SOIL MANAGEMENT PLAN

ENPRO Services, Inc. (ENPRO) of Burlington, Vermont has prepared the following Soil Management Plan to describe the preparation, procedures, and processes we intend to implement related to the management and disposal of the impacted soil currently staged in the Leddy Park parking area (Site). It is our understanding the impacted soil is temporarily staged at its current location following all applicable regulations set forth by the Vermont Department of Environmental Conservation (VTDEC) and in accordance with federal RCRA and TSCA regulations. The City of Burlington has staged the soil following the approval of the VTDEC. ENPRO intends to manage the proper loading, transportation, and disposal of this material following all applicable federal, local and State rules and regulations. Winter conditions will be considered and appropriate steps will be taken to ensure all work is done safely knowing the work may occur during freezing/snowing weather. Soil disposal sample collection, characterization, and laboratory analysis has been conducted by The Johnson Company or their subcontractors. ENPRO assumes no responsibility for soil sample collection, representativeness, or laboratory quality control/quality assurance. ENPRO has been hired by the City of Burlington to remove, transport, and dispose of this material and is also responsible for mitigating dust and the potential for soil migration (via runoff), and securing all soil at the end of the workdays, securing the work area, and cleaning the area upon completion of soil load out.

The following Soil Management Plan describes our intended scope of services. The soil will be disposed of at either the Waste USA facility in Coventry, Vermont or the Clinton County Landfill in New York (details below) through a Best Use Determination as Alternative Daily Cover.

Health & Safety

ENPRO places safety first; at every job, every day. Following our review of site specific data, a site specific Health and Safety Plan (HASP), along with all applicable Job Safety Analyses (JSAs) will be prepared, reviewed, and approved by our Corporate Safety Director before site work begins. The HASP will be reviewed and signed by all ENPRO employees working at the Site. The HASP will cover all applicable 29 CFR 1926 – Occupational Safety and Health Administration (OSHA) for Construction regulations and 29 CFR 1910.120 – OSHA Hazardous Waste Operation and Emergency Response (HAZWOPER) regulations. Copies of HAZWPOER certificates are attached for

workers scheduled to be on site. The task specific items and related safety concerns will be discussed on-site throughout the project. The HASP is a dynamic document, and if site specific conditions change, appropriate steps, discussions, and changes to the HASP will occur. Daily safety meetings will occur to review planned scope of work, potential safety concerns, and general site work review. Every ENPRO employee is required to use their **STOP WORK AUTHORITY** when unsafe conditions or practices are observed. Work will resume only after appropriate steps have been taken to address any safety concern. All ENPRO employees working at the Site are properly trained with a minimum 40 hour HAZWOPER training certificate and current 8-hour annual refresher certificates. All ENPRO worker credentials are maintained on file at our corporate headquarters located in Salisbury, Massachusetts. Copies of said credentials are available upon request.

To ensure the general public is safe and does not mistakenly enter the work zone, proper signage, fencing, and traffic control will be established and maintained as appropriate. The existing safety fence surrounding the soil pile will be extended 75' toward the west to be protective of the public. Soil loading equipment will be kept inside the fenced work zone. Dump trucks/dump trailers will enter into and exit the work zone requiring the fence to remain open as appropriate to allow for safe entrance and egress of trucks. This fence will be closed at the end of each day to secure the site and keep the public out of the work zone. Adjustments to the fence footprint will be made throughout the duration of the project as appropriate. If the foot print of the work zone can be decreased without increasing the risk of safety (for both workers and the public), it will be done so accordingly. Any sections of fenced removed will be properly set aside and neatly stacked.

We respectfully request City of Burlington and The Johnson Company be responsible for their respective employee's health and safety. The work zone will be maintained as a Level D Personal Protective Equipment (PPE) job site. All persons entering the work zone shall comply with OSHA Level D PPE requirements. **Heavy equipment and large trucks will be entering and exiting the work zone.** Please ensure staff visiting or working in the work zone comply with all applicable OSHA regulations.

Safety is everyone's responsibility. Communication between all staff on site is important. With heavy machinery and large trucks dominating the work zone, visibility is key to personal safety. **High visibility safety vests are required** (along with hard

hats, steel toe shoes, and safety glasses [hearing protection required only if the OSHA permissible exposure limit is reached]).

Soil Pile Management/Loading

The soil pile is currently encapsulated on all sides with polyethylene fabric/sheeting. Sand bags/rope hold the cover in place and hay bales are in place to aid in storm water management. The pile has been delineated by others to include Piles A through D, Segments 1 through 6. Maintaining this delineation is the responsibility of The Johnson Company who intends to use spray paint to mark out the stockpiles (A-D) and the six segments that comprise Stockpile A. It is our understanding certain sections of soil have been designated for disposal at specific receiving facilities. ENPRO staff on site will work closely with The Johnson Company staff to maintain these designation and to haul each section of the pile to its respective destination. Daily communication between field staff, including truck drivers will allow for proper preparedness and understanding of which truckloads of soil go to the specified receiving facility. ENPRO staff will need to be alerted preferably two days in advance when the soil sections transition from one destination to another.

The pile will be uncovered each day by removing sandbags and ropes and "peeling back" enough cover to allow machinery to access the soil. The cover will only be removed enough to allow for efficient loading of the soil. The excavator will be positioned on top of the pile for efficient loading. Care will be taken to precisely remove the bottom layer of soil positioned on top of the base layer of sheeting. Smaller machinery (skid steer) and hand tools (power broom, shovels, etc) will be utilized as appropriate to minimize tearing the base layer. If base layer material is damaged, hand tools including hard and soft bristle brooms and flat shovels will be used to ensure any impacted soil is contained and collected if it breaches the containment base layer. Care will be taken to minimize dust, and mist application will be considered as necessary.

The pile will be covered and secured at the end of each work day. The cover material will be placed back over the working face of the soil pile. Additional polysheeting will be onsite to cover the soil pile accordingly each night as needed. Sand bags or equivalent will be placed on the cover to ensure wind will not expose the soil pile during the night when the work zone is unoccupied.

As the pile is loaded and its size decreases, the base and cover sheeting will be sent for disposal along with any sandbags. ENPRO will clean the asphalt such that no visible soil is present on the asphalt upon completion of the soil disposal efforts, or the asphalt will be covered.

At the end of each workday efforts will be made to clean the asphalt surface in the area from which soil was removed. All areas containing impacted soil will be covered with plastic and secured at the end of each day. The Johnson Company will prepare a daily report that will include Daily Truck Inspection Logs (including load destination) to be forwarded to the City and VTDEC each day. The intent is to submit these daily reports before noon the next day for the previous day's work.

Trucks hauling the soil will be registered and road legal. Individual drivers will be in compliance with all applicable DOT and State of Vermont regulations. Copies of all driver's certifications are maintained by their respective employers. Please see enclosed letter attesting to driver readiness.

The truck loading zone will be free of soil/debris before any truck enters the loading zone. Hand tools (brooms/shovel, etc.) and if necessary street sweeper attachments for a skid steer will be available to ensure truck tires do not contact impacted soil as they position themselves for loading. If necessary, a framed tarp (or similar) will be constructed and placed against the bed of the truck being loaded. The tarp assembly will be angled away from the truck tires. If debris drops from the excavator bucket before the bucket is positioned over the bed, the material will roll down the tarp back to the polysheeting-covered ground. This will reduce the likelihood of soil dropping near truck tires.

Trucks will be inspected prior to leaving the work zone, particularly for the presence of soil/debris outside the bed of the truck. The exterior of the trucks including truck tires will be inspected and cleaned as necessary before the truck leaves the work zone and enters the roadway. Attention will be given to the bed rails, sides of beds, tires, and tailgates. Hand tools will be available to clean any debris from the trucks. Water will be available to wash tires as necessary (assuming temperature is above freezing). ENPRO understands that JCO will be providing oversight throughout the project and will maintain a truck inspection log documenting the above criteria, and will also be submitting daily reports to both the City and VTDEC documenting the progress. A

shop-vac vacuum will be available to collect any wash water and will be added to the soil pile for disposal. A tire decontamination pad built on an impervious surface will be constructed for potential use. The priority is to maintain a clean loading zone to eliminate the need to fully decontaminate tires. If necessary, trucks will be able to drive onto/into the pad for a full tire cleaning. The bermed decontaminating pad will retain all wash water. Wash water will be contained and added to the soil pile for disposal. ENPRO understands that if soil tracking is observed, load out procedures and/or tire decontamination procedures will need to be modified.

All truck loads will be covered before they enter the roadway with the load gates secured, sides clean of soil, and no liquids emerging from the truck. The soil will arrive at one of the two disposal facilities with the exact route being chosen as the safest way by the individual driver. If unsafe road conditions exist, each driver will decide if transportation of the soil is safe. If it is not, trucks will wait for conditions to improve or not arrive that day.

Based on input provided by the City and The Johnson Company, it is our understanding soil from Pile A – Segments 1, 2, 5 and 6 as well as Piles B and C will be disposed of at the Casella Waste USA facility in Coventry, Vermont (403 Landfill Lane, Coventry VT 05825). Soil from Pile A – Segment 3 and 4 and Pile D will be disposed of at Casella Clinton County Landfill (286 Sand Rd, Morrisonville NY 12962)

ENPRO's Site Foremen/Operator will maintain a count of trucks loaded and will communicate this information daily to The Johnson Company personnel who are onsite. Soil will be shipped following appropriate and applicable DOT regulations under a Bill of Lading, or a Non-Hazardous Waste Manifest. Copies of shipping documentation and scale house receipts will be provided to the City as quickly as possible. Please note there is typically a delay in our receiving scale house receipts. One can assume copies of this documentation will be provided weekly as opposed to daily. ENPRO will manage this documentation as best possible knowing multiple trucks/drivers and different receiving facilities are part of this project. A representative from City of Burlington must be onsite to sign the shipping paperwork or shipping documents may be pre-signed prior to the project starting. If this is not possible other arrangements can be made.

Truck Control

ENPRO anticipates loading 7-14 trucks a day which results in 9-11 days of work. Access in and out of Leddy Park is limited, and traverses residential settings. Proper truck traffic control is vital. Trucks entering the area will be managed by ENPRO to ensure truck traffic does not overwhelm the parking areas used by the general public. ENPRO will communicate to our trucking subcontractors that truck control is imperative, maintaining slow driving speeds, limited use of compression brakes, and proper traffic flow are all important. ENPRO only plans to manage trucks from inside the entrance to exit of Leddy Park and is not placing Manual Uniform Traffic Control (MUTC) devices or plans within the park.

ENRPO has conducted a site visit to count parking spaces potentially affected by this Plan. ENPRO estimates that 100 parking spaces (the spaces beginning at the southern end of the pile and continuing north) will be used as truck staging. Orange barrier fence will be placed from the pile toward the west in the area near the fire hydrant (in the grass) near the handicapped parking zone. The paved section north of this will be for truck staging. ENPRO can allow access for deliveries to the ice arena as necessary through this area. This area is needed to keep the public away from the active loading zone and heavy truck staging. The parking spaces beyond the work zone are the responsibility of the City. ENPRO will work closely with the City and The Johnson Company to maintain safe public access to the arena and bike path outside of our work area. Trucks will be staged in the lower Leddy parking lot within the coned area outside of the chain link fence. If necessary to maintain proper spacing of trucks and parking for the public, an overflow into the upper tennis court parking area could be necessary. One truck will be loaded with soil at a time. ENPRO proposes a truck loading lane on the west side of the soil pile be established within the fence. The trucks will enter the work zone from the staging area and park along the west side of the pile to be loaded with a loader/excavator. ENPRO estimates loading seven trucks daily, hoping each can make a roundtrip to and from the landfill to be loaded a second time each day. Each truck can carry a minimum of 28 tons, which equates to 392 tons of soil removed each day. The pile is about 3,600 tons so this would be about nine days of loading (M-F), or two weeks. This assumes optimal conditions.

If staging trucks within Leddy Park becomes an issue due to space, trucks can wait outside the area (Williston Rest Area on I-89 northbound, ENPROs Burlington office parking lot, Barrett Trucking's parking). This will be determined once the flow of traffic is established.

Dust/Soil Control

ENPRO understands the City is concerned about controlling dust during the loading process. The Johnson Company will visually and electronically (see below) monitor dust during onsite soil disturbance activities. If dust is continually noticed, the soil loading procedure will be modified (as described below). Our initial means of loading this soil was with the use of a rubber tire front end loader. Concerns were raised regarding each load of soil cascading into the trucks from the bucket causing potential airborne dust/particulates. We have decided to use a track mounted excavator to eliminate this potential. If dust is observed during truck loading, the excavator operator will slow down the process. The operator of the excavator will slowly load the trucks by lowering the excavator bucket into the truck bed to lay down the soil versus dumping the bucket load. The excavator will be positioned on top of the pile in most cases to gain proper angles and height to allow for this approach. . If dust continues to be produced, very fine mist will be added, either to the truck bed while being loaded or to the soil pile working face. All reasonable attempts will be made to use dust suppression water and apply it directly to the pile to minimize runoff. This is weather dependent. We will not use water mist if it creates icy conditions. We will not amend water to tolerate freezing conditions. Proper dust control will also allow ENPRO to maintain this site as a Level D PPE required site.

ENPRO will be equipped with moisture control apparatus to reduce dust emissions. Dry soil may contribute to airborne particulates/dust regardless of loading or control procedures. As necessary, ENPRO can use the on-site water supply to apply enough moisture to the working soil pile to reduce and control dust. Tools available will include a garden hose with spray nozzle, a pressure washer with fine mist nozzle, hand held pressure tanks with spray nozzles. ENPRO understands if prolonged periods of visible dust are observed, load out procedures and/or clean-up procedures will need to be modified.

Perimeter particulate monitors will be set up to actively measure airborne particulate concentrations during dry periods (i.e. not raining or snowing). Real time monitoring devices will be positioned accordingly (based on wind direction) to monitor fugitive dust. We feel our engineering controls will eliminate the need for such steps, however these tools will be deployed. The Johnson Company will set up three Dust Trak 8520 electronic monitors which are equipped with weather resistant enclosures.

Due to the winter conditions we are facing, ENPRO will monitor the use of water and keep it to a minimum. Ice buildup in the work zone, in the truck beds, and in the areas accessible to the public must be eliminated. For this reason, large scale moisture control/disbursement mechanisms will not be used. If a heavy rain event occurs, surface water run-off is expected to be clean as it should not be coming in contact with impacted soil. Any exposed soil will be covered with polysheeting in the event of a rain storm. A contingency plan to manage potential storm water migrating through the work zone is to divert run-off with sandbags. Filter fabric wrapped around a row of sand bags may also be used to reduce sediment from migrating via run-off from the work zone. If a vacuum truck is deemed necessary to cleanup any soil wash-outs beyond the foot print of the work zone, ENPRO will make appropriate arrangements. This level of work is considered out of scope.

The asphalt surfaces where residual soil remains at the completion of daily load out will be covered with secured plastic to prevent soil migration and on-site hay bales will be repositioned on the asphalt immediately down gradient (west side of the pile in these areas) to capture potential runoff. Given the topography of the parking lot (sloping to the west slightly) and grass area and vegetation immediately east of the pile, runoff is not expected to be generated to the extent the water would flow under the plastic. Furthermore, the hay bales and filter fabric wrapped row(s) of sand bags will be positioned as necessary to intercept runoff. A reasonable attempt will be made to re-use the hay bales. Filter fabric will not be keyed into the subsurface, but may be positioned with the use of sandbags as an added level of storm water control.

Final Cleanup

As mentioned above, the soil pile will be managed as best possible. ENPRO understands the City's concerns and we believe we have a strategy in place to successfully manage this soil. As appropriate to maintain safety, the foot print of the fence will collapse with the respective decrease in pile size. Fencing will be removed and stacked out of the way as we remove it. All sand bags will be disposed of with the soil. Any and all polysheeting will be disposed of with the soil as necessary knowing the soil pile will always be covered and secured until the project is complete. The hay bales will be disposed with the soil.

Cleaning of the asphalt base (under the soil pile base cover) will be done with both hand tools (brooms, shovels etc.) and machinery (power broom, street sweeper attachment on skidsteer etc.), knowing that dust control is required. ENPRO assumes the base layer under the soil pile is intact and impervious and that the base layer was not compromised when the soil pile was constructed. As the soil removal process reaches a thin layer of soil on top of the base layer, the base layer will be manually pulled towards the soil pile. This should reveal a clean asphalt surface under the base layer. If soil is observed under the base layer as it is "peeled' back, hand tools will be used to clean up any soil. Caution will be taken to avoid creation of dust. All appropriate steps considering the weather conditions will be deployed.

ENPRO will consider the use a biodegradable surfactant and a pressure washer equipped to deliver hot water if necessary to release frozen soil and recover liquids with shop vacuum. Every reasonable effort will be made to clean the surface to the City's satisfaction understanding that winter conditions can present challenges. ENPRO does not want to create a safety hazard with respect to water use and creating icy surfaces. Final inspection and acceptance to be conducted by the City or their representative.

Assumptions

1) Please see our contract for assumptions.

BARRETT TRUCKING CO., INC.

16 AUSTIN DRIVE • BURLINGTON, VT 05401 • 802-863-1311 • FAX 802-863-4579

December 1, 2015

Enpro Services, Inc.
114 Bridge Rd
Salisbury, MA 01952

Re: Leddy Park Soil Removal

Scott,

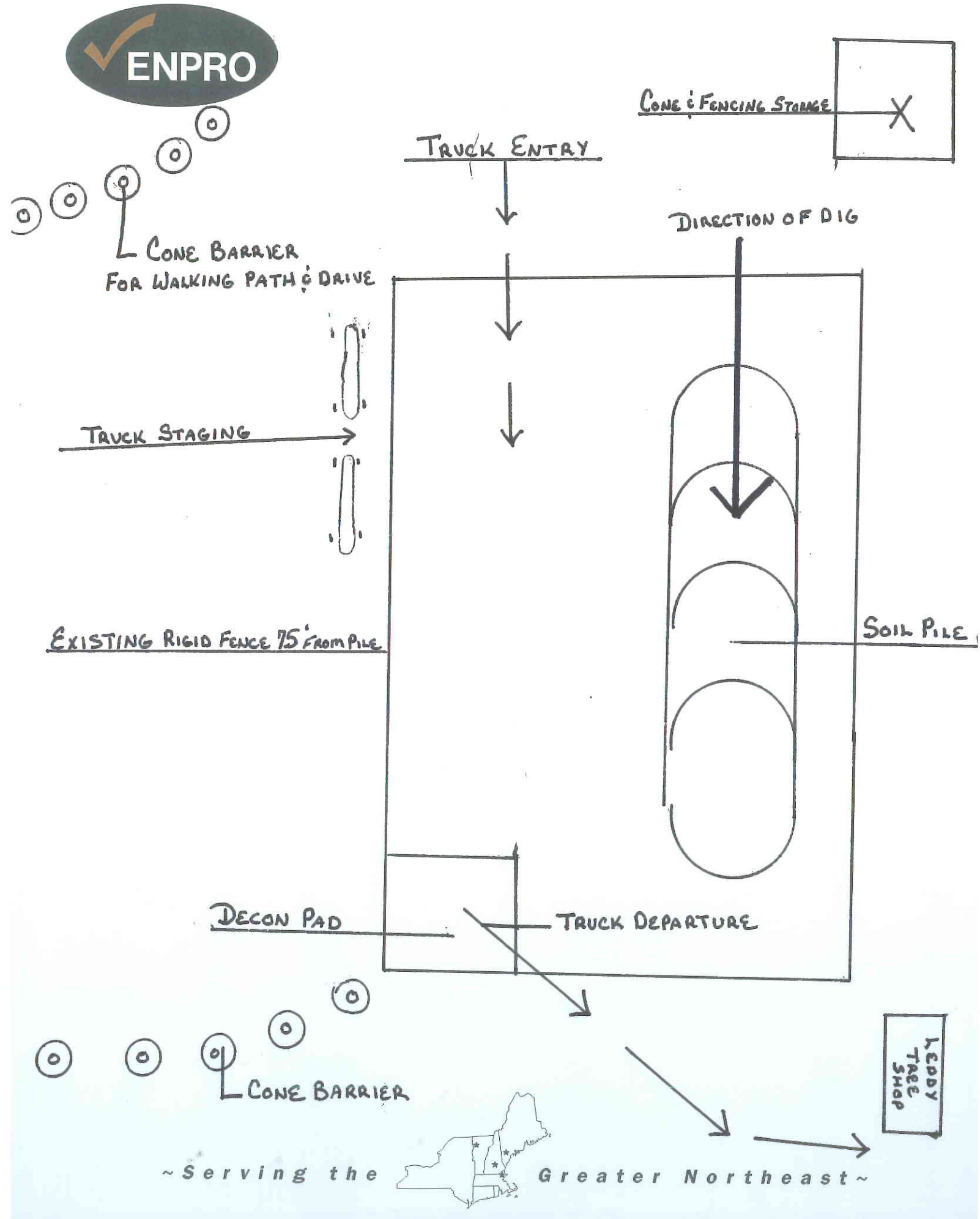
You had requested some information about our employees. We don't give out any personal information regarding our employees. What we can give you about our employees is this:

All Barrett Trucking Co. CDL licensed employees get a mandatory motor vehicle record check before hiring and again annually. Each driver is reviewed by our insurance carrier every 3 months. And all drivers are subject to new hire drug/alcohol testing and random testing as required by law.

Barrett Trucking commercial vehicle's have overweight permit's for Vermont, New York and New Hampshire. We also have over 180 town permits for the Vermont towns. Copies are available upon request from our office.

Sincerely,

Joe Barrett

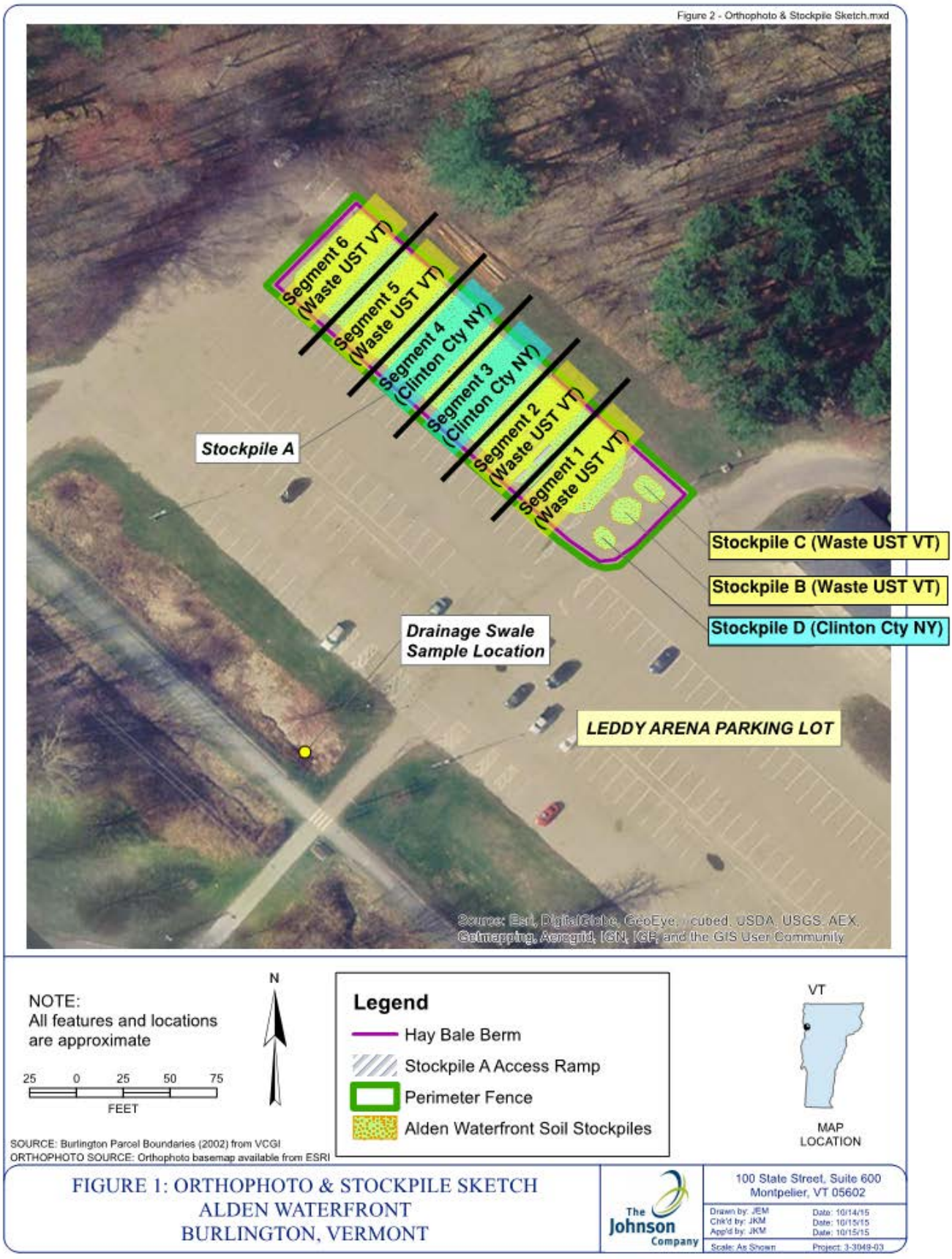

ENPRO
CONE & FENCING STORAGE
TRUCK ENTRY
DIRECTION OF DIG
CONE BARRIER
FOR WALKING PATH & DRIVE
TRUCK STAGING
EXISTING RIGID FENCE 75' FROM PILE
SOIL PILE
DECON PAD
TRUCK DEPARTURE
CONE BARRIER
LEDDY TREE SHOP
~Serving the Greater Northeast~
www.enpro.com

LEDDY PARK SOIL STOCKPILE DISPOSAL BURLINGTON, VERMONT *DAILY REPORT*			
Date:	December XX, 2015	**Days of Oversight:**	
Time On/Off-Site:		**Weather:**	
Location:	Gordon Paquette Ice Arena Parking Lot, 216 Leddy Park Road, Burlington, VT.		
Personnel On Site			
City of Burlington		**Representatives:**	None
The Johnson Company (JCO)		**Representatives:**	Kurt Muller
ENPRO:		**Representatives:**	None
Other:		**Representatives:**	None
Activity Log			
Description of Work:			
Problems/Deviations/Resolution:			
Dust and Soil Migration Mitigation:			
Air Monitoring:			
Public Interest:			
Safety Concerns:			

K:\3-3049-03\Soil Disposal Oversight\2015-12-XX Leddy Park Soil Stockpile Disposal Daily Report_template.docx

PHOTO DOCUMENTATION

Figure 1 – Orthophoto & Site Sketch
(Areas of Corrective Action)



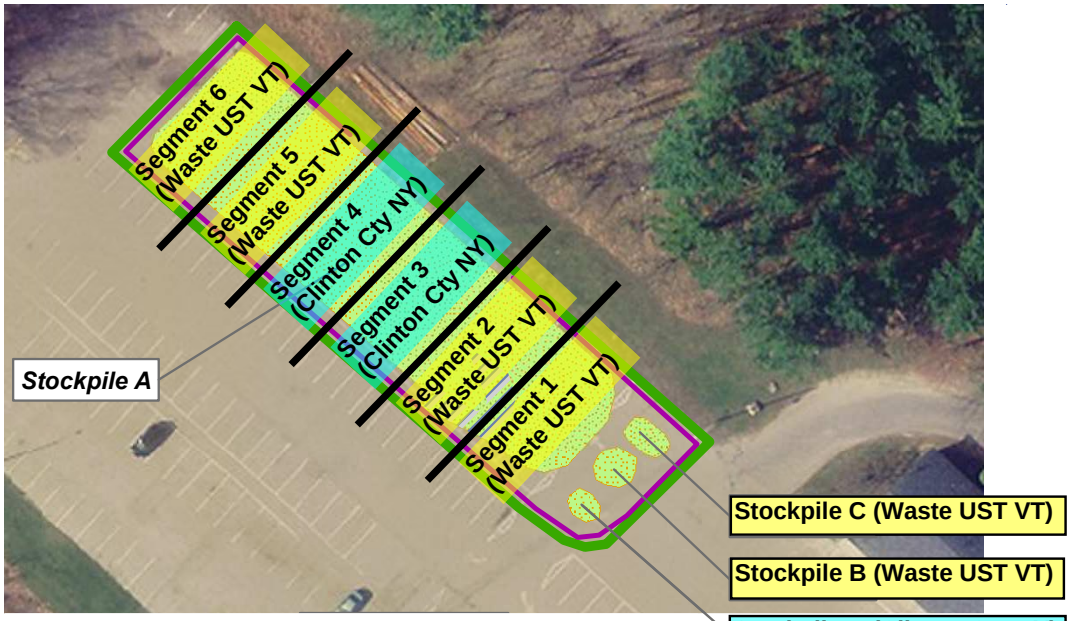
Soil Disposal Truck Log sheet

Project (Location): Gordon Paquette Ice Arena Parking Lot, 216 Leddy Park Road, Burlington, VT.

Onsite Representative:

Date:

	Time Off-site	Truck Co.	Truck ID #	License Plate #	Source (Pile/ Seg.)	Signed Transport Manifest No.	Dest.	Tracking from Stockpile	Liquid Leaking From Bed	Tailgate Latches Secure	Load Cover In Place	Truck Departed Clean
1							NY/VT	y / n	y / n	y / n	y / n	y / n
2							NY/VT	y / n	y / n	y / n	y / n	y / n
3							NY/VT	y / n	y / n	y / n	y / n	y / n
4							NY/VT	y / n	y / n	y / n	y / n	y / n
5							NY/VT	y / n	y / n	y / n	y / n	y / n
6							NY/VT	y / n	y / n	y / n	y / n	y / n
7							NY/VT	y / n	y / n	y / n	y / n	y / n
8							NY/VT	y / n	y / n	y / n	y / n	y / n
9							NY/VT	y / n	y / n	y / n	y / n	y / n
10							NY/VT	y / n	y / n	y / n	y / n	y / n
11							NY/VT	y / n	y / n	y / n	y / n	y / n
12							NY/VT	y / n	y / n	y / n	y / n	y / n
13							NY/VT	y / n	y / n	y / n	y / n	y / n
14							NY/VT	y / n	y / n	y / n	y / n	y / n
15							NY/VT	y / n	y / n	y / n	y / n	y / n
16							NY/VT	y / n	y / n	y / n	y / n	y / n
17							NY/VT	y / n	y / n	y / n	y / n	y / n
18							NY/VT	y / n	y / n	y / n	y / n	y / n
19							NY/VT	y / n	y / n	y / n	y / n	y / n
20							NY/VT	y / n	y / n	y / n	y / n	y / n



Notes:

CERTIFICATE OF ACHIEVEMENT

This certifies that

Robert Briggs

has successfully completed

8 Hour Health & Safety Refresher Training for
Hazardous Waste Site Activities
Per 29 CFR 1910.120

conducted by

Cardno
171 Commerce Street
Williston, VT 05495
(802) 862-1980

Principal Instructor

January 29, 2015
Date of Course

January 29, 2016
Expiration Date

Branch Manager

8HHWR-0789
Certificate Number

January 29, 2015
Examination Date

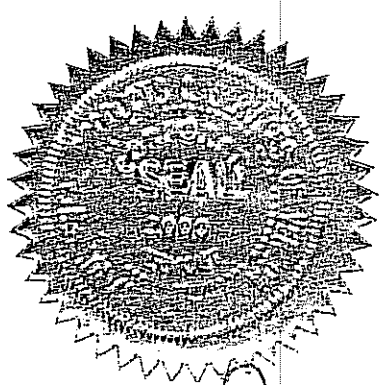
Certificate of Completion

Awarded To

Robert Briggs

OSHA 40-HOUR
Hazardous Waste Operations and Emergency Response
Training Equivalency
29 CFR 1910.120 (e)(8)

September 24, 2007



Steve Singer – Branch Manager

ENVIRONMENTAL PRODUCTS & SERVICES OF VERMONT, INC

Robert T. Clarke – Environmental Health & Safety

CERTIFICATE OF ACHIEVEMENT

This certifies that

Kyle Cousino

has successfully completed

8 Hour Health & Safety Refresher Training for
Hazardous Waste Site Activities
Per 29 CFR 1910.120

conducted by
Cardno
171 Commerce Street
Williston, VT 05495
(802) 862-1980

Principal Instructor

January 29, 2015
Date of Course

January 29, 2016
Expiration Date

Branch Manager

8HHWR-0787
Certificate Number

January 29, 2015
Examination Date

CERTIFICATE OF ACHIEVEMENT

This is to certify that

KYLE J. COUSINO

has achieved recognition for completing

OSHA 40-HOUR HEALTH & SAFETY COURSE FOR HAZARDOUS WASTE OPERATIONS AND EMERGENCY RESPONSE (29 CFR 1910.120)

Presented by:
INDUSTRIAL HYGIENICS CORPORATION
131 Dorset Lane
Williston, VT 05495

Certificate #10610 is granted January 16, 2009

Hugh McBride, Director of Training

Certificate of Completion

This certifies that

Kurt Muller

Has Successfully completed

8 Hour HAZWOPER Supervisor Refresher Training

This certification alone does NOT indicate INITIAL 8 Hour OSHA Supervisor Training

In Accordance With Federal OSHA Regulation 29 CFR 1910.120(e)(8)

And all State OSHA/EPA Regulations as well

This course is approved for 8 Contact Hours (0.8 CEUs) of continuing education per the California Department of Public Health for Registered Environmental Health Specialist (REHS) issued by Safety Unlimited, Inc. (Accreditation # 044)

Julius P. Griggs	1503265105889	3/26/2015
Julius P. Griggs Instructor #892	Certificate Number	Issue Date

SAFETY UNLIMITED, Inc.
OSHA Compliant Safety Training Since 1993

2139 Tapo St., Suite 228 Simi Valley, CA 93063
888 309-SAFE (7233) or 805 306-8027 866-869-7097 (fax)
www.safetyunlimited.com

Proof of initial certification and subsequent refresher training is NOT required to take refresher training
Want to be sure this certificate is valid? Visit safetyunlimited.com/verification

CERTIFICATE OF ACHIEVEMENT

This certifies that

Brian Ouellette

has successfully completed

8 Hour Health & Safety Refresher Training for
Hazardous Waste Site Activities
Per 29 CFR 1910.120

conducted by

Cardno
171 Commerce Street
Williston, VT 05495
(802) 862-1980

Principal Instructor

January 29, 2015
Date of Course

January 29, 2016
Expiration Date

Branch Manager

8HHWR-0783
Certificate Number

January 29, 2015
Examination Date

CERTIFICATE OF ACHIEVEMENT

THIS IS TO CERTIFY THAT

BRIAN OUELLETTE

Has achieved recognition for completing

OSHA 40-HOUR (29 CFR 1910.120) HEALTH & SAFETY COURSE FOR HAZARDOUS WASTE OPERATIONS AND EMERGENCY RESPONSE

PRESENTED BY

INDUSTRIAL HYGIENICS CORPORATION
13 Dorset Lane
Williston, VT 05495
(802) 879-2711

Certificate # 1690 is granted this 12th day of July 1996

Richard Detrick, President

Hugh McBride, Director of Training

Washington Emergency • Environmental Training Associates

Certificate of Training

HAZARDOUS MATERIALS TRAINING

Tom Murphy

In compliance with WAC 296-62-3040 and OSHA 29 CFR 1910.120 has completed 40 hours of Classroom and Practical training in hazardous materials and hazardous waste offered by Washington Emergency / Environmental Training Associates. The topics covered in this course include: ***DOT*** *regulations,* ***RCRA*** *regulations,* ***OSHA*** *regulations,* ***WISHA*** *regulations, Confine space program, and other Safety topics related to hazardous materials. In addition the above said person has received a minimum of 24 hours of on the job training under the direct supervision of trained personnel.*

David L. Proffitt
Instructor

Febuary 7, 1995

PXP3531Z

This is to certify that

Tom Murphy

has attended the course

Hazardous Waste Operations

and

Emergency Response Refresher

in accordance with 29 CFR 1910.120(e) & (q).

Conducted by

Environmental Compliance Services, Inc.

588 Silver Street
Agawam, MA 01001
(413) 789-3530
Visit us on the web at www.ECSConsult.com

Hours of Training:	**8.0**
Date(s) of Training:	**February 17, 2015**
Expiration Date:	**February 17, 2016**
Certificate Number:	**01-880070.15.00-4961**
Location of Training:	**Agawam, MA**
# TCHs	**8.0**
MassDEP Board File #:	**BC-2009-2062**

Daniel Knapik, CET
Director of Training & Education Services

Presented to:

Thomas P. Murphy

For successfully completing:

8-HOUR HAZARDOUS WASTE SUPERVISOR COURSE

[Mandated by 29 CFR 1910.120]

SCIENCE APPLICATIONS INTERNATIONAL CORPORATION
151 Lafayette Drive • Oak Ridge, TN 37830
From Science to Solutions™

Training Date
6/6/06

Course Instructor

Certificate of Completion

This certifies that

Jeremy Matt

Has Successfully completed

8 Hour HAZWOPER Supervisor Refresher Training

This certification alone does NOT indicate INITIAL 8 Hour OSHA Supervisor Training

In Accordance With Federal OSHA Regulation 29 CFR 1910.120

And all State OSHA/EPA Regulations as well

This course is approved for 8 Contact Hours (0.8 CEUs) of continuing education per the California Department of Public Health for Registered Environmental Health Specialist (REHS) issued by Safety Unlimited, Inc. (Accreditation # 044)

Julius P. Griggs
Julius P. Griggs
Instructor #892

150304521817
Certificate Number

3/4/2015
Issue Date

SAFETY UNLIMITED, Inc.
OSHA Compliant Safety Training Since 1993

2139 Tapo St., Suite 228 Simi Valley, CA 93063
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Proof of initial certification and subsequent refresher training is NOT required to take refresher training
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