



APPENDIX D

SOIL MANAGEMENT PLAN North Berkeley Rail Trail Parcels 1 and 3

State Project: UJ333-NBR/T-1.01

Federal Project: NRT-2012(708)D

Bath, Morgan County, West Virginia

January 2019

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INTRODUCTION

This Soil Management Plan (SMP) was prepared on behalf of the West Virginia Department of Highway (WVDOH) and the Town of Bath for Parcels 1 and 3 for the proposed North Berkeley Rail Trail project. The parcels were historically railroad tracks and a former wood yard. CSX Transportation (CSX) owned the railroad tracks. Due to the historical nature of the property, site soils have been impacted by compounds detected above West Virginia Department of Environmental Protection (WVDEP) Residential and Industrial De Minimis risk based concentrations (RBC) limits. Engineering and institutional controls will be established at the Site to address routes of exposure associated with contaminated soil and groundwater.

The purpose of this SMP is to describe the soil management procedures required during intrusive activities involving the handling of soil, groundwater and/or fill material at Parcels 1 and 3. The overall objectives of the SMP are to assure protection of human and health and the environment by establishing and communicating the necessary procedures and protocols to facilitate the safe redevelopment and future use of the property.

SITE DESCRIPTION

Remediation will be conducted on Parcels 1 and 3 ("Site"), consisting of a total of 2.582 acres of vacant land, located at the southwest corner of Williams and North Washington Streets in Bath (Berkeley Springs Incorporated), West Virginia (Figure 1). The site is readily accessed via William Street from North Washington Street (US Highway 522).

Parcel 1 is recorded with the registry of deeds showing the property consisting of approximately 2.142 acres. The parcel is enclosed on three sides by a fence, with gate access along Williams Street. The train depot building is located along the southwest corner of the parcel, but is not part of Parcel 1. Parcel 1 is currently a vacant unpaved lot, with grass and sparse trees along the northwest boundary, and is used as a lay-down/equipment storage yard for the Township of Bath.

Parcel 3 is recorded with the registry of deeds showing the property consisting of approximately 0.44 acres. Parcel 3 is currently vacant with an abandoned rail line overgrown with grass and shrubs bordered by trees to the north and south.

Both parcels were formally owned by CSX and are now owned by the Town of Bath.

The proposed rail trail and bike path will be located north of the existing train depot building, from station 100+00 to station 102+50, and will parallel North Washington Street (US Highway 522). The rail trail will connect through Parcels 1 and 3, to other parts of the former rail line now owned by Morgan County. An aggregate parking area, approximately 60 feet by 400 feet, is proposed on Parcel 1 east of the train depot building and rail trail. The parcel boundaries and proposed construction areas of the trail within Parcels 1 and 3 are shown on Figure 2.

MANAGEMENT OF ON-SITE SOIL

During the normal course of construction no fill material or soil is required to be removed from the Site. The majority of soil and fill material at the Site will be left in place and subsequently

capped by geotextile fabric with asphalt, 12 inches of aggregate cover, or 18 inches of clean fill. As a general matter, material excavated during construction activities should remain onsite and may be utilized as fill or grading material on site, unless the material is unsuitable for that purpose. This plan identifies the procedures that shall be utilized to determine if the material is unsuitable for reuse on site, and what actions must be taken to properly manage excavated materials during future site redevelopment activities.

EXCAVATION OF SOILS

Based on the use of engineering controls to eliminate future routes of exposure impacted material may be reused on site in accordance with the approved Risk Assessment/Remedial Action Work Plan (RA/RAWP) as long as the material is not deemed contaminated or unsuitable. Identified contaminated soils will be included with the engineering controls and will be covered with a demarcation fabric and an aggregate cap. Materials that are deemed “unsuitable,” and cannot be reused on site include:

- Sludge;
- Flowable Product;
- Soil/fill saturated with separate phase liquids (e.g. oil, grease); and
- Storage tank or pipe remains containing flowable product and/or separate phase liquids.

Based on the Site Characterization Report Addendum (SCRA), dated August 2018, unsuitable materials are not anticipated. However, if during construction unsuitable materials are encountered, as described in this SMP, the following management procedures should be employed:

Health and Safety

Appropriate Health and Safety procedures shall be employed by contractors for future intrusive work at the site. A Health and Safety Plan (HASP) should be prepared to properly address worker health and safety while managing impacted materials. Contractors that will be managing impacted materials will be required to develop and maintain on site Health and Safety plans following applicable regulations for potential contaminants of concern identified in the Risk Assessment and Land Use Covenant.

Stockpiling of Unsuitable Materials

Unsuitable materials will be stockpiled on and covered with polysheeting until arrangements can be made for off-site disposal to an acceptable location or facility. Temporary fencing will be established around the stockpile area to discourage trespassers. The stockpile will be placed in a location on site and suitable for project redevelopment that minimizes runoff from stormwater.

Unsuitable materials must be characterized to determine if the material is hazardous or nonhazardous for disposal. Samples of the unsuitable materials must be analyzed for the COCs identified in the RAWP. Sampling must be sufficient to meet the waste acceptance criteria for disposal at an authorized landfill.

ENGINEERING CONTROLS

Engineering controls will be established in the approved RA/RAWP for the Site to eliminate routes of exposure associated with impacted soil and will include capping of residual contaminants. The engineering controls at the Site will consist of placement of demarcation geotextile on top of the soils as a marker to minimize human exposure. The geotextile will be covered with a cap consisting of either 12 inches of aggregate, asphalt, at least 18 inches of clean fill with landscape stone cover, or topsoil and seeded grass in areas slated for landscaping. The proposed site cap sections are shown in Figures 1a to 1c below. The details of construction are provided in the site development plan (Figure 3) which have been incorporated into the approved RAWP. These engineering controls must be maintained to ensure compliance with the WVDEP approved RAWP for the Site. Any disturbance of these caps, including excavation or grading, will require replacement of the capping materials as described above.

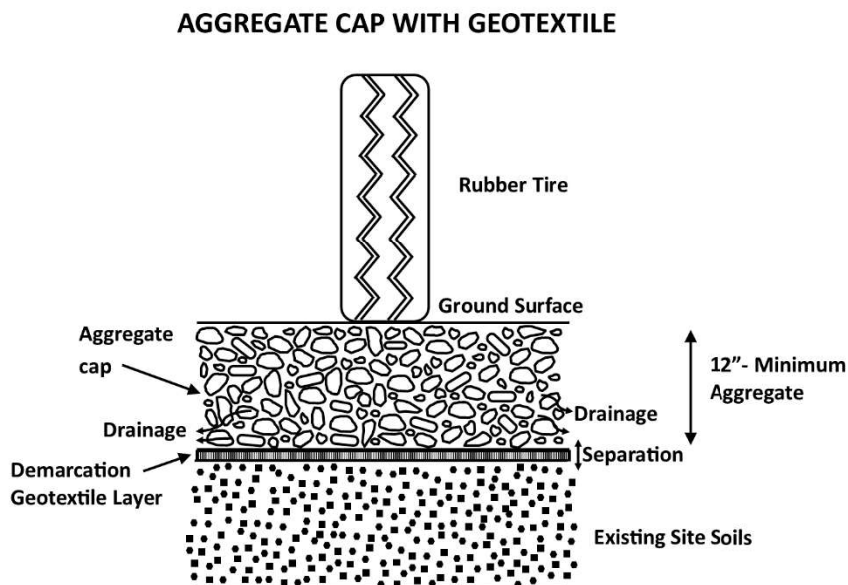


Figure 1a – Aggregate Cap Section

ASPHALT CAP WITH GEOTEXTILE

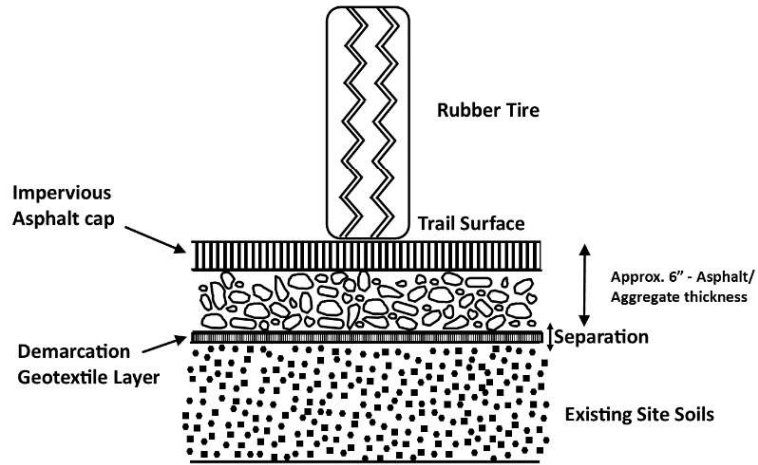


Figure 1b – Asphalt Cap Section

VEGETATIVE CAP WITH GEOTEXTILE

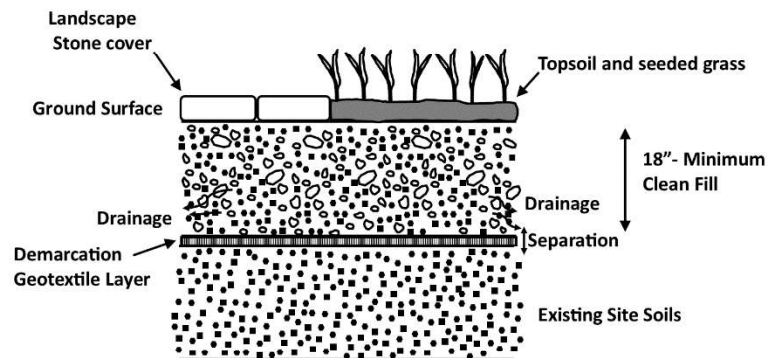


Figure 1c – Vegetative Cap Section

EROSION AND SEDIMENTATION CONTROL PLAN

Any soil disturbance during installation of the cap will require proper erosion and sediment (E&S) control measures and approvals must be evaluated. The entity responsible for excavation or soil disturbance shall review the applicable requirements in accordance with West Virginia Erosion and Sediment Control Best Management Practice Manual, revised 2016 (WVDEP 2016), prepare the plan and obtain required approvals as appropriate.

After the approved E&S measures have been installed, additional specific attention must be given to controlling sediment migration while completing the work. Care must be taken to prevent soil originating from below the demarcation geotextile fabric from contacting the surrounding area or surface soil.

REGRADE SURFACE MATERIALS

Site redevelopment activities may require regrading to meet specific use requirements. Any pre-existing soil/fill materials that will remain within one foot of the ground surface after grading and complete built-out will be required to be capped with appropriate engineering controls which include demarcation geotextile and can include any combination of aggregate, asphalt, clean fill and landscaping.

CONSTRUCTION OF BUILDINGS

Currently there are no plans for new building construction. However, any future construction of buildings will require the excavation of soils for the placement of footings or a foundation. Removed soils should be managed in accordance with the procedures outlined above. Suitable materials may be stockpiled within the project area for future use as grading and/or fill material within the confines of the project.

INSTALLING OR REMOVING UTILITIES

Activities such as installing or removing utilities will expose soils along narrow corridors. Suitable soil/fill materials that are excavated to install or replace utilities or roadways should be reused in the excavation to the greatest extent possible. Contaminated soils must remain under the cap. The removal of an existing engineering control (such as geotextile, concrete or asphalt), will need to be replaced to original standards as documented in this work plan to ensure pathway elimination is maintained. Management of the soils/fill under the engineering control should be managed in accordance with the procedures outlined above.

Normal construction procedures should be followed, including HASP for protection of construction workers. If unsuitable materials are encountered during construction activities, those materials will need to be managed in accordance with the procedures described above.

LANDSCAPING

Normal construction procedures should be followed, including a HASP for protection of construction workers. If unsuitable materials are encountered during future landscaping activities, those materials will need to be managed in accordance with the procedures described above.

USE OF FILL MATERIALS

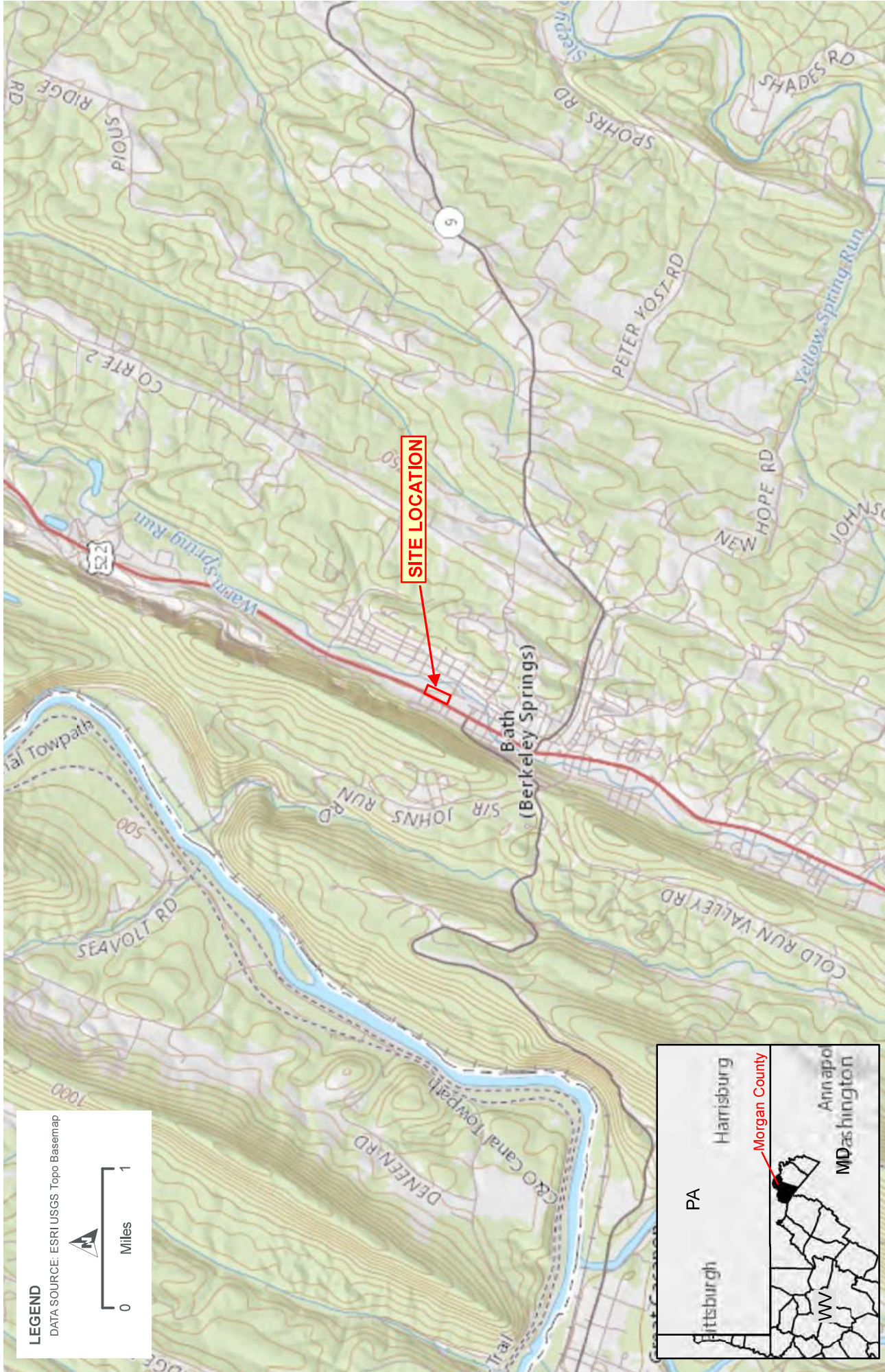
Future property owners will be required to use fill in accordance with applicable laws, regulations and Pennsylvania Department of Environment (PA DEP) Clean Fill Policy. Fill materials from off-site sources must also meet current PA DEP clean fill policy.

ANNUAL REPORTING

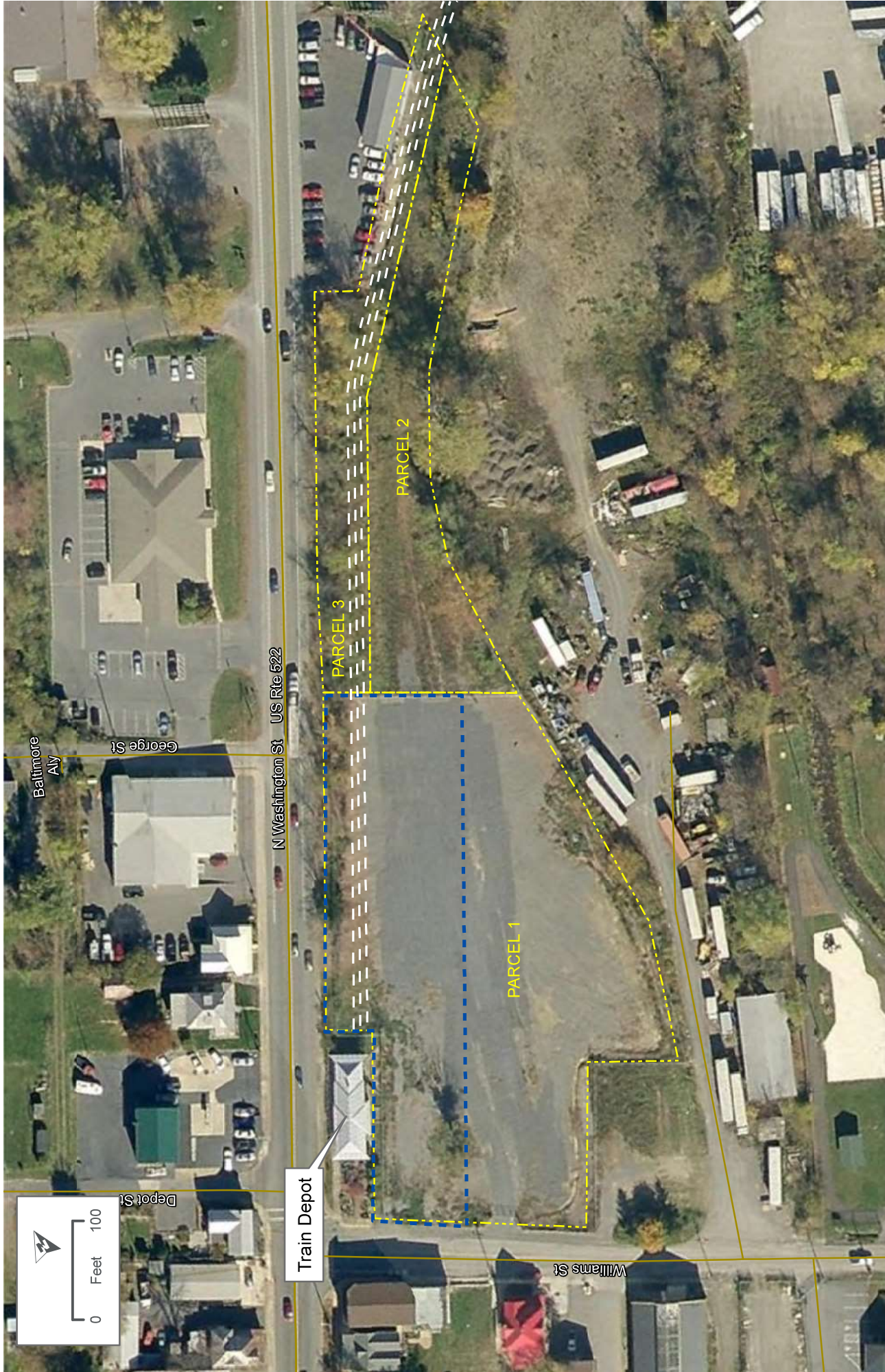
To abide by the requirements of the Universal Environmental Covenants Act (W. Va. Code § 22-22B) and in accordance with the Voluntary Remediation and Redevelopment Act, W. Va. Code § 22-22, annual reporting on the condition and status of engineering and institutional controls on the Site will be conducted. Annual reporting shall be completed by the Town of Bath, WVDOT, their designated party during the year following approval of the Final Report and continue on an annual basis until such a time that the covenants are terminated by consent, by judicial decree, by waiver, or by foreclosure of an interest with priority over the covenant.

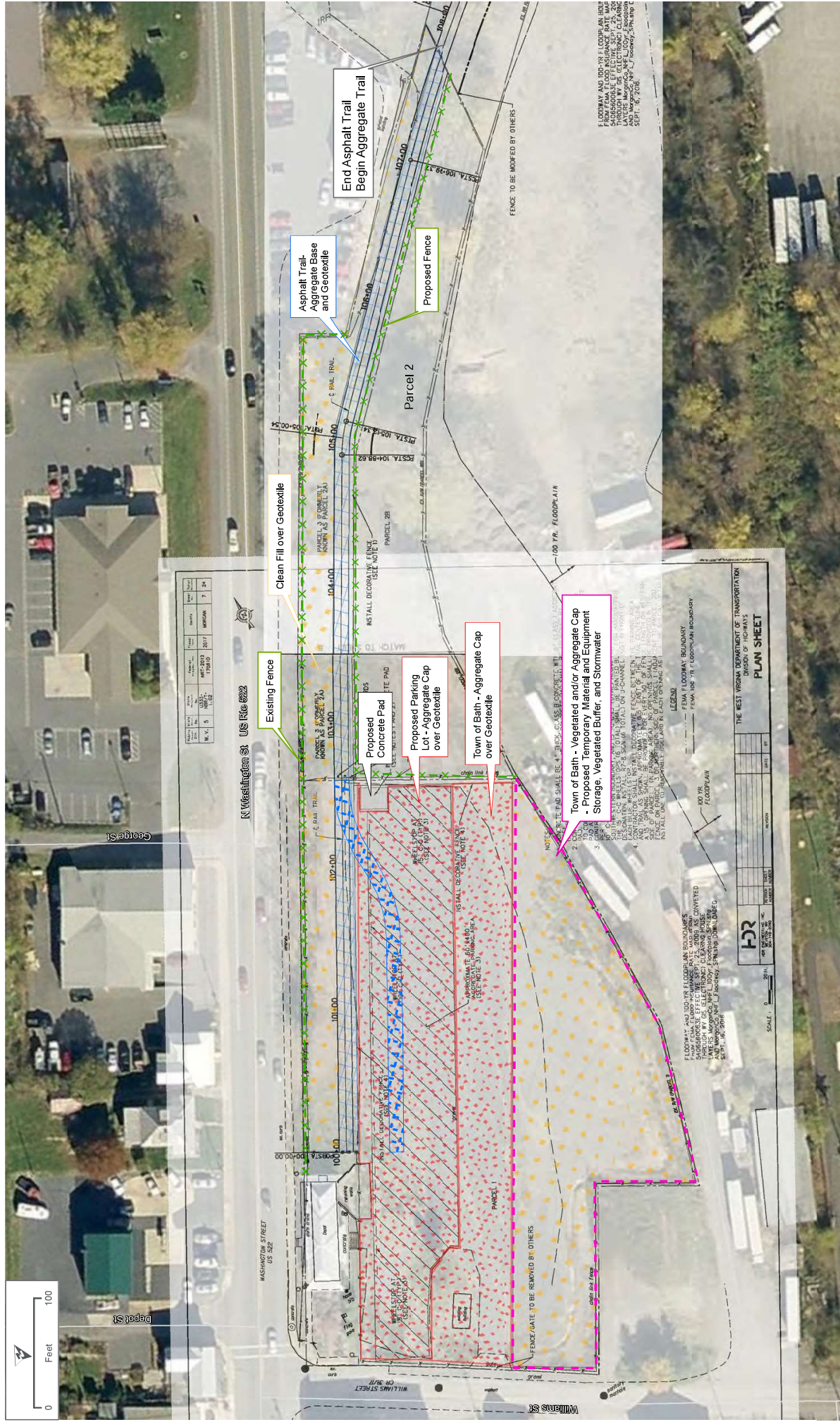
WVDEP must be contacted add the address/phone number below prior to any soil disturbance activities.

Department of Environmental Protection
601 57th Street SE
Charleston, WV 25304
Phone: (304) 926-0440



NORTH BERKELEY RAIL TRAIL
SITE VICINITY MAP
FIGURE 1
 AUGUST 2018





Legend

- Aggregate Cap with Geotextile
- Aggregate Base with Geotextile
- Clean Fill with Geotextile
- Revised Bike Trail Section
- X - X Fence

Note: Town of Bath remediation boundaries are approximate

NORTH BERKELEY RAIL TRAIL

PROPOSED REMEDIATION SITE MAP PARCELS 1 AND 3

NOVEMBER 2018