FUGITIVE DUST AND EMISSIONS CONTROL PLAN

YERINGTON MINE SITE
2010 REMOVAL ACTION

Submitted To:

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1.0 INTRODUCTION

This Fugitive Dust and Emissions Control Plan (Plan) describes the general control measures to be taken by USA and its contractors (Contractor) to ensure that dust suppression techniques are implemented to control fugitive dust sources during construction activities. Particulate matter affects a person's health through the lungs in three ways. The first is the inhalation of toxic particles. Secondly, high levels of particles overload the clearance mechanism of the lungs, lessening their ability to remove toxic particles. Thirdly, particulate matter absorbs harmful gases and enhances the effects of those pollutants on the lungs. When particle concentrations are high, asthma and other respiratory conditions can be aggravated, causing increased coughing and chest discomfort.

Measures identified in this plan apply to work within each project work area and Site perimeter. USA and Contractor personnel are to be thoroughly familiar with this plan and its contents prior to initiating remediation activities on the project.

1.1 Objective

The purpose of this plan is to identify measures to be taken by USA and the Contractor to control fugitive dust sources during construction operations. Additionally, the Plan's purpose is to identify potential dust emission sources and provide guidance to construction and field personnel on measures to control the generation of fugitive dust during construction activities. These activities are to be conducted in a manner that will prevent or minimize fugitive dust, mobilization of known chemicals in the soil and vehicle emissions. It will be the responsibility of the USA Project Manager, working with designated environmental inspectors, to identify all activities generating fugitive dust, implement feasible control measures, and ensure compliance with applicable fugitive dust regulations. The plan will facilitate the protection of the Site air quality and the health and safety of on-site workers and off-site residents.

2.0 FUGITIVE DUST DETAILS – PROJECT SPECIFIC

2.1 Work Activities

The following construction activities have been identified for the project and Site as having the potential for generating fugitive dust and air emissions:

- vehicle and motorized equipment movement on paved and unpaved access roads;
- landfill construction;
- temporary road construction;

- pond closures;
- pipe abatement;
- backfilling;
- tracking road debris onto roads;
- bulk material loading, hauling and unloading;
- use of material storage piles;
- use of parking, staging, and storage areas; and
- weather conditions – dry and wind related.

2.2 Site Sources

The following sources have been identified for the project that has the potential to generate dust:

- Vehicle Traffic;
- Soil Stock Piles;
- Soil Transportation;
- Soil Excavation; and
- Pipeline abatement.

It is the responsibility of the USA Project Manager and the designated environmental inspector to ensure all sources of dust generation are identified.

3.0 FUGITIVE DUST CONTROL MEASURES

USA will provide dust control measures for all areas disturbed by remediation. The measures listed below will be required, as necessary, to control fugitive dust. Additional measures, if required, will be listed in the work plans. Water application will be the primary means to control fugitive dust. Should construction activities change and additional suppressant/palliative be required, USA will submit the proposed additive for approval by the Oversight Engineer.

3.1 General Requirements

Dust control will be implemented by USA in areas of active remediation within 500 feet of roadway, office buildings, and power transmission right of way (unless waived by the owner/operator). Dust control is required near major roadways, access roads, and construction right of ways (ROW)s any time dust stays in the air for 5 minutes or reaches 20 feet in height. Dust control will also be implemented on access roads, as determined by USA or as directed by the BP Yerington, Oversight Engineer, and as required by USA for the health and safety of employees and the public. Additionally, USA has the following general guidelines/practices for dust control on project sites.

Best Management Practices (BMPs) for dust control at the site include the following:

- Promptly remove mud, dirt, or similar debris from the paved road;
- Water flush and/or water flush and vacuum sweep the paved road.
- Limit vehicle traffic on unpaved haul roads;
- Limit vehicle speeds on unpaved haul roads. If a speed limit is imposed, post signs along the haul road route, clearly indicating the speed limit. Place signs so they are visible to vehicles entering and leaving the site of operations;
- Apply water to the surface of the unpaved haul road. Control runoff so it does not saturate the surface of the unpaved haul road and cause track-out. If runoff is not or cannot be controlled, try applying gravel to the surface of the unpaved haul road over an area sufficient to control track-out;
- Apply gravel to the surface of the unpaved haul road;
- Limit the height of the stockpiles;
- Limit the disturbance of the stockpiles; and
- Apply water to the surface of the stockpile.

3.2 Communication

COMPANY	POSITION	NAME	CONTACT INFORMATION
USA	Project Manager	Steve Grice	Office: 713.425.6900 Cell: 281.727.6173 E-mail: sgrice@usaenviro.com
USA	Health & Safety Officer	John Martin	Cell: 832.215.8920 E-mail: jmartin@usaenviro.com
ARC	Construction Manager	Shannon Dunlap	Office: 406.723.1813 Cell: 406.498.6630 E-Mail: Shannon.dunlap@bp.com
Brown & Caldwell	Oversight Engineer	Amanda Morrow	Office: 916.853.5368 Cell: E-Mail: amorrow@brwncald.com
Brown & Caldwell	Project Engineer	Rich Mattucci	Office: 775.883.4118 Cell: 775.315.4697 E-Mail: rmattucci@brwncald.com

The primary point of contact for USA for dust control issues will be the Project Manager, Steve Grice. In the event of Mr. Grice's absence, the Site Safety Officer, John Martin will be the back up person in charge. Any issues that arise in the field will be handled immediately and work will be suspended (if necessary) until proper dust control is in place. Primary communication between work crews will be achieved via cell phone and 2-way radios. Additionally, each crew will have a competent person to evaluate the effectiveness of dust control measures and adjustments will be made if needed up to and including suspending work.

3.3 Evaporation Ponds

Haul Road Improvements

During the site preparation phase, USA will make improvements to existing access roads, provide construction water improvements, implement traffic control requirements, and provide training for on-site personnel. Grading and installation of fill material to improve the haul roads will be accomplished using a CAT 120H Motor Grader (or equivalent) and a CAT D-6, 6-Way Blade Dozer (or equivalent). A Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck and a CAT 613 5,000 Gallon Articulating Water Truck will be utilized will be used for moisture conditioning and dust control during road construction. The rate of water application to the ground surface will be approximately 200 gallon per minute (gpm). Once completed, the speed limits for all haul roads will be limited to 25 MPH.

VLT Borrow Source

Fill material required for the haul road improvements and the dust mitigation cover for the Evaporation Ponds will be excavated using a 300 Series Track Mounted Excavator (Trackhoe) or 980 G Wheel Loader. A D6 Dozer will be used to maintain grade at the VLT borrow source areas as required. Excavated VLT material will be loaded onto 30-Ton Off-Road Trucks for fill requirements along the haulage routes and construction of haul road center berms. Speed limits for all haul roads will be limited to 25 MPH. Base haul road widths will be a minimum of 30-feet wide for one way traffic and 60-feet wide for two way traffic. The north haul road access network is specifically excluded from infringing on the VLT leach pad. Excess material (VLT) gained from cutting of the haul roads will be used on portions. For fugitive dust control, a Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck and a CAT 613 5,000 Gallon Articulating Water Truck will be utilized with a rate of water application to the ground surface of approximately 200 gpm.

Thumb Pond

USA will transport material from the North VLT to the Thumb Pond Area using 30-Ton Off-Road Trucks. USA will use D-6 Dozer's to spread and compact the 12-inch dust mitigation cover across the entire flat lying tails area to the confining berms. The VLT material will be spread onto the Thumb Pond from the berms in 12-inch lifts and then bridge out over the pond surface. By working the material from the berms outward the construction equipment will always run along a "clean" surface. A CAT 120 Motor Grader may be used to help achieve final elevation and grade of the material. Compaction will be achieved using an 84-Inch smooth drum vibratory compactor. The water truck will be used for moisture conditioning and dust control. For fugitive dust control, a Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck and a CAT 613 5,000 Gallon Articulating Water Truck will be utilized with a rate of water application to the ground surface of approximately 200 gpm.

Sub Area A

USA will transport material form the South VLT to Sub Area A using 30-Ton Off-Road Trucks. USA will use D-6 Dozer's to spread and compact the 18-inch lightly compacted VLT cover on the delineated tailings area. The pioneering cover into the project work area will require a bi-axial geo-grid to initiate a stable platform to work from along the existing berm road. Geo-grid material will be shuttled to the edge of the pond using a front end loader. The geo-grid will then be deployed by hand from the loader and the overlapping seams bound together using zip ties or heat welders.

The VLT material will be spread onto the Sub Area A Pond from the berms in thick lifts and bridge out over the pond surface using a D-6 Dozer with 6 way blade. Should field conditions indicate a soft or unstable subgrade LGP Dozers will be employed. By working the material from the berms outward the construction equipment will always run along a "clean" surface. A CAT 120 Motor Grader and D-6 Dozer will be used to help achieve final elevation and grade of the material. Compaction will be achieved using an 84-Inch Smooth Drum Vibratory Compactor (or equivalent). For fugitive dust control, a Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck and a CAT 613 5,000 Gallon Articulating Water Truck will be utilized with a rate of water application to the ground surface of approximately 200 gpm.

3.4 RAD Removal Area

Precipitation Plan Excavation

The approved plan for this area includes the removal of seventeen areas of miscellaneous radiological (RAD) contaminated soil in the precipitation plant area. These "hot spots" will be excavated using a tracked hydraulic excavator (Komatsu PC200LC Trackhoe, or equivalent) and stockpiled within the footprint of the impacted soils in the Dump Leach Surge Pond (DLSP) using on-site dump trucks. The vehicle used to transport material at the excavation and dump site would not require major (wet) decontamination until the Precipitation Plant removal is substantially complete. The hot spot excavation banks will be stabilized by cutting the 1 ½ : 1 slope using a Dozer. Each excavation area will be pre-wetted with the hose of a Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck. The rate of application will be approximately 100 gpm. During the each excavation, the water truck will be on standby with the ability to add more water should it be required.

Haul Road, Staging Area & Decon Pad Construction

Once material from the "hot spot" excavations is placed in the DLSP, USA will begin construction of the haul road. Imported aggregate will be delivered to the site from Desert Engineering and placed to the lines and grades identified

on the project drawings using a Dozer and Smooth Drum Compactor. A Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck will be utilized as the haul road is constructed. Any impacted material beneath the haul road will be excavated and stockpiled within the DLSP prior to placement of imported aggregate. Stockpiles will be covered at the end of each working shift using 3 mil polyethylene sheeting.

The Transite Pipe Staging Area and RAD Wet Removal Decon Area will be constructed using the D-6 Dozer, Trackhoe, and 84-Inch roller to compact the aggregate. Moisture conditioning for compaction and dust control will be achieved utilizing a Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck.

Truck Loading Operations

USA anticipates beginning loading operations as soon as the haul road and decontamination pad are constructed. A track-mounted excavator (Trackhoe) will be used to load aluminum "End Dump" trailers for transport to the U.S. Ecology facility in Grand View, Idaho. When possible, all loading operations will be conducted so the equipment operator is positioned upwind of the material thereby minimizing any potential dust exposure during loading. The operator will take care not to overfill the bucket so that material does not spill during the swing from the excavation or stockpile area to the truck. The bucket will be placed as low into the truck bed as possible so there is a minimal fall distance for the material. The material to be loaded will be pre-wetted with the hose of a Freightliner FL80 4000 (or equivalent) gallon pressure spray water truck. The rate of application will be approximately 100 gpm. During the each loading process, the water truck will be on standby with the ability to add more water should it be required.

Prior to construction of the haul road, USA will evaluate the prevailing wind direction and make any adjustment that may be required to the haul road alignment. The transport vehicle will pull to the loading area so the tractor (driver) is upwind during the loading operation. Like the equipment operator, this will prevent the potential for impacted material from being blown into his breathing zone of the truck cab. Since the truck will be weight and not volume limited, material should be placed well below the top of the bed. This will largely eliminated external contamination of the truck. Care will be taken to maintain a clean travel path of the truck as it moves through the load area. The combination of care in loading and only allowing the truck to travel over clean material makes the entire decontamination process more of a confirmation that material was not deposited on external surfaces. Any loose material will be removed using dry decon methods prior to the vehicle leaving the DSLP area.

3.5 Transite Pipe Removal

This portion of the project includes the removal of approximately 20,420 lineal feet of transite pipe across the mine site in diameters ranging from 8 to 24 inches. The transite pipe is considered to be an asbestos contaminated

material (ACM) and will need to be removed meeting all federal and state asbestos requirements in addition to RM CoW and HSSE requirements. It is estimated that approximately fifteen percent (15%) of the transite pipe is considered potentially contaminated with radiological scale and will be staged for off-site disposal. The remaining transite pipe will be placed into an on-site landfill.

Abatement Crews provided by LVI will be responsible for the initial disconnection and preparation of the transite pipe sections. The work area will be cordoned off with barrier ribbon and asbestos warning signs before work begins. Workers wearing full cover disposable suit protection and HEPA filtered respirators will disconnect the transite pipe at each coupling. Poly sheeting will be placed under each coupling acting as a critical barrier to safeguard against any release of fibers, pipe scale or sediment to the surrounding soil. All material will be pre-wetted with a water / surfactant solution and applied using a Hudson hand pump sprayer. Additionally, the raw ends of the pipe will be encapsulated using a Fiberlock product such as Fiberset PM (or equivalent) prior to bagging the ends.

Pipe sections and, if practicable, RACM debris will be visually inspected and subject to possible limited decontamination by removal of interior scale or sediment. A blended crew consisting of USA/LVI personnel will perform this limited decontamination at the Transite Pipe Laydown Area or at the Wet Radiological Decontamination Area by emptying pieces of loose scale and sediment by gravity and/or sweeping the pipe interior with a non-metallic pipe-cleaning brush (chimney sweep method). All sediment / scale material will be pre-wetted with a water / surfactant solution and be applied using a Hudson hand pump sprayer. A HDPE “pop-up” liner will be used to capture any moist sediment or scale removed from the pipe. This material will either be placed into 55 gallon drums for subsequent placement into roll-offs or the liner will be folded in upon it self and placed directly into roll-off containers.

4.0 VEHICLE/EQUIPMENT EMMISION CONTROLS

USA currently utilizes operational and fuel option strategies to lower emissions which also aids in lowering equipment operation costs. The following briefly describes our current and developing policies to reduce air emissions when working with heavy diesel equipment on job sites.

4.1 Operating Strategies

Operating strategies cost little to nothing to implement, help improve the air quality at a construction site and extend equipment life. These include idle reduction and engine preventive maintenance.

Idle Reduction

Elimination of unnecessary idling can save fuel, prolong engine life and reduce emissions. USA will institute an idling policy that will not exceed fifteen minutes for all on site employees and subcontractors while performing work on site. It is our goal to raise awareness among equipment operators and managers of how much unnecessary idling costs and advising operators to turn off equipment that is not being used.

Engine Preventive Maintenance

USA currently fills out a pre-operational check list prior to engine start up as part of our preventive maintenance program in order keep heavy-duty diesel engines running at their original level of performance and reduce the need and cost of major maintenance work. Additionally, USA trains all of our operators and field crew to identifying abnormal equipment operations such as blue or black smoke and if seen to get with our equipment maintenance department immediately.

Equipment Selection

Whether it is company owned or leased, equipment selection is very vital to a project's success. Over the years, USA has established mutual beneficial relationships with equipment vendors that provide new equipment compliant with EPA air emission standards that typically results in Tier 3 level engines.

4.2 Fuel Options

Ultra-Low Sulfur Diesel Fuel

USA uses Ultra-Low Sulfur Diesel (ULSD) in all operational equipment on our current projects at the Motiva PAR as part of our emission reduction program. Low Sulfur Diesel (LSD) fuel has a sulfur content of 16 to 500 parts per million (ppm), while ULSD has a sulfur content of just 15 ppm or less and alone can reduce emissions of particulate matter (PM) by 5 to 10 percent. In addition, ULSD enables the use of advanced emission-control technology, such as diesel particulate filters to be installed in new engines or retrofitted in older engines.

5.0 Training

All USA employees will be trained on EPA's Method 9 - Visual Opacity and Method 22 - Fugitive Opacity. Additionally, USA's "competent" person(s) will have completed the following training matrix:

Fugitive dust emission Comprehensive Training of USEPA Method 9, Method 22, Method 203a, Method 203b, Method 203c

- Definition of Opacity and History of Measurement.
- Visible Determination of the Opacity of Emissions from Stationary Sources.
- Field Documentation of Method 9 Observations.

- Method 9 Calculations.
- Visual Determination of Fugitive Emissions Utilizing Method 22.
- Method 22 Field Records.
- Types of Visible Emissions and Control Devices.
- Equipment Used for Opacity Observations.
- Alternative Test Methods 203a, 203b and 203c.
- Legal Aspects of Opacity Observations.
- Field Testing.

6.0 Applicable Regulatory Requirements

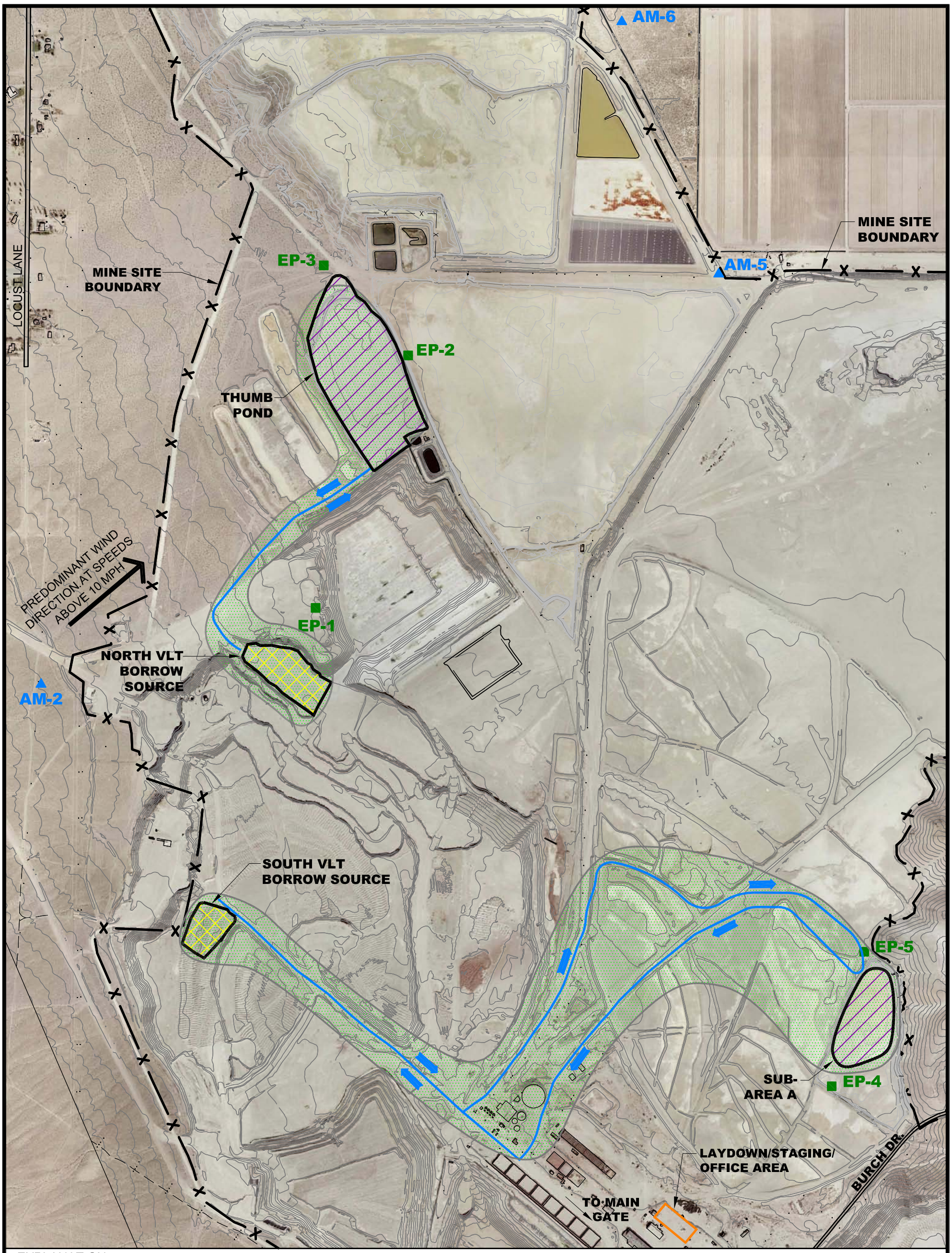
USA and Sub-Contractors will follow the provisions outline in the Nevada Administrative Code (NAC) Section 445B.22037: "Emissions of Particulate Matter: Fugitive Dust"

7.0 Inspection, Monitoring and Record Keeping

USA will implement the dust control measures specified in this plan and in the dust control permits issued by NDEP found in Section 5. Environmental inspectors will be primarily responsible for monitoring and enforcing the implementation of needed dust control measures. The inspectors will also be responsible for making sure that dust control is effective and proper documentation is maintained. All construction site personnel will be educated on the measures outlined in this plan. Field inspection for dust control will occur daily. USA and the designated environmental inspector(s) will be responsible for recording the following information on a daily basis:

- weather conditions (temperature, wind speed, and direction);
- number of water trucks in use;
- cases where visible dust was of such a concentration that abatement measures were implemented;
- condition of project soils (crusted, damp, or unstable);
- condition of project access roads (crusted, damp, or unstable);
- presence of track-out and when it was cleaned; and
- status of dust control compliance.

This information will be incorporated into the environmental inspector's daily report.



EXPLANATION:

- APPROXIMATE PROJECT WORK AREA
- PROPOSED VLT BORROW SOURCE
- EXISTING POND/AREA TO BE CAPPED
- AM-2 EXISTING AIR MONITORING STATION LOCATION
- EP-1 PROPOSED AIR MONITORING STATION LOCATION FOR REMOVAL ACTION
- PROPOSED HAUL ROAD
- HAUL TRUCK TRAFFIC FLOW DIRECTION

Brown AND Caldwell

Date: Sept. 2010

Atlantic Richfield Company

Project: 138555

N W E S

400 0 400 800 FEET

2010 Evaporation Pond Air Monitoring Locations

rjohnson

Sep 22, 2010 - 4:20pm

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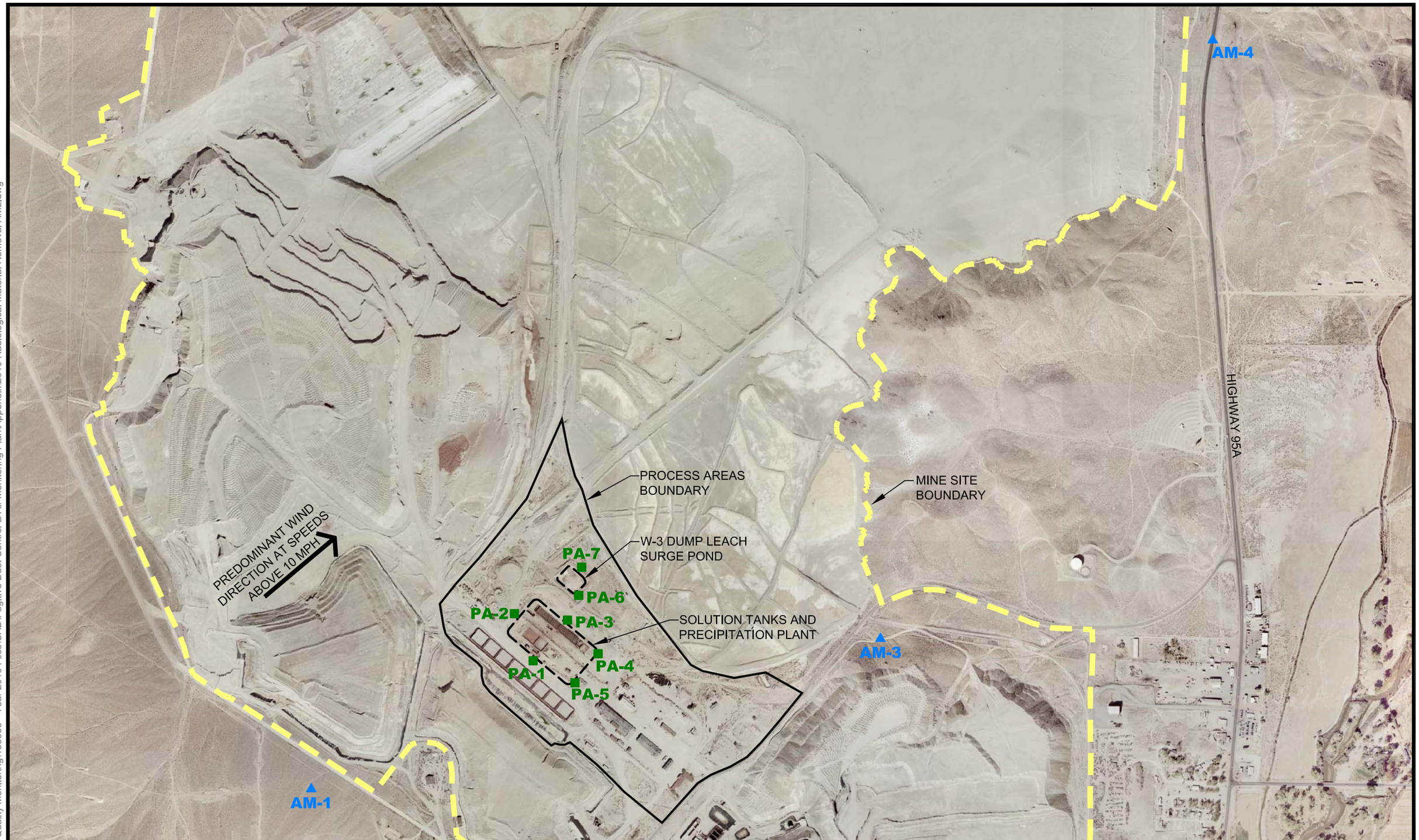

Brown AND Caldwell

Date: September 2010

Atlantic Richfield Company

Project: 138555

N W E S

400 0 400 800 FEET

Explanation

AM-1 Existing Perimeter Air Monitoring Station

PA-1 Proposed Area Air Monitoring Station

Notes:
1. Projection: Nevada State Plane, West Zone 1927 North American Datum (Feet).
2. Base photo taken October 3, 2001.

2010 Radiological Material Removal Air Monitoring Locations

Sep 23, 2010 - 10:41am rjohnson
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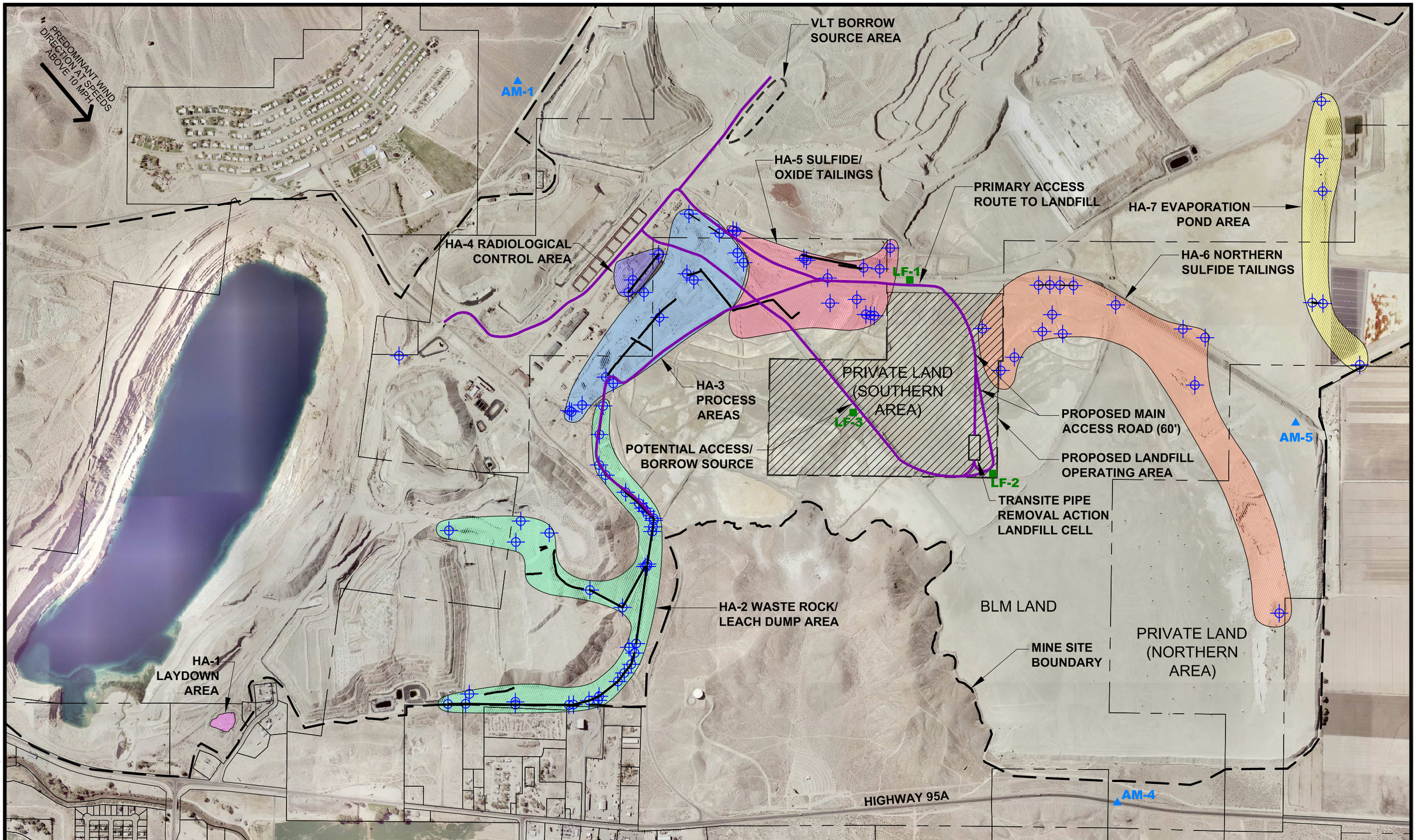

Brown AND Caldwell

Date: September 2010

Atlantic Richfield Company

Project: 138555

500' 0 500' 1000' FEET

EXPLANATION

- ISOLATED OCCURRENCES OF TRANSITE PIPE
- AM-1 EXISTING PERIMETER AIR MONITORING STATION
- CONTINUOUS PIPE LENGTHS
- LF-1 PROPSED AREA AIR MONITORING STATION

NOTES:

1. PROJECTION: NEVADA STATE PLANE, WEST ZONE 1927 NORTH AMERICAN DATUM (FEET).
2. BASE PHOTO TAKEN OCTOBER 3, 2001.

2010 Transite Pipe Removal Action Air Monitoring Locations

Sep 22, 2010 - 4:26pm rjohnson
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Sampling and Analysis Plan
Project Work Area Monitoring

Air Monitoring for 2010 Removal Actions
Yerington Mine, Yerington, Nevada

Evaporation Ponds Removal Action

Parameter	EP-1	EP-2	EP-3	EP-4	EP-5
15-minute average PM_{10}	X	X	X	X	X

Radiological Materials Removal Action

Parameter	PA-1	PA-2	PA-3	PA-4	PA-5	PA-6	PA-7
15-minute average PM_{10}	Minimum of 1 upwind & 2 downwind stations						
4-hour radiochemicals on filter (twice daily)							

Transite Pipe Removal Action

Parameter	LF-1	LF-2	LF-3
15-minute average PM_{10}	X	X	X
8- to 10-hr asbestos fibers on filter	X	X	X

Schedule

Removal Action	Approximate Duration	Anticipated Start/Stop Dates	
Evaporation Ponds Removal Action	3 months	10/18/10	1/8/11
Radiological Materials Removal Action	2 months	10/18/10	12/16/10
Transite Pipe Removal Action	2 months	10/11/10	12/22/10

Notes

Real-time PM_{10} monitoring equipment consists of Thermo Electron aDR 1200S real-time monitors
Radiochemical monitoring eqiupment consists of F&J Specialty Products DF-40L-Li and 2-inch filter
Asbestos monitoring eqiupment consists of Gillian GilAir 5 sampling pumps and 25-mm MCE fiber filter
Additional work area locations may be established for asbestos monitoring in each Homogenous Area
Project work area monitoring will be conducted on days with construction activity (estimated to be 8-10 hrs)
Met. data from Site stations and NOAA will be used to assess forecasted wind direction and assign upwind/downwind stations
Schedule may vary due to weather conditions and contractor progress.

Sampling and Analysis Plan
Site Perimeter Meteorological and Continuous PM_{10} Monitoring

Air Monitoring for 2010 Removal Actions
Yerington Mine, Yerington, Nevada

Continuous Meteorological Monitoring

Parameter	AM-1	AM-2	AM-3	AM-4	AM-5	AM-6
Wind Direction/Speed (10-m tower)	X		X			X
Temperature/Rel. Humidity						X
Barometric Pressure						X
Solar Radiation						X
Precipitation						X

Continuous PM_{10} Monitoring (TEOM)

Parameter	AM-1	AM-2	AM-3	AM-4	AM-5	AM-6
1-hour average PM_{10}	X		X			X
ACCU sampling on filter (dust event)						X

Schedule

Monitoring Type	Approximate Duration	Anticipated Start/Stop Dates	
Background (Pre-Constr. Period)	1 month	9/1/10	10/10/10
Construction Period	3 months	10/11/10	1/8/11
Post-Construction Period	1 month	1/9/11	2/10/11

Notes

Continuous PM_{10} monitoring equipment consists of Thermo Electron TEOM Series 1400a particulate monitors
ACCU = Automatic Cartridge Collection Unit
ACCU will collect a sample on a 47-mm Teflon filter when 1-hr average PM_{10} concentration at AM-6 exceeds 300 $\mu g/m^3$ (numerical definition of a "dust event")
Sample duration is a minimum of 2 hrs and a maximum of 8 hrs
Samples analyzed off-site at Chester LabNet in Tigard, OR by IO 3.3 using XRF instrumentation
Analyte list consists of Al, As, Cd, Cr, Co, Cu, Mn, Ni, sulfate, radium (total), uranium (total), thorium (total)
Schedule may vary due to weather conditions and contractor progress

Sampling and Analysis Plan
Site Perimeter High Volume PM_{10} Air Sampling

Air Monitoring for 2010 Removal Actions
Yerington Mine, Yerington, Nevada

High Vol. PM_{10} Sampling Date		Event #	Primary Samples						Field QC Samples		
			AM-1	AM-2	AM-3	AM-4	AM-5	AM-6	Dup (10%)	FB (5%)	TB (5%)
Background (Pre-Construction Period) Monitoring											
9/14/10	Tues.	164	1	1	1	1	1	1	1		
9/20/10	Mon.	165	1	1	1	1	1	1		1	
9/30/10	Thurs.	166	1	1	1	1	1	1			
Construction Period Monitoring											
10/5/10	Tues.	167	1	1	1	1	1	1	1		1
10/11/10	Mon.	168	1	1	1	1	1	1	1	1	
10/20/10	Wed.	169	1	1	1	1	1	1			
10/29/10	Fri.	170	1	1	1	1	1	1	1		
11/4/10	Thurs.	171	1	1	1	1	1	1			1
11/10/10	Wed.	172	1	1	1	1	1	1		1	
11/16/10	Tues.	173	1	1	1	1	1	1	1		1
11/22/10	Mon.	174	1	1	1	1	1	1	1	1	
12/1/10	Wed.	175	1	1	1	1	1	1			
12/10/10	Fri.	176	1	1	1	1	1	1	1	1	
12/16/10	Thurs.	177	1	1	1	1	1	1	1		1
12/22/10	Wed.	178	1	1	1	1	1	1		1	
12/28/10	Tues.	179	1	1	1	1	1	1	1		
1/3/11	Mon.	180	1	1	1	1	1	1	1		1
1/12/11	Wed.	181	1	1	1	1	1	1	1		
1/18/11	Tues.	182	1	1	1	1	1	1			1
1/28/11	Fri.	183	1	1	1	1	1	1	1		
		Subtotals =	**20**	**20**	**20**	**20**	**20**	**20**	**12**	**6**	**6**
									10%	5%	5%

Total Primary Samples = 120

Notes

Site perimeter locations AM-2, -5 and -6 are primarily evaluating the Evaporation Pond Removal Action
Site perimeter locations AM-1, -3 and -4 are primarily evaluating the Radiological Materials Removal Action
If Notification Level 3 is exceeded, collect daily samples until Level 3 is not exceeded for 2 consecutive days
Event 164 is the next sequential event following completion of the AQM Program in March 2008
Sampling equipment consists of Tisch Environmental TE-6070D mass flow controlled high volume PM_{10} samplers
Sample media consists of a high purity quartz fiber filter
Samples analyzed off-site at Test America in West Sacramento, CA and Richland, WA
Analyte list consists of PM_{10}, Al, As, Cd, Cr, Co, Cu, Mn, Ni, sulfate, gross alpha, Ra-226/228, Th-228/230
Dup. = Duplicate sample (collocated sampler at AM-1)
FB = Field blank
QC = Quality control
TB = Trip blank