of the Contractor plus a 25% administration fee.
- M. The fact that insurance is obtained by the Contractor the or Railroad on behalf of the Contractor shall not be deemed to release or diminish the liability of the Contractor, including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by the Railroad shall not be limited by the amount of the required insurance coverage.

CONTRACTOR'S ENDORSEMENT

A. As a condition to entering upon the Railroad's right-of-way to perform Work pursuant to this agreement, State's contractor, _____
(Name of Contractor)

whose address is _____,
(Contractor's Mailing Address)

(hereinafter "Contractor"), agrees to comply with and be bound by all the terms and provisions of the attached Caltrans Right of Entry Agreement that was signed by Union Pacific Railroad Company ("Railroad") and the State of California, Department of Transportation ("State") relating to the Work to be performed and the insurance requirements set forth in Exhibit B of the Right of Entry Agreement. The Contractor further acknowledges and agrees that the reference to Cal. Gov. Code §14662.5 in Sections 5.b) and 8.b) of Exhibit A to the Right of Entry Agreement does not apply to the Contractor and in no way limits the indemnities set forth in those provisions, to which the Contractor agrees to be bound.

B. Before the Contractor commences any Work, the Contractor will provide the Railroad with (i) a binder of insurance for the Railroad Protective Liability Insurance described in Section 2 of the Contract Special Provisions, hereto attached, and the original policy, or a certified duplicate original policy when available, and (ii) a certificate issued by its insurance carrier providing the other insurance coverage and endorsements required pursuant to Section 2 of the Contract Special Provisions.

C. All insurance correspondence, binders or originals shall be directed to:

Union Pacific Railroad Company
Attn: Real Estate Department
1400 Douglas Street, MS 1690
Omaha, Nebraska 68179-1690
Attn.: Senior Manager - Contracts
Folder No.

D. Please note that fiber optic cable may be buried on the Railroad's property. **Prior to commencing any work, the Contractor agrees to contact the Railroad's Telecommunications Operation Center as provided in Section 5 of Exhibit A of the Right of Entry Agreement to determine if any fiber optic cable is located on the Railroad's property on or near the location where the work is to be performed.** If there is, the Contractor must comply with the terms and conditions of Section 5 of Exhibit A before commencing any work on the Railroad's property.

E. **The Contractor agrees to also provide to the Railroad's Manager-Track Maintenance at (402) 501-3774** the advance notice required in Section 1 of Exhibit A of the Right of Entry Agreement prior to working on the Railroad's property in order for the Railroad to coordinate the Contractor's work with the Railroad's operations and to make

arrangements for flagging protection (if applicable).

This endorsement shall be completed and sent to the person named in Paragraph C above.

(Name of Contractor)

By _____

Title: _____



PREPARED FOR:

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET, P.O. BOX 911
MARYSVILLE, CALIFORNIA 95901**



PREPARED BY:

**GEOCON CONSULTANTS, INC.
3160 GOLD VALLEY DRIVE, SUITE 800
RANCHO CORDOVA, CALIFORNIA 95742**



**GEOCON PROJECT NO. S9300-06-192
TASK ORDER NO. 192
E-FIS 03 1200 0007 1 (EA 03-4M5001)
CONTRACT NO 03A1368**

JUNE 2012



Project No. S9300-06-192
June 20, 2012

Alicia Beyer, Task Order Manager
Caltrans District 3
703 B Street/P.O. Box 911
Marysville, California 95901

Subject: LEAD-CONTAINING PAINT SURVEY REPORT
COLFAX OVERHEAD (BRIDGE 19-0055)
PLACER COUNTY, CALIFORNIA
CONTRACT NO. 03A1368, E-FIS 03 1200 0007 1 (EA 03-4M5001)
TASK ORDER NO. 192, 03-PLA-174 POST MILE 0.62

Dear Ms. Beyer:

In accordance with California Department of Transportation Contract No. 03A1368 and Task Order No. 192, we have performed a lead-containing paint survey of the subject bridge in Placer County, California. The scope of services included surveying the bridge for suspect lead-containing paint, collecting bulk samples, and submitting the samples to a laboratory for analysis.

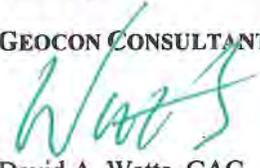
The accompanying report summarizes the services performed and laboratory analysis.

The contents of this report reflect the views of Geocon Consultants, Inc., who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.

Please contact us if you have questions concerning the contents of this report or if we may be of further service.

Sincerely,

GEOCON CONSULTANTS, INC.


David A. Watts, CAC
Senior Project Scientist


John E. Juhrend, PE, CEG
Project Manager

(2 + 2 CDs) Addressee

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1. Vicinity Map
2. Site Plan

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1. Summary of Paint Analytical Results – Total and Soluble Lead

APPENDIX

- A. Analytical Laboratory Reports and Chain-of-custody Documentation

LEAD-CONTAINING PAINT SURVEY REPORT

1.0 INTRODUCTION

This lead-containing paint (LCP) survey report was prepared by Geocon Consultants, Inc. under Caltrans Contract No. 03A1368, Task Order No. 192 (TO-192).

1.1 Project Description

The project consists of the Colfax Overhead (Bridge 19-0055) located at Post Mile (PM) 0.62 on Highway 174 in Placer County, California. We performed LCP survey activities at the bridge. The approximate project location is depicted on the Vicinity Map, Figure 1. The approximate sample locations are depicted on the Site Plan, Figure 2.

1.2 General Objectives

The purpose of the scope of services outlined in TO-192 was to determine the presence and quantity of LCP at the project location prior to planned bridge improvements. The information obtained from this investigation will be used by Caltrans for waste profiling, determining California Occupational Safety and Health Administration (Cal/OSHA) applicability, and coordinating LCP disturbance activities.

It was not Geocon's intent during this inspection to conduct an evaluation of lead-based paint hazards in accordance with U.S. Department of Housing and Urban Development (HUD) guidelines.

2.0 BACKGROUND

2.1 Lead

Construction activities (including demolition) that disturb materials or paints containing *any* amount of lead are subject to certain requirements of the Cal/OSHA lead standard contained in Title 8, CCR, §1532.1. Deteriorated paint is defined by Title 17, CCR, Division 1, Chapter 8, §35022 as a surface coating that is cracking, chalking, flaking, chipping, peeling, non-intact, failed, or otherwise separating from a substrate. Demolition of a deteriorated LCP component would require waste characterization and appropriate disposal. Intact LCP on a component is currently accepted by most landfills and recycling facilities; however, contractors are responsible for segregating and characterizing waste streams prior to disposal.

For a solid waste containing lead, the waste is classified as California hazardous when: 1) the total lead content equals or exceeds the respective Total Threshold Limit Concentration (TTLC) of 1,000 milligrams per kilogram (mg/kg); or 2) the soluble lead content equals or exceeds the respective Soluble Threshold Limit Concentration (STLC) of 5 milligrams per liter (mg/l) based on the standard

Waste Extraction Test (WET). A waste has the potential for exceeding the lead STLC when the waste's total lead content is greater than or equal to ten times the respective STLC value since the WET uses a 1:10 dilution ratio. Hence, when total lead is detected at a concentration greater than or equal to 50 mg/kg, and assuming that 100 percent of the total lead is soluble, soluble lead analysis is required. Lead-containing waste is classified as "Resource, Conservation, and Recovery Act" (RCRA) hazardous, or Federal hazardous, when the soluble lead content equals or exceeds the Federal regulatory level of 5 mg/l based on the Toxicity Characteristic Leaching Procedure (TCLP).

The above regulatory criteria are based on chemical concentrations. Wastes may also be classified as hazardous based on other criteria such as ignitability; however, for the purposes of this investigation, toxicity (i.e., lead concentration) is the primary factor considered for waste classification since waste generated during the construction activities would not likely warrant testing for ignitability or other criteria. Waste that is classified as either California-hazardous or RCRA-hazardous requires management as a hazardous waste.

Potential hazards exist to workers who remove or cut through LCP coatings during demolition. Dust containing hazardous concentrations of lead may be generated during scraping or cutting materials coated with lead-containing paint. Torching of these materials may produce lead oxide fumes. Therefore, air monitoring and/or respiratory protection may be required during the demolition of materials coated with LCP. Guidelines regarding regulatory provisions for construction work where workers may be exposed to lead are presented in Title 8, CCR, §1532.1.

2.2 Architectural Drawings and Previous Survey Activities

Architectural drawings or previous survey reports for the project were not available for our review.

3.0 SCOPE OF SERVICES

Mr. David Watts, a Certified Lead Paint Inspector/Assessor and Project Monitor with the California Department of Public Health (DPH), certification numbers I-1734 and M-1734 (expiration December 4, 2012), performed the LCP survey at the project location on May 22, 2012.

Four bulk (two-part composite) paint samples were collected from suspect LCP observed at the project location. We did not observe deteriorated LCP during our survey. Our sampling procedures in accordance with TO-192 are discussed below:

- Collected bulk samples of suspect LCP using techniques presented in HUD guidelines. In addition, the painted areas were evaluated for evidence of deterioration such as flaking or cracking.
- Relinquished bulk LCP samples under chain-of-custody protocol to Advanced Technology Laboratories, a California-licensed and Caltrans-approved subcontractor, for total and soluble lead analysis in accordance with EPA Test Methods 6010B and 7420. Advanced Technology Laboratories is accredited by the DPH for lead analysis. The laboratory analysis was requested on a standard turnaround time.

Paint sample identification numbers, descriptions, and photo references are summarized on Table 1. Approximate sample locations are presented on Figure 2. Materials represented by the samples collected are shown in the attached photographs.

4.0 INVESTIGATIVE RESULTS

A sample representing intact yellow traffic striping exhibited a total lead concentration of 6,000 mg/kg and a TCLP lead concentration of 2.7 mg/l.

A sample representing intact white traffic striping did not contain detectable total lead above the practical quantitation limit (PQL) of 40 mg/kg. The WET lead concentration of the sample was reported to be 0.80 mg/l.

A sample representing intact paints (multiple layers) applied to steel members of the bridge exhibited a total lead concentration of 72 mg/kg and a WET lead concentration of 0.63 mg/l.

A sample representing intact paints (multiple layers) applied to concrete members of the bridge did not contain detectable total lead above the PQL of 180 mg/kg. The sample did not contain detectable WET lead above the PQL of 0.50 mg/l.

A summary of the analytical laboratory test results for paint is presented on Table 1. Reproductions of the laboratory reports and chain-of-custody documentation are presented in Appendix A.

5.0 RECOMMENDATIONS

Yellow traffic striping identified during our survey would be considered a California hazardous waste based on lead content if stripped, blasted, or otherwise separated from the substrate.

The remaining LCP identified during our survey would not be considered a California or Federal hazardous waste based on lead content.

We recommend that all paints at the project location be treated as lead-containing for purposes of determining the applicability of the Cal/OSHA lead standard during maintenance, renovation, and demolition activities. This recommendation is based on LCP sample results and the fact that lead was a common ingredient of paints manufactured before 1978 and is still an ingredient of some paints. In accordance with Title 8, CCR, §1532.1(p), written notification to the nearest Cal/OSHA district office is required at least 24 hours prior to certain lead-related work. Compliance and training requirements regarding construction activities where workers may be exposed to lead are presented in Title 8, CCR, §1532.1, subsections (c) and (l), respectively. Contractors are responsible for segregating and characterizing waste streams prior to disposal.

6.0 REPORT LIMITATIONS

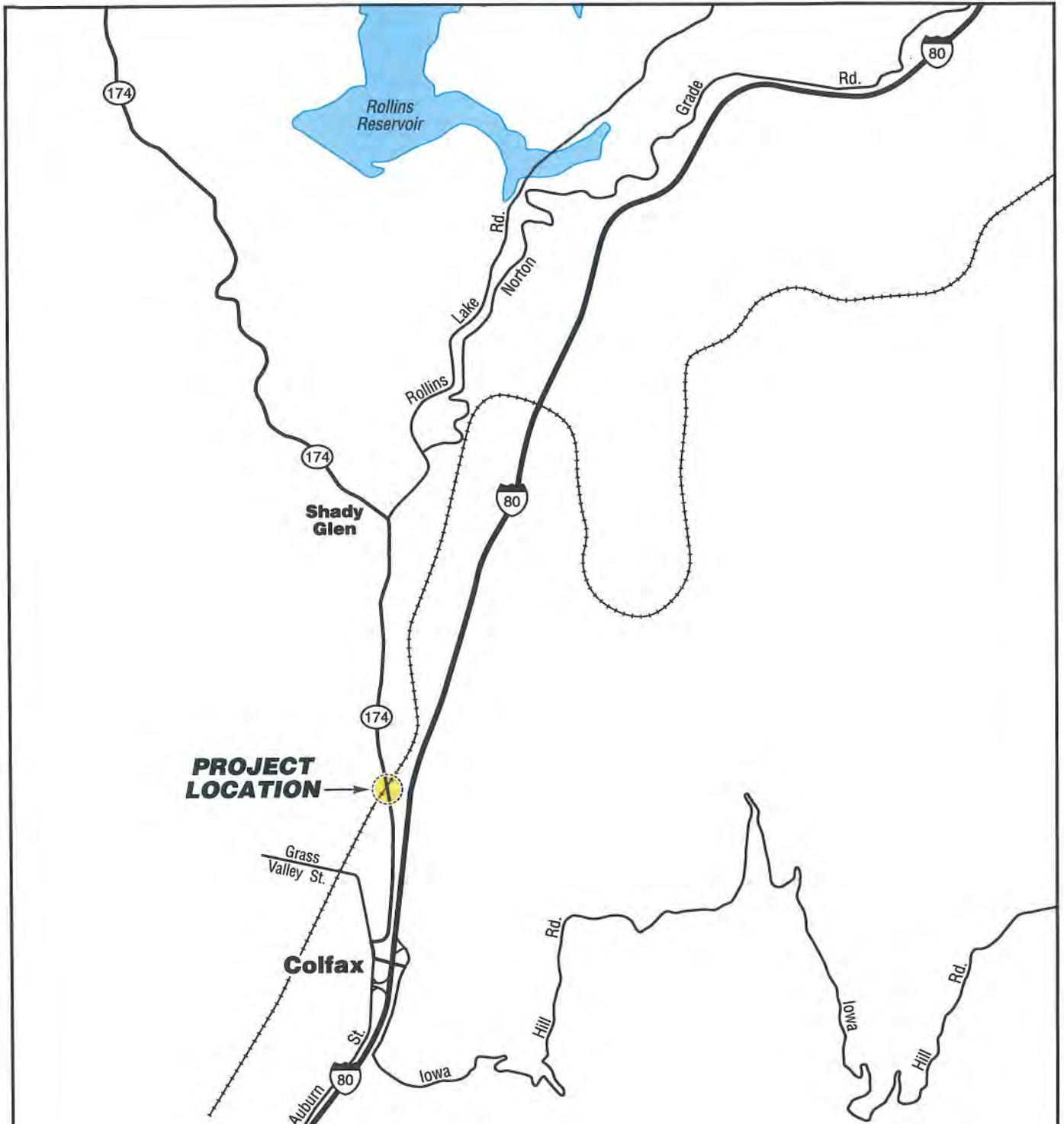
The LCP survey was conducted in conformance with generally accepted standards of practice for identifying and evaluating LCP in structures. The survey addressed only the structure identified in Section 1.1. Due to the nature of structure surveys, LCP use, and laboratory analytical limitations, some LCP at the project location may not have been identified. Spaces such as cavities, voids, crawlspaces, and pipe chases may have been concealed to our investigator. Previous renovation work may have concealed or covered spaces or materials or may have partially demolished materials and left debris in inaccessible areas. LCP may exist in areas of the structure that were not accessible or sampled in conjunction with this TO.

During renovation or demolition operations, suspect materials may be uncovered which are different from those accessible for sampling during this assessment. Personnel in charge of renovation/demolition should be alerted to note materials uncovered during such activities that differ substantially from those included in this or previous assessment reports. If suspect LCP are found, additional sampling and analysis should be performed to determine if the materials contain lead.

This report has been prepared exclusively for Caltrans. The information contained herein is only valid as of the date of the report and will require an update to reflect additional information obtained.

This report is not a comprehensive site characterization and should not be construed as such. The findings as presented in this report are predicated on the results of the limited sampling and laboratory testing performed. In addition, the information obtained is not intended to address potential impacts related to sources other than those specified herein. Therefore, the report should be deemed conclusive with respect to only the information obtained. We make no warranty, express or implied, with respect to the content of this report or any subsequent reports, correspondence or consultation. Geocon strived to perform the services summarized herein in accordance with the local standard of care in the geographic region at the time the services were rendered.

The contents of this report reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the State of California or the Federal Highway Administration. This report does not constitute a standard, specification, or regulation.



PROJECT LOCATION



GEOCON
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742
PHONE 916.852.9118 - FAX 916.852.9132

Colfax Overhead (Bridge 19-0055)

03-PLA-174 PM 0.62
Placer County, California

VICINITY MAP

GEOCON Proj. No. S9300-06-192
Task Order No. 192
E-FIS 03 1200 0007 1 (EA 03-4M5001)
Caltrans Contract 03A1368

June 2012

Figure 1

Copyright 2003 California Department of Transportation



LEGEND:

▲ Approximate Paint Sample Location



GEOCON
 CONSULTANTS, INC.
 3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742
 PHONE 916.852.9118 - FAX 916.852.9132

Colfax Overhead (Bridge 19-0055)

03-PLA-174 PM 0.62
 Placer County, California

GEOCON Proj. No. S9300-06-192
 Task Order No. 192
 E-FIS 03 1200 0007 1 (EA.03-4M5001)
 Caltrans Contract 03A1368

SITE PLAN

June 2012

Figure 2



Photo 1 – Colfax Overhead (Bridge 19-0055) in Placer County, California



Photo 2 – Bridge deck and barriers



Photo 3 – Bridge truss and girder system



GEOCON
CONSULTANTS, INC.

3160 GOLD VALLEY DR - SUITE 800 - RANCHO CORDOVA, CA 95742
PHONE 916.852.9118 - FAX 916.852.9132

PHOTOGRAPHS 1, 2, & 3

Caltrans Contract 03A1368, Task Order No.192

E-FIS 03 1200 0007 1, 03-PLA-174

S9300-06-192

(EA 03-4M5001)

June 2012

TABLE 1

SUMMARY OF PAINT ANALYTICAL RESULTS - TOTAL AND SOLUBLE LEAD
 COLFAX OVERHEAD (BRIDGE 19-0055)
 CALTRANS CONTRACT 03A1368, TASK ORDER NO. 192, E-FIS 03 1200 0007 1 (EA 03-4M5001), 03-PLA-174
 PLACER COUNTY, CALIFORNIA

Paint Sample No.	Paint Description	Approximate Quantity	Peeling/Flaking	Site Photos	Total Lead (mg/kg)	WET Lead (mg/l)	TCLP Lead (mg/l)
0055-P1A/P1B	Yellow traffic striping	Intact		1 and 2	6,000	---	2.7
0055-P2A/P2B	White traffic striping	Intact		1 and 2	<40	0.80	---
0055-P3A/P3B	Multiple layers (steel)	Intact		2 and 3	72	0.63	---
0055-P4A/P4B	Multiple layers (concrete)	Intact		1	<180	<0.50	---

Notes:

- mg/kg = milligrams per kilogram (EPA Test Method 6010B)
- mg/l = milligrams per liter
- WET = Waste Extraction Test (EPA Test Method 7420)
- TCLP = Toxicity Characteristic Leaching Procedure (EPA Test Method 7420)
- = Not analyzed
- < = Not detected at or above the indicated practical quantitation limit

APPENDIX

A

ADVANCED TECHNOLOGY
LABORATORIES

May 31, 2012

Dave Watts
Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550
Tel: (925) 371-5900
Fax: (925) 371-5915

ACCREDITED IN ACCORDANCE WITH

ELAP No.: 1838
NELAP No.: 02107CA
CSDLAC No.: 10196
ORELAP No.: CA300003

Re: ATL Work Order Number : 1201940
Client Reference : BRIDGE 19-0055, S9300-06-192

Enclosed are the results for sample(s) received on May 23, 2012 by Advanced Technology Laboratories. The sample(s) are tested for the parameters as indicated on the enclosed chain of custody in accordance with applicable laboratory certifications. The laboratory results contained in this report specifically pertains to the sample(s) submitted.

Thank you for the opportunity to serve the needs of your company. If you have any questions, please feel free to contact me or your Project Manager.

Sincerely,



Eddie Rodriguez
Laboratory Director

The cover letter and the case narrative are an integral part of this analytical report and its absence renders the report invalid. The report cannot be reproduced without written permission from the client and Advanced Technology Laboratories.

3275 Walnut Avenue, Signal Hill, CA 90755 • Tel: 562-989-4045 • Fax: 562-989-4040
www.atlglobal.com



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192

Report To : Dave Watts

Reported : 05/31/2012

SUMMARY OF SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
0055-P1A/B	1201940-01	Paint	5/22/12 0:00	5/23/12 14:09
0055-P2A/B	1201940-02	Paint	5/22/12 0:00	5/23/12 14:09
0055-P3A/B	1201940-03	Paint	5/22/12 0:00	5/23/12 14:09
0055-P4A/B	1201940-04	Paint	5/22/12 0:00	5/23/12 14:09



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192

Report To : Dave Watts

Reported : 05/31/2012

Total Metals by ICP-AES EPA 6010B

Analyte: Lead

Analyst: KK

Laboratory ID	Client Sample ID	Result	Units	PQL	MDL	Dilution	Batch	Prepared	Date/Time	Notes
									Analyzed	
1201940-01	0055-P1A/B	6000	mg/kg	40	NA	20	B2E0769	05/24/2012	05/29/12 16:10	
1201940-02	0055-P2A/B	ND	mg/kg	40	NA	20	B2E0769	05/24/2012	05/29/12 16:12	
1201940-03	0055-P3A/B	72	mg/kg	40	NA	20	B2E0769	05/24/2012	05/29/12 16:14	
1201940-04	0055-P4A/B	ND	mg/kg	180	NA	20	B2E0769	05/24/2012	05/29/12 16:16	



Geocon Consultants, Inc.
 6671 Brisa Street
 Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192
 Report To : Dave Watts
 Reported : 05/31/2012

QUALITY CONTROL SECTION

Total Metals by ICP-AES EPA 6010B - Quality Control

Analyte	Result (mg/kg)	PQL (mg/kg)	Spike Level	Source Result	% Rec % Rec	% Rec Limits	RPD RPD	RPD Limit	Notes
Batch B2E0769 - EPA 3050B									
Blank (B2E0769-BLK1)					Prepared: 5/24/2012 Analyzed: 5/29/2012				
Lead	ND	1.0			NR				
LCS (B2E0769-BS1)					Prepared: 5/24/2012 Analyzed: 5/29/2012				
Lead	46	1.0	50.0		91.4	80 - 120			
Duplicate (B2E0769-DUP1)					Prepared: 5/24/2012 Analyzed: 5/29/2012				
Lead	4.7			19	NR		122	20	R
Matrix Spike (B2E0769-MS1)					Prepared: 5/24/2012 Analyzed: 5/29/2012				
Lead	88	1.0	125	7.5	64.5	46 - 116			
Matrix Spike Dup (B2E0769-MSD1)					Prepared: 5/24/2012 Analyzed: 5/29/2012				
Lead	83	1.0	125	7.5	60.3	46 - 116	6.07	20	



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192
Report To : Dave Watts
Reported : 05/31/2012

Notes and Definitions

- R RPD value outside acceptance criteria. Calculation is based on raw values.
- ND Analyte not detected at or above reporting limit
- PQL Practical Quantitation Limit
- MDL Method Detection Limit
- NR Not Reported
- RPD Relative Percent Difference

CHAIN OF CUSTODY RECORD

FOR LABORATORY USE ONLY:

Advanced Technology Laboratories
 3275 Walnut Avenue
 Signal Hill, CA 90755
 (562) 989-4045 • Fax (562) 989-4040

Client: **GEOCON CONSULTANTS, INC.**
 Attn: **D. WATTS**

Project Name: **BRIDGE 1970055**
 Project #: **59300-06-192** Sampler: **D. WATTS**

Relinquished by: (Signature and Printed Name) **D. WATTS** Date: **5/22/12**
 Received by: (Signature and Printed Name) **FED-EX** Date: **5/22/12** Time: **1600**

Relinquished by: (Signature and Printed Name) **D. WATTS** Date: **5/22/12**
 Received by: (Signature and Printed Name) **M. J. [Signature]** Date: **5/22/12** Time: **1409**

Relinquished by: (Signature and Printed Name) _____ Date: _____
 Received by: (Signature and Printed Name) _____ Date: _____

Method of Transport:
 Client ATL CA OverN FEDEX Other: _____

Sample Condition Upon Receipt:
 1. CHILLED Y N 4. SEALED Y N
 2. HEADSPACE (VOA) Y N 5. # OF SPLS MATCH COC Y N
 3. CONTAINER INTACT Y N 6. PRESERVED Y N

Address: 6671 Brisa Street
 City: Livemore State: CA Zip Code: 94550
 TEL: (925) 371-5900 FAX: (925) 371-5915

Special Instructions/Comments:
PAINT - Total Pb
Anticipate Soluble Requests

Bill To: _____ Alt: _____
 Co: **SAME AS ABOVE**
 Address: _____ City: _____ State: _____ Zip: _____

Circle or Add Analysis(es) Requested:
 801A (Pesticides) _____
 802 (PCB) _____
 8200 (Volatiles) _____
 820C (BNA) _____
 8010B (Total Metals) _____
 8015B (GRO) / BTEX _____
 8015B (PRO) _____
 8021 (BTEX) _____
 TTE 22 / CAM 17 (6010 / 7000) _____

LAB USE ONLY: Batch # / Lab No.	Sample Description	Sample I.D. / Location	Date	Time	SPECIFY APPROPRIATE MATRIX		CONTAINER(S)	TAT #	Type	RESERVATION	QA/QC RTNE <input checked="" type="checkbox"/> CT <input type="checkbox"/> SWRCB <input type="checkbox"/> Logcode <input type="checkbox"/> OTHER _____	REMARKS
					WATER	SOIL						
1201940-01	0055 - P1A/B		5/22/12	AM								
-2	- P2A/B											
-3	- P3A/B											
-4	- P4A/B											

Send Report To:
 Alt: _____
 Co: **SAME AS ABOVE**
 Address: _____ City: _____ State: _____ Zip: _____

I hereby authorize ATL to perform the work indicated below:
 Project Mgr/Submitter: **D. WATTS** Date: **5/22/12**

Storage Fees (applies when storage is requested):
 • Sample: \$2.00 / sample / mo (after 45 days)
 • Records: \$1.00 / ATL workorder / mo (after 1 year)

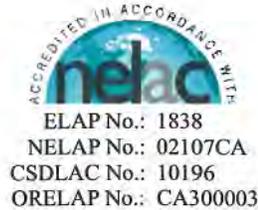
TAT: A= Overnight ≤ 24 hr B= Emergency Next workday
 Container Types: T=Tube V=VOA L=Liter P=Pint J=Jar B=Bedlar G=Glass P=Plastic M=Metal

Preservatives:
 H=HCl N=HNO₃ S=H₂SO₄ C=4°C
 Z=Zn(Ac)₂ O=NaOH T=Na₂S₂O₃

ADVANCED TECHNOLOGY
LABORATORIES

June 12, 2012

Dave Watts
Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550
Tel: (925) 371-5900
Fax: (925) 371-5915



Re: ATL Work Order Number : 1201940
Client Reference : BRIDGE 19-0055, S9300-06-192

Enclosed are the results for sample(s) received on May 23, 2012 by Advanced Technology Laboratories. The sample(s) are tested for the parameters as indicated on the enclosed chain of custody in accordance with applicable laboratory certifications. The laboratory results contained in this report specifically pertains to the sample(s) submitted.

Thank you for the opportunity to serve the needs of your company. If you have any questions, please feel free to contact me or your Project Manager.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eddie Rodriguez', with a small 'E' and 'R' initial at the start.

Eddie Rodriguez
Laboratory Director

The cover letter and the case narrative are an integral part of this analytical report and its absence renders the report invalid. The report cannot be reproduced without written permission from the client and Advanced Technology Laboratories.

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www.atlglobal.com



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192
Report To : Dave Watts
Reported : 06/12/2012

SUMMARY OF SAMPLES

Sample ID	Laboratory ID	Matrix	Date Sampled	Date Received
0055-P1A/B	1201940-01	Paint	5/22/12 0:00	5/23/12 14:09
0055-P2A/B	1201940-02	Paint	5/22/12 0:00	5/23/12 14:09
0055-P3A/B	1201940-03	Paint	5/22/12 0:00	5/23/12 14:09
0055-P4A/B	1201940-04	Paint	5/22/12 0:00	5/23/12 14:09



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192
Report To : Dave Watts
Reported : 06/12/2012

STLC Lead by AA (Direct Aspiration) by EPA 7420

Analyte: Lead

Analyst: VV

Laboratory ID	Client Sample ID	Result	Units	PQL	MDL	Dilution	Batch	Prepared	Date/Time	Notes
									Analyzed	
1201940-02	0055-P2A/B	0.80	mg/L	0.50	NA	1	B2F0312	06/11/2012	06/11/12 13:26	
1201940-03	0055-P3A/B	0.63	mg/L	0.50	NA	1	B2F0176	06/07/2012	06/07/12 12:32	
1201940-04	0055-P4A/B	ND	mg/L	0.50	NA	1	B2F0312	06/11/2012	06/11/12 13:28	

TCLP Lead by AA (Direct Aspiration) EPA 7420

Analyte: Lead

Analyst: VV

Laboratory ID	Client Sample ID	Result	Units	PQL	MDL	Dilution	Batch	Prepared	Date/Time	Notes
									Analyzed	
1201940-01	0055-P1A/B	2.7	mg/L	0.50	NA	1	B2F0186	06/07/2012	06/07/12 13:08	



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192
Report To : Dave Watts
Reported : 06/12/2012

QUALITY CONTROL SECTION

STLC Lead by AA (Direct Aspiration) by EPA 7420 - Quality Control

Analyte	Result (mg/L)	PQL (mg/L)	Spike Level	Source Result	% Rec Limits	RPD	RPD Limit	Notes
Batch B2F0176 - STLC Extraction								
Blank (B2F0176-BLK1)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	ND	0.50			NR			
Blank (B2F0176-BLK2)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	ND	0.50			NR			
LCS (B2F0176-BS1)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	5.1	0.05	5.00		101	80 - 120		
Duplicate (B2F0176-DUP1)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	3.2	0.50		3.3	NR		2.22	20
Duplicate (B2F0176-DUP2)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	10	0.50		9.9	NR		0.840	20
Matrix Spike (B2F0176-MS1)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	8.4	0.05	5.00	3.3	102	80 - 120		
Matrix Spike (B2F0176-MS2)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	16	0.10	5.00	9.9	114	80 - 120		
Matrix Spike Dup (B2F0176-MSD1)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	8.1	0.05	5.00	3.3	95.8	80 - 120	3.47	20
Batch B2F0312 - STLC Extraction								
Blank (B2F0312-BLK1)					Prepared: 6/11/2012 Analyzed: 6/11/2012			
Lead	ND	0.50			NR			
LCS (B2F0312-BS1)					Prepared: 6/11/2012 Analyzed: 6/11/2012			
Lead	5.0	0.05	5.00		99.5	80 - 120		
Duplicate (B2F0312-DUP1)					Prepared: 6/11/2012 Analyzed: 6/11/2012			
Lead	3.8	0.50		3.9	NR		2.89	20
Matrix Spike (B2F0312-MS1)					Prepared: 6/11/2012 Analyzed: 6/11/2012			
Lead	8.7	0.05	5.00	3.9	96.4	80 - 120		
Matrix Spike Dup (B2F0312-MSD1)					Prepared: 6/11/2012 Analyzed: 6/11/2012			
Lead	8.7	0.05	5.00	3.9	94.7	80 - 120	1.01	20
Batch S2F0100 - B2F0176								
Instrument Blank (S2F0100-IBL1)					Prepared: 6/7/2012 Analyzed: 6/7/2012			
Lead	ND	0.50			NR			
Batch S2F0141 - B2F0312								



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192
Report To : Dave Watts
Reported : 06/12/2012

STLC Lead by AA (Direct Aspiration) by EPA 7420 - Quality Control (cont'd)

Analyte	Result (mg/L)	PQL (mg/L)	Spike Level	Source Result	% Rec % Rec	% Rec Limits	RPD RPD	RPD Limit	Notes
---------	------------------	---------------	----------------	------------------	----------------	-----------------	------------	--------------	-------

Batch S2F0141 - B2F0312 (continued)

Instrument Blank (S2F0141-IBL1)

Prepared: 6/11/2012 Analyzed: 6/11/2012

Lead	ND	0.50			NR				
------	----	------	--	--	----	--	--	--	--



Geocon Consultants, Inc.
 6671 Brisa Street
 Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192

Report To : Dave Watts

Reported : 06/12/2012

TCLP Lead by AA (Direct Aspiration) EPA 7420 - Quality Control

Analyte	Result (mg/L)	PQL (mg/L)	Spike Level	Source Result	% Rec % Rec	% Rec Limits	RPD RPD	RPD Limit	Notes
Batch B2F0186 - EPA 3010A									
Blank (B2F0186-BLK1)					Prepared: 6/7/2012 Analyzed: 6/7/2012				
Lead	ND	0.50							NR
Blank (B2F0186-BLK2)					Prepared: 6/7/2012 Analyzed: 6/7/2012				
Lead	ND	0.50							NR
LCS (B2F0186-BS1)					Prepared: 6/7/2012 Analyzed: 6/7/2012				
Lead	1.2	0.50	1.00		118	80 - 120			
LCS Dup (B2F0186-BSD1)					Prepared: 6/7/2012 Analyzed: 6/7/2012				
Lead	1.2	0.50	1.00		115	80 - 120	2.60	20	
Batch S2F0107 - B2F0186									
Instrument Blank (S2F0107-IBL1)					Prepared: 6/7/2012 Analyzed: 6/7/2012				
Lead	ND	0.50							NR



Geocon Consultants, Inc.
6671 Brisa Street
Livermore, CA 94550

Project Number : BRIDGE 19-0055, S9300-06-192

Report To : Dave Watts

Reported : 06/12/2012

Notes and Definitions

ND Analyte not detected at or above reporting limit
PQL Practical Quantitation Limit
MDL Method Detection Limit
NR Not Reported
RPD Relative Percent Difference

Diane Galvan

From: watts@geoconinc.com
Sent: Thursday, May 31, 2012 8:24 PM
To: Diane Galvan
Subject: Re: Results/EDD/Invoice - BRIDGE 19-0055 (1201940)

Run tclp on 1201940-01 0055-P1A/B
Run wet on 1201940-03 0055-P3A/B

same tat as cofc

call or email to confirm request

Diane Galvan

From: David Watts [watts@geoconinc.com]
Sent: Wednesday, June 06, 2012 4:50 PM
To: Diane Galvan
Subject: RE: Results/EDD/Invoice - BRIDGE 19-0055 (1201940)

Please run WETs on P2A/B and P4A/B also (same TAT as chain). Thx!

David Watts | Senior Project Scientist
Geocon Consultants, Inc.
6671 Brisa Street, Livermore, California 94550 Tel 925.371.5900 Fax 925.371.5915
www.geoconinc.com