

1999 Airfield Project Soil Fill Acceptance Criteria

The Port of Seattle will have a continuing need to acquire fill material for use in STIA airfield projects. In 1999, the Port will acquire geotechnically and environmentally suitable materials by either contract (purchase) or by other arrangement for acceptance of surplus material. Material delivered to the airport will be derived from the following sources:

- Commercial borrow pits that are "state certified" **
- Contractor/supplier-certified construction sites
- Port-owned property

** The Washington State Department of Transportation (WDOT) tests material from borrow pits for various geotechnical qualities, either for its own purposes or upon request. Borrow pits that are found to have geotechnically suitable material by the WDOT testing are said to be "state certified" and are identified by WDOT pit numbers. The WDOT testing does not include testing for contaminants.

The Washington Department of Ecology has requested, in conjunction with the 401 Water Quality certification process, a description of the criteria and review process for acceptance of fill material. The fill acceptance criteria and review process to be used in 1999 are described below.

Criteria

Generally, geotechnical suitability depends on the specific project and fill placement location, and will be established on a use-specific basis. Generally, environmentally suitable materials are those that meet MTCA Method A contaminant levels. However, in the event the Port determines that specific material that does not satisfy MTCA Method A contaminant levels is nonetheless appropriate for placement in a specific project location, where such placement is environmentally responsible and meets applicable regulatory standards, it will consult with Ecology for approval prior to placement.

Process

1. Contractors/suppliers will certify that materials to be imported to the project from sources other than state-certified commercial sources, including Port-owned sources, meet project-specific geotechnical suitability criteria and MTCA Method A contaminant levels. Material obtained from state-certified commercial borrow pits shall generally be accepted for airport airfield projects without source-specific environmental certification. There are, however, some commercial sources where elevated levels of arsenic are known to occur. The Port will accept material from these sources only with supplier certification that materials to be imported to the project meet the Method A level for arsenic.

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2. ***Purchased fill material*** will be brought to the airport for use in airfield projects under contracts that include explicit specifications concerning the quality and type of the fill and the certification and monitoring of that quality; measurement and payment specifications that require satisfaction of the technical specifications prior to payment; and liability allocation terms that place nonperforming parties at very significant commercial risk.

Surplus fill material will be certified by the provider, prior to Port acceptance, as meeting specific geotechnical and environmental suitability criteria.

3. The contractor/supplier certification process shall reflect source location, and shall be implemented as follows:

3.1 Contractors/suppliers will:

(a) certify that materials to be imported to the project will be derived from a state-certified commercial source, or one of the two source categories defined below (which may include Port-owned sources), and

(b) complete the appropriate tasks and provide material quality certifications as required based on the material source, as described below.

Category A sources include:

(i) industrial source locations;

(ii) source locations known to have probability of environmental impact from historical use on site or on adjacent areas;

(iii) source locations or adjacent areas listed on the most current edition of the following Ecology databases:

- (1) Confirmed and Suspected Contaminated Sites Report,
- (2) the Underground Storage Tank List, and
- (3) the Leaking Underground Storage Tank List.

Category A source certification will include:

(i) observation of source area and adjacent areas by an environmental professional;

(ii) review of existing documentation of source area geologic conditions and use/operational history of site and adjacent areas sufficient to identify potential environmental contaminants;

(iii) if no existing documentation is available, review of historical operations (air photo review, interview of persons familiar with site and adjacent areas, or other method);

(iv) based on the observations and review of operational history of the site and adjacent areas, an environmental professional will determine whether any additional sample analyses are appropriate for environmental condition certification; if no previous sample data exist, TPH and metals analyses, as well as any other analyses deemed appropriate based on historical information, will be performed on representative site samples.

Category B sources include all sources not included in Category A.

Category B source certification will include:

(i) observation of source area and adjacent areas by an environmental professional

(ii) interview of available person familiar with the site and adjacent areas

(iii) if the observation and interview leads to a determination that there is a reasonable potential for presence of contaminants at concentrations of concern, the contractor will proceed with the Category A certification process described above.

3.2 The Port will:

(a) independently evaluate and accept or reject certification documentation for each proposed source, and

(b) for each accepted source provide the contractor's or supplier's fill certification submittal to the Department of Ecology quarterly along with updates consisting of quantities and placement.

- 4. One or more independent consulting soil technicians (at least one consulting to the Port) and the Port's construction inspector will observe material delivery and placement. The Port's consultant will monitor the incoming material for source consistency and any indications of contamination, observing the physical and geotechnical properties of the material to identify any difference that could render the material unsuitable or indicate material supplied from an uncertified source. Material from uncertified sources will not be accepted for the fill. The Port's consultant will conduct in-place soil density tests as appropriate (typically 3 –5 each day), confirming compliance with the**

specifications. The Port's consultant will have contaminant field-screening equipment available for use as appropriate.

The process described above will be used for project fill material placed in 1999 and thereafter. Beginning in 2000 however, the Port may consider use of fill material that meets different geotechnical specifications and/or environmental criteria. If the Port identifies different environmental criteria, additional and different appropriate certification procedures will be developed subject to approval by Ecology. .

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