



**Shaw** The Shaw Group Inc.™

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August 11, 2003

SHAW-MC-CK09-0217

Project No. 796886

Mr. Lee Coker  
U.S. Army Corps of Engineers, Mobile District  
Attn: EN-GE/Lee Coker  
109 St. Joseph Street  
Mobile, Alabama 36602

**Contract:** Contract No. DACA21-96-D-0018/CK09  
Fort McClellan, Alabama

**Subject:** Asphalt Removal at the Fill Area at Range 30, Parcel 231(7)

Dear Mr. Coker:

In accordance with BCT recommendations on March 24, 2003 pertaining to the Fill Area EE/CA and the path forward for each fill area, the Army will conduct an asphalt removal action at the Fill Area at Range 30, Parcel 231(7). The purpose of this letter is to inform you of the activities Shaw Environmental (Shaw) will undertake to remove the asphalt at Parcel 231(7). Since this removal action is very limited in scope and nature, and does not involve any site characterization beyond what the Army has already accomplished, your formal review, comment, and concurrence is not necessary.

The parcel is located in the north-central portion of the Main Post, southeast of Reilly Airfield, approximately 500 feet southeast of Falcon Road (Figure 1). The size of the fill area was originally estimated to be about 6 acres; however, the current estimate of the actual fill area is 3.9 acres based on trenching and sampling during the Site Investigation.

According to the *Draft-Final Alpha EE/CA Report*, (Parsons), the Fill Area at Range 30 is not located within a UXO area. Therefore, UXO escorts will not be required for this activity (see attached correspondence from John Potter, USACE, Huntsville Center, dated July 2, 2003).

The asphalt removal will follow the attached health and safety plan amendment. An activity hazard analysis for clearing vegetation and removing asphalt has been included. The amount of asphalt to be removed from Parcel 231(7) is unknown. Initially, small trees and underbrush will be cleared from the site to locate and quantify the asphalt to be removed. Clearing will be performed manually and, as necessary, using mechanical equipment. The cleared brush will be left on site to decompose naturally. Remaining material will be visually inspected for the presence of asphalt. Asphalt identified will be marked with stakes and removed using mechanical equipment and, as necessary, manually. Asphalt-containing soil identified will be sifted on site. Environmental sampling will not be performed as part of this effort.

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Asphalt will be loaded into a tandem-axel dump truck using either a track loader or track excavator. Shaw personnel will follow Standard Operating Procedure *HS-307, Excavation and Trenching* and *HS-308, Underground/Overhead Utility Contact Prevention*, which identify pre-excavation activities. The equipment operators will attempt to minimize the soil content in the asphalt prior to and during loading operation to avoid unnecessary disposal cost. The quantity of asphalt removed is not expected to exceed 10 CY; however, should additional volume be identified for removal, work will cease and the USACE will be notified.

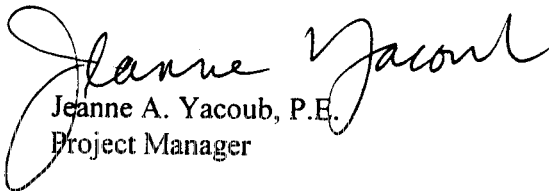
The asphalt removed will be characterized to allow proper transportation and disposal under state and federal regulations. Qualified transporters will be selected to ensure compliance with state, EPA, and the DOT regulations. This includes verification of the transporter's insurance and licensing and the completion of the appropriate permit for the waste type.

The material (classified as non-hazardous special waste) will be disposed in a Subtitle D landfill. A waste profile, based on generator knowledge, will be submitted to the landfill for approval prior to disposal. It is anticipated that laboratory analysis will not be necessary to characterize the waste. Once accepted by the landfill, an approval/profile number will be designated and placed on the non-hazardous manifest. Because the asphalt is piled above ground, backfilling will not be required. The site may be graded to ensure proper drainage, as necessary.

If you have questions, or need further information, please contact me at 770.663.1429 or Steve Moran at 865.694.7361.

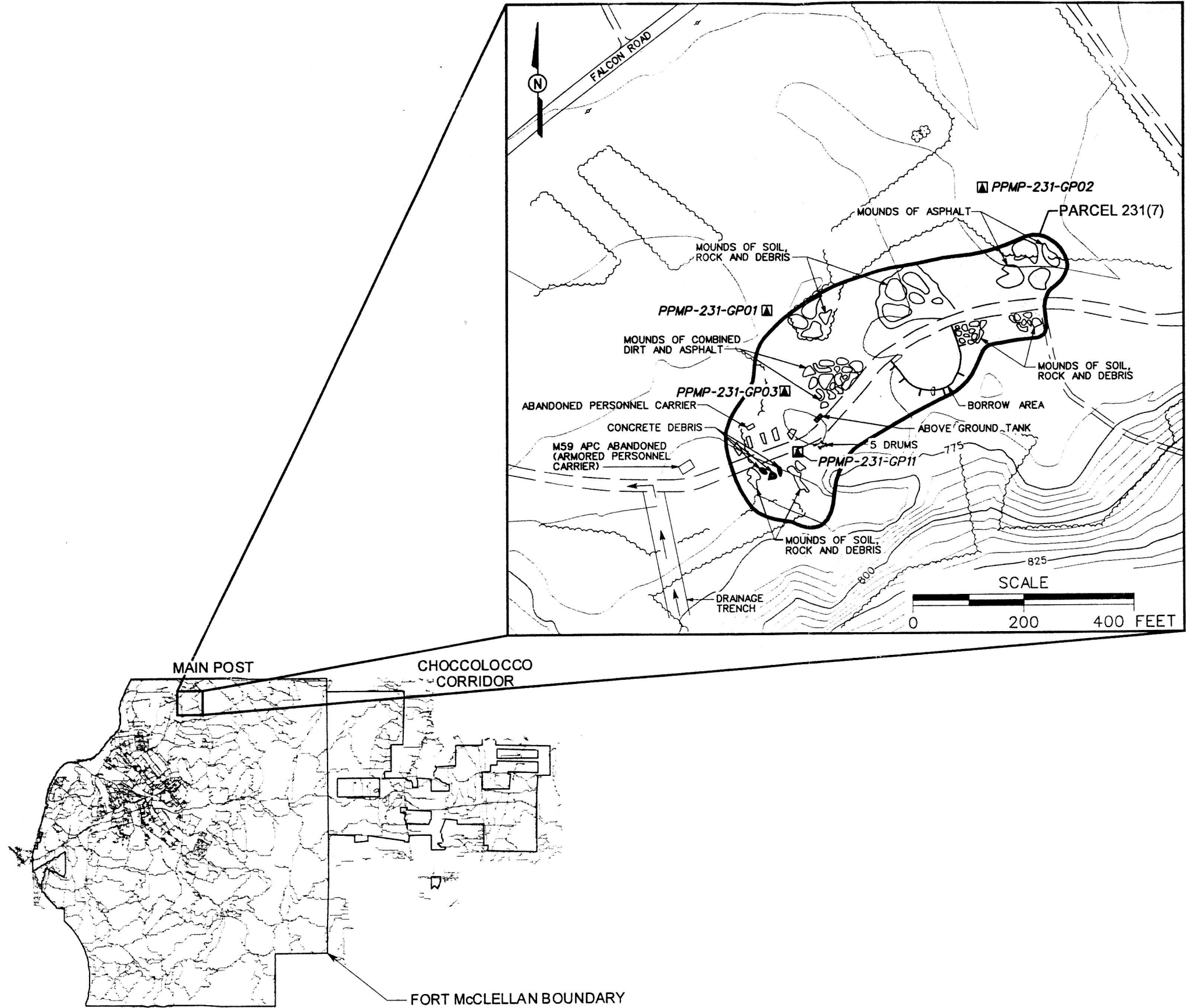
Sincerely,

**Shaw Environmental, Inc.**

  
Jeanne A. Yacoub, P.E.  
Project Manager

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Michelle Beekman, Matrix Environmental Services, LLC  
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Jeff Tarr, Shaw  
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project files

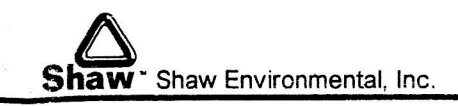
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 PROJ. NO.: 796886  
 INITIATOR: G. SISCO  
 PROJ. MGR.: J. YACOUB  
 DRAFT. CHK. BY:  
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 DATE LAST REV.:  
 DRAWN BY:  
 STARTING DATE: 07/30/03  
 DRAWN BY: D. BOMAR  
 07/31/2003  
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- LEGEND**
- UNIMPROVED ROADS AND PARKING
  - PAVED ROADS AND PARKING
  - TOPOGRAPHIC CONTOURS (CONTOUR INTERVAL - 5 FOOT)
  - TREES / TREELINE
  - PARCEL BOUNDARY
  - SURFACE DRAINAGE / CREEK
  - UTILITY POLE
  - MONITORING WELL LOCATION

**FIGURE 1**  
**SITE MAP**  
**FILL AREA AT RANGE 30**  
**PARCEL 231(7)**

U. S. ARMY CORPS OF ENGINEERS  
 MOBILE DISTRICT  
 FORT McCLELLAN  
 CALHOUN COUNTY, ALABAMA  
 Contract No. DACA21-96-D-0018





DEPARTMENT OF THE ARMY  
HUNTSVILLE CENTER, CORPS OF ENGINEERS  
P.O. BOX 1600  
HUNTSVILLE, ALABAMA 35807-4301

REPLY TO  
ATTENTION OF:

July 2, 2003

Design Center for Ordnance  
and Explosives Directorate

SUBJECT: UXO Support Probable Fill Area at Range 30, Fort  
McClellan

Commander, U S Army Corps of Engineers, Mobile District  
ATTN: Mr. Lee Coker (EN-GE)  
P O Box 2288  
Mobile, Alabama 36628-0001

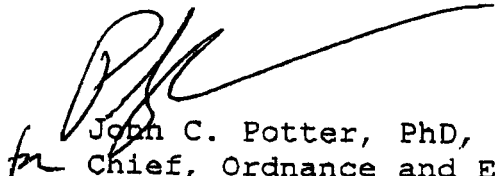
Dear Mr. Coker,

The fieldwork for the Ordnance and Explosives EE/CA for the Alpha Area of Fort McClellan has been completed. The "Draft-Final Alpha EE/CA Report" has been published and there were no UXO found within the M6-1M Remainder-I/AR. The Probable Fill Area at Range 30 is located within this area. The expectation is that the recommendations of the EE/CA Report will be No Further Action for this area.

It is our assessment that UXO Escort is not needed for the Probable Fill Area at Range 30 of Fort McClellan.

If you have any questions, please call Mr. Dan Copeland at (256) 895-1567.

Sincerely,

  
John C. Potter, PhD, P.E.  
Chief, Ordnance and Explosives  
Design Center



**Activity Hazard Analysis**  
**Clearing Vegetation and Asphalt Debris Removal**

Principal Tasks	Potential Hazards	Recommended Controls
Felling trees & shrub removal	Dropping trees onto personnel/falling branches/shrub or tree branches striking personnel	Only qualified personnel will drop trees; personnel who clear shrubs or bushes (bushog operation) must be approved by supervision to operate such equipment and have experience in using it.
		The work area shall be cleared to permit safe working conditions and an escape route planned before any cutting is started.
		Just before the tree or limb is ready to fall an audible warning shall be given to those in the area. All personnel in the vicinity shall be safely out of range.
		Employees shall work from the uphill side whenever possible.
		Prior to falling operations, the surrounding area, the shape of the tree, the lean of the tree, wind force and direction, and the location of other employees will be reviewed.
	Chainsaw operations	The chainsaw will not be fueled while running, when hot, or near open flame. The saw will not be started within 10 ft of a fuel container.
		The operator will hold the saw with both hands during all cutting operations.
		Operators must wear eye, ear, hand, foot and leg protection.
		The chainsaw must never be used to cut above the operator's shoulder height.
		The idle speed will be adjusted so that the chain does not move when the engine is idling.
		The operator will shut off the saw when carrying it over slippery surfaces, through heavy brush, and when adjacent to personnel.
		All chainsaws on-site shall have an automatic chain brake or kick back device.
Clearing brush and removal of asphalt debris	Slip, trip, and fall hazards	Survey the terrain and look before stepping.

<b>Principal Tasks</b>	<b>Potential Hazards</b>	<b>Recommended Controls</b>
	Noise	Sound levels above 85 dBA mandates hearing protection.
	Activation during repairs	All machinery or equipment will be shut down and positive means taken to prevent its operation while repairs or manual lubrications are being done.
		All repairs on machinery or equipment will be made at a location which provides protection from traffic for repair persons.
		Bulldozer and scraper blades, end-loader buckets, and similar equipment will be either fully lowered or blocked when being repaired or when not in use.
	Faulty or damaged equipment	Before any machinery or mechanized equipment is placed into service, it shall be inspected and tested by a competent mechanic and certified to be in safe operating condition.
	Movement of equipment	All self-propelled construction equipment shall be equipped with a back-up alarm.
	Fire	Each bulldozer, backhoe, or other similar equipment will be equipped with at least one dry chemical fire extinguisher having a minimum UL rating of 1A5BC.
		Keep areas of equipment reasonably free from accumulation of oil, fuel, or other materials.
Heavy equipment operations	Uneven terrain and poor ground support	Inspections or determinations of road conditions and structures shall be made in advance to assure that clearances and load capacities are safe for the passage or placing of any machinery or equipment.
<b>Equipment To Be Used</b>	<b>Inspection Requirements</b>	<b>Training Requirements</b>
<ul style="list-style-type: none"> <li>• Chainsaw</li> <li>• Machette</li> <li>• Heavy Equipment</li> <li>• PPE (Level D with durable work gloves for handling asphalt pieces)</li> </ul>	<ul style="list-style-type: none"> <li>• Pre-post maintenance</li> <li>• Visual prior to use</li> </ul>	<ul style="list-style-type: none"> <li>• Tailgate safety meeting</li> <li>• Site specific orientation</li> <li>• Hazard communication (poison ivy, as well as practical information on insects &amp; snakes)</li> <li>• Chainsaw operations and heavy equipment</li> </ul>