



Assistant Chief of Staff
for Installation Management

ACTION MEMORANDUM

Eastern Bypass, Fort McClellan, Alabama

PURPOSE

The purpose of this Action Memorandum is to document the U.S. Army's decision regarding the selected risk-reduction alternatives taken to address the presence of ordnance and explosives (OE) that pose a threat to human health and the environment in the area of the Eastern Bypass through Fort

McClellan, Alabama. The U.S. Army will implement the selected risk-reduction alternatives based on the Engineering Evaluation/Cost Analysis (EE/CA) (Zapata Engineering, dated April 2000) and additional information collected during various investigations on the site. Those alternatives that were selected for the three Ordnance and Explosive Sites (OES) of the bypass

route include a deed notice describing notification procedures if OE is found on the property after transfer; clearance for intended land use, institutional controls, and construction support for OES 2; and no further action for OESs 1 and 3. The Environmental Protection Agency, Region 4 (EPA) and the Alabama Department of Environmental

Management (ADEM) concurred with this Action Memorandum.

This Action Memorandum serves as the primary decision document substantiating the need for a removal action, identifying the proposed action, and explaining the rationale for the proposed action (EPA, 1990). The decision process is consistent with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) (40 CFR 300.120d, 40 CFR 300.415).

The DoD may address explosives safety hazards, to include unexploded ordnance (UXO), on closed, transferring, and transferred (CTT) military ranges using the EE/CA process that is described in the NCP. Response activities may include removal actions, remedial actions, or a combination of the two. The proposed actions described in this Action Memorandum are based on the EE/CA and on input from stakeholders, where given, and are documented in the Administrative Record. As the primary decision document, the Action Memorandum becomes a critical component of the administrative record, required by Section 113(k) of the CERCLA, (EPA, 1990).

SITE CONDITIONS AND BACKGROUND

Site History and Land Use

Fort McClellan is an inactive U.S. Army post located in Calhoun County, Alabama occupying approximately 41,174 acres. The main post encompassed approximately 18,929 acres while Pelham Range encompassed 22,245 acres. Documented military use at Fort McClellan began in 1912 when the Alabama National Guard used part of the site as a Field Artillery Range. The installation was deactivated for a brief period of time in the late 1940s but was reactivated in 1950 and remained active until September 1999 when it closed under Base Realignment and Closure (BRAC) as recommended by the 1995 Defense Base Closure and Realignment Commission in conformance with Public Law 101-510, as amended, the Base Closure and Realignment Act of 1990.

The Fort McClellan main post is bounded to the south and west by the City of Anniston and to the northwest by the City of Weaver. Adjoining the main post to the east is the 4,488-acre Choccolocco Corridor, which was leased from the state by Fort McClellan until May 1998 and connected the post to the Talladega National Forest. Figure 1 depicts the general location of Fort McClellan within the State of Alabama and the eastern bypass corridor. Figure 2 is a map of the southwestern corner of the Fort McClellan main post illustrating the proposed eastern bypass right-of-way and corridor as investigated in the EE/CA.

The Anniston eastern bypass project will provide an additional north/south

transportation route for Anniston, Oxford, and Calhoun County. The construction of the bypass will improve access between U.S. 431 and Alabama 21 north of Anniston and Interstate 20

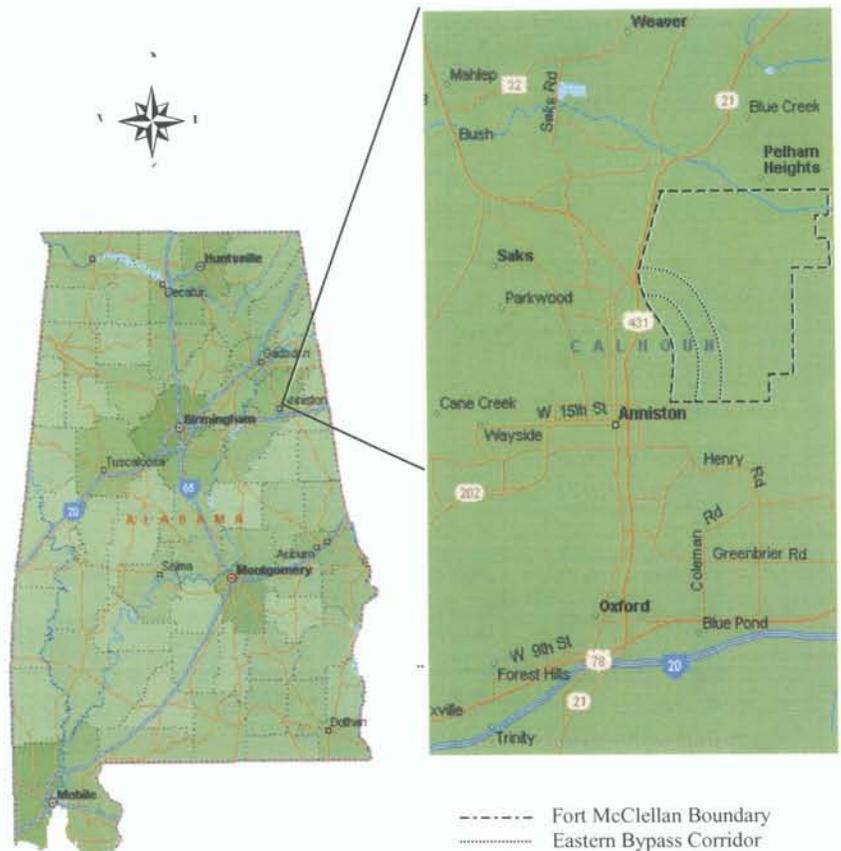


Figure 1
Eastern Bypass Vicinity Map, Fort McClellan

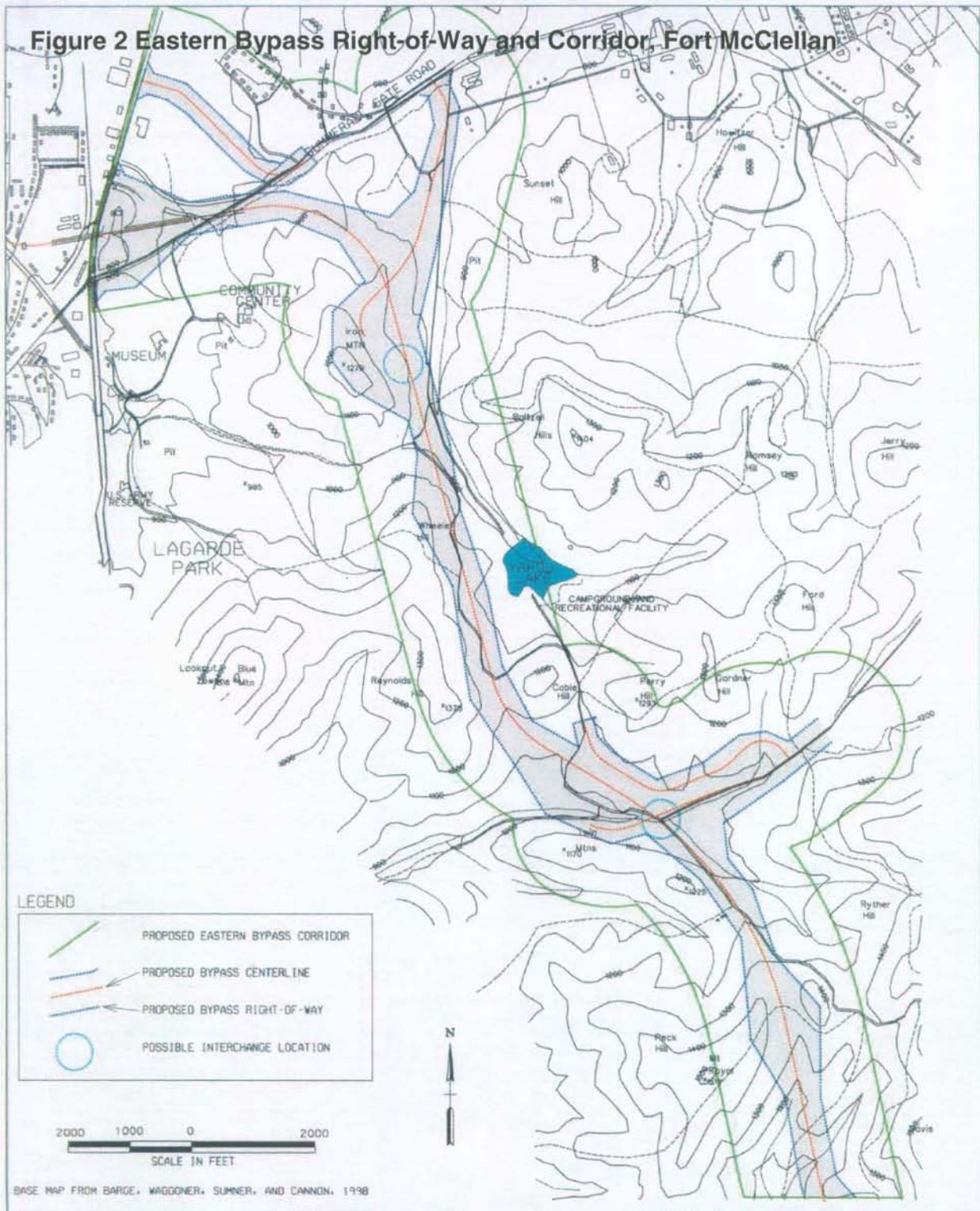
located south of Anniston and provide an alternative to the heavily traveled Quintard Avenue for local and through traffic. The bypass also will provide access to planned redevelopment areas of Fort McClellan.

Previous Site Investigations

Archives Search Report (ASR)

The U.S. Army Corps of Engineers, St. Louis District, compiled an ASR in 1996. The ASR was prepared by reviewing available records and reports documenting the history of the site.

Figure 2 Eastern Bypass Right-of-Way and Corridor, Fort McClellan



LEGEND

-  PROPOSED EASTERN BYPASS CORRIDOR
-  PROPOSED BYPASS CENTERLINE
-  PROPOSED BYPASS RIGHT-OF-WAY
-  POSSIBLE INTERCHANGE LOCATION

2000 1000 0 2000
SCALE IN FEET

BASE MAP FROM BARGE, WAGGONER, SUMNER, AND CANNON, 1998

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US ARMY ENGINEERING
& SUPPORT CENTER
HUNTSVILLE, ALABAMA

PROJECT TITLE: FORT McCLELLAN
PROPOSED EASTERN BYPASS
DRAWING TITLE: RIGHT-OF-WAY AND CORRIDOR

CONTRACT #: DACAB7-95-0-0026	PROJECT #: 982500	PAGE: 2-3	DRAWN BY: RNT	SCALE: AS SHOWN	FIGURE 2-2
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Historical information pertaining to site operations, including a listing of site investigations conducted before 1996, is contained within this document. In 1998, the U.S. Army Corps of Engineers, St. Louis District, revised the ASR to include suspect Chemical Warfare Materiel (CWM) areas. The ASR, finalized in July 1999, presented the findings of the site inspection and evaluation of potential ordnance and explosives occurrence at Fort McClellan. The area identified under the EE/CA as OES1 showed evidence of use as a training area, OES2 was a known impact area, and OES3 showed no evidence of OE use. Areas within the bypass right-of-way that were inspected for CWM usage in the ASR were later shown to require no further investigation as documented in the Final CWM EE/CA Site Safety Submission by Parsons Engineering Science, Inc., dated April 2001. Final disposition of these areas will be addressed in the CWM EE/CA.

Ground Reconnaissance/Historical Aerial Photography Review

The U.S. Army Engineering and Support Center, Huntsville (USAESCH) conducted a ground reconnaissance of the entire route of the proposed eastern bypass in June 1997. The ground reconnaissance team noted evidence of surface and possible subsurface occurrences of 60mm high explosive (HE) mortars and 2.36-inch rockets within the boundaries of a designated dud impact area in OES2. The findings of the ground reconnaissance are incorporated into the risk analysis and conclusions of the EE/CA as summarized in this document. USAESCH contracted with ZAPATA ENGINEERING to conduct a non-intrusive ground reconnaissance in August 1998

to visually identify areas of possible OE occurrence that may not have been previously characterized within the proposed eastern bypass right-of-way. The ground reconnaissance effort did not reveal evidence of UXO in the OES3 area. In the OES1 area, evidence of extensive training activity was noted in areas north and south of Summerall Gate Road.

Oak Ridge National Laboratory prepared a *Historical Aerial Photography Investigation of the Fort McClellan East By-Pass Study Area (1998)* for the USAESC. It provided an analysis of land usage over a span of more than 50 years and potential areas of OE occurrence.

EE/CA for the Eastern Bypass

The purpose of the EE/CA was to characterize the type and extent of ordnance items within the bypass right-of-way through visual and intrusive field investigations. Portions of the corridor beyond the right-of-way were included in the investigation to determine the extent of OE occurrence that possibly could be encountered during construction activities for the right-of-way. Analysis of the field investigation data enabled USAESCH to determine the risks associated with construction of the bypass and to evaluate and recommend effective risk-reduction alternatives. For the EE/CA investigation, the eastern bypass right-of-way was subdivided into three distinct areas designated as ordnance explosive sites (OESs) each possessing different OE/UXO characteristics. These units were based on the historical military use, information in the ASR, findings of ground reconnaissance efforts and historical aerial photography, and consideration of proposed land

reuse. Figure 3 illustrates the areas included in each of the three OESs. This facilitated a manageable approach to evaluating the entire eastern bypass right-of-way without assigning the most conservative (and most expensive) risk reduction alternative to the entire bypass right-of-way. Segregation of the three different areas based on OE/UXO characteristics allowed for unique, effective and cost-efficient remediation recommendations for each OES. The three OESs are as follows:

OES1 – The northwestern portion of the proposed eastern bypass right-of-way, north of the known impact area, including the access to Highway 21. OES1 is a suspected non-impact field training area. This area, investigated most thoroughly through the application of geophysical methodologies over 8.56 acres, contained OE training items and scrap (ORS). The OE/OE scrap items discovered included 60 mm practice mortars, 2.36-inch practice rockets and expended smoke grenades. One pyrotechnic OE item classified as UXO, a mine activator, was recovered and detonated on-site. Evidence of small arms, expended .30 caliber cartridges, was also discovered.

OES2 – The northern and central portion of the proposed eastern bypass right-of-way. OES2 is a known impact area containing significant quantities of UXO and OE. OES2 was investigated using historical record review and ground reconnaissance. Historical records indicate that this area was used as a 60mm mortar range, a 2.36-inch rocket launcher range and a tank range. Ground reconnaissance efforts by U.S. Army Corps of Engineers (USACE), St. Louis District, and the USAESCH

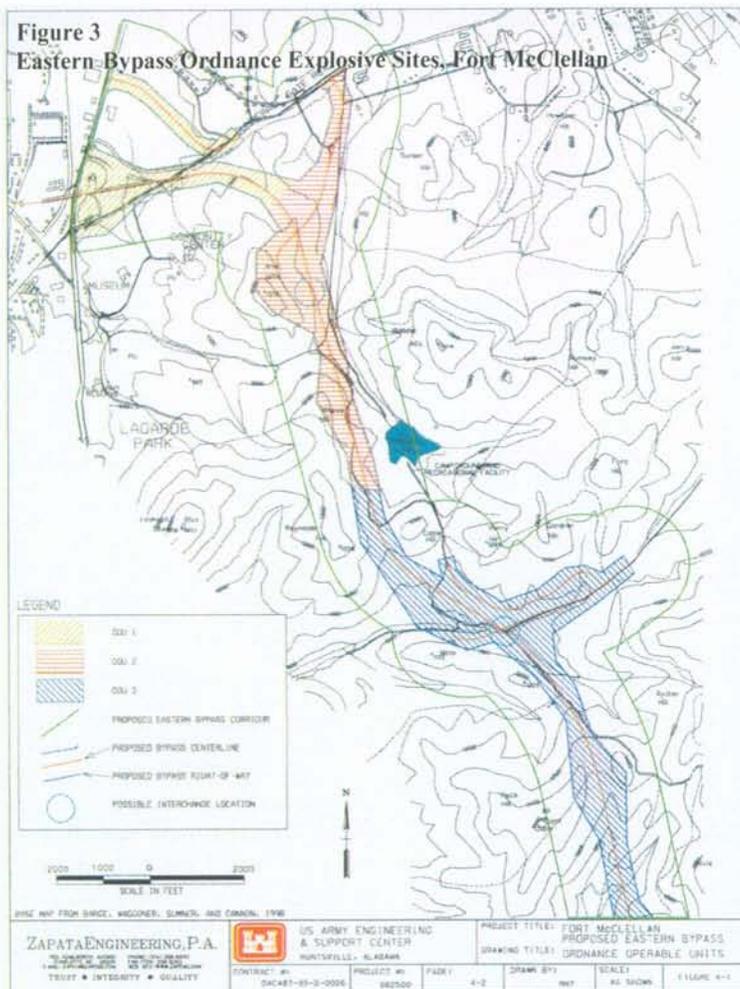
indicated a moderate to high density of surface OE occurrences from 60mm (HE) mortars, 2.36-inch rockets, and ORS. Hand-held magnetometers also indicated subsurface anomalies attributed to OE/OE scrap. Naturally occurring iron-bearing material was also detected with the magnetometers and may account for some of the subsurface anomalies. No subsurface intrusive sampling was performed during these efforts.

OES3 – The southern portion of the proposed eastern bypass right-of-way, south of the known impact area. OES3 is not suspected of being an impact or training area. A visual inspection of OES3 was conducted. During the intensive ground reconnaissance, only one expended smoke grenade and one simulation charge were found. No UXO items were discovered. No geophysical investigations were conducted in OES3.

Pre-construction Support Activities

Under contract to USAESCH, Explosive Ordnance Disposal Technologies, Inc. (EODT) performed a surface and near-surface removal of OE to 12 inches in the entire OES1 area and the majority of the OES2 area. This action was undertaken to support timber harvesting and pre-design activities necessary for Alabama Department of Transportation (ALDOT) to begin design of the bypass. Information collected during these activities has been evaluated and is the basis for changes to the OES boundaries from those originally identified in the EE/CA. The data reported in the Final Removal Report for the pre-construction activities supports the selected alternatives recommended in this Action Memorandum.

Figure 3
Eastern Bypass Ordnance Explosive Sites, Fort McClellan



Regulatory, Stakeholder, and Community Participation

The Base Realignment and Closure (BRAC) Cleanup Team (BCT) is comprised of representatives from the EPA, ADEM, the Fort McClellan Transition Force, with support from the U.S. Army Corps of Engineers. This group has been directly involved throughout the EE/CA process to ensure protection of public health and the environment and consistency with Federal and state environmental regulations and policies. Regulatory acceptance of the findings of the EE/CA is considered in the final recommendations of the alternative(s) presented in the EE/CA Action Memorandum.

The draft EE/CA document was reviewed by the BCT and placed on file in the information repositories established at the Anniston Calhoun County Library and the Houston Cole Library on April 20, 2000, for the public to review. The availability of the EE/CA in the Administrative

Record was announced in the local newspaper, The Anniston Star, and the public was provided a 30-day review and comment period. A public meeting was held on June 7, 2000, to allow the public an opportunity to ask questions or comment on any aspect of the project. No public comments were received. The April 2000 EE/CA was accepted as final.

The Fort McClellan Restoration Advisory Board (RAB) meets on a monthly basis to review and advise the Army on restoration activities for the Fort McClellan cleanup. The RAB has participated in the EE/CA process and was invited to the public meeting.

Roles and Responsibilities

The DoD is the lead authority for the Fort McClellan cleanup project. Fort McClellan's major command, Training and Doctrine Command (TRADOC), is responsible for providing funding while the Fort McClellan Transition Force is responsible for implementing public involvement activities, producing public statements and media releases, and serving as community point of contact. In support of the Transition Force is the USAESCH providing technical expertise and contractor support for the proposed risk-reduction alternatives.

Although the RAB provided no specific comments the Army has consistently kept the RAB up to date on the status of the Eastern Bypass action through its monthly meetings.

THREATS TO PUBLIC HEALTH OR WELFARE OR ENVIRONMENT

Threats to Public Health or Welfare

An explosive threat is posed by the potential of UXO in the bypass area located on Fort McClellan. The objective of the proposed removal action is to reduce human health risk from potential exposure to UXO. The findings of the EE/CA were relevant only to the area within the bypass right-of-way and certain portions in the corridor beyond the right-of-way; therefore, the risk evaluation was focused first on the protection of highway construction personnel and second on future bypass users.

An OE exposure is defined as a person coming into contact with or being in immediate proximity to UXO. The exposure does not imply that the UXO item detonates. The primary hazard associated with ordnance is from accidental detonation of an item rather than any potential toxic effect of the explosive or incendiary substances. Exposure to ordnance items occurs when the item is unearthed either by natural processes or excavated by human activities. Once uncovered, contact with an explosive item could cause detonation. Risk from incidental contact with OE also depends on the condition of the OE item. An expended item has no explosive hazard associated with it while an unexpended item will have an explosive hazard associated with it.

Extensive removal of surface and near-surface items has been conducted through the identified impact area. Most suspected remaining OE is subsurface, although there remains the potential for exposure to surface items. The primary threat to public health will occur during intrusive, eastern bypass construction-related activities.

A surface and near surface removal of OE items over the entire OES1 area was performed to support pre-construction activities. The OE recovered in this area were training and practice items and one UXO item. Based on the quantity and type of OE found during pre-construction support in OES1, it is believed that the OE present in this area has been removed and the risk of possible OE encounters for bypass construction workers has been greatly reduced. Surface and subsurface removal of OE items in OES2 will greatly reduce the risk of possible OE encounters for bypass construction workers. Construction of the bypass should all but eliminate remaining risk to future bypass users. The EE/CA concluded that OES3 contained so few OE items with such low associated risk that no further sampling was necessary and OE removal is not expected to be necessary.

Threats to the Environment

The goal of the proposed action is to reduce the explosive threat to the public, while incurring the least damage possible to the environment. As stated in the paragraph above, the findings of the EE/CA were relevant only to the area within the bypass right-of-way; therefore, the risk evaluation was focused first on the protection of highway construction personnel and second on future bypass users. OE that

may be present at the site presents no explosive potential to the environment as long as the OE item remains undisturbed. Accidental detonation of ordnance has little impact on the environment unless fires are started. The bypass route includes isolated wetlands associated with streams. The area included within OES3 contains moderate quality gray bat foraging habitat, but it will not be impacted by the no further action risk-reduction alternative determined by the EE/CA. Much of the vegetation either has been removed in OES1 for pre-construction support or will be removed during the recommended OE clearance in OES2; however, in order to construct the bypass ALDOT would have to clear the same vegetation and is, in fact, clearing the vegetation in OES3.

ENDANGERMENT DETERMINATION

The presence of OE in OES2, if the action is not taken, presents a threat to human health and the environment, including the construction personnel. The response actions presented in this Action Memorandum are required to reduce/manage the risk to construction personnel during construction activities.

PROPOSED ACTIONS AND ESTIMATED COSTS

Risk Reduction Alternatives Considered

The EE/CA for the eastern bypass evaluated five alternatives as possible courses of action for each OES to reduce the risk of public exposure to OE. Each

of the alternatives was evaluated in terms of their effectiveness, implementability, and cost. Alternatives included in the EE/CA process were as follows:

- Alternative 1 – Institutional Controls
- Alternative 2 – Surface Clearance
- Alternative 3 – Clearance for Intended Land Use
- Alternative 4 – No Further Action
- Alternative 5 – Construction Support

1. *Institutional Controls* are legal or institutional mechanisms that limit access to or use of property or warn of a hazard.

2. *Surface Clearance* involves performing a visual survey of the surface and removing OE from the ground surface or OE that is partially buried.

3. *Clearance for Intended Land Use* would involve all activities necessary to fully locate, excavate, and remove OE to depths conducive to the expected land use, public health and safety of the affected community. The investigation phase may consist of geophysical mapping of the site to locate subsurface anomalies. Surface anomalies will be removed or destroyed in place.

Subsurface anomalies suspected of being OE will be excavated and destroyed in place or removed and destroyed at a central location. The removal depth may be determined by using site-specific information, including the nature of the site, types of ordnance expected, the depths at which ordnance most likely will be found and anticipated future land use. OE related scrap will be removed, inspected, certified safe, and turned over to the local Defense Reutilization Marketing Organization (DRMO) or a

local scrap dealer. All excavations will be returned to their original elevations.

4. *No Further Action* means that, based on current information, no DoD action is warranted to reduce the risk of public exposure to OE. If new information becomes available, indicating the presence of OE, the Government will reconsider the status of the property.

5. *Construction Support* is support provided by qualified UXO personnel during construction activities at potential OE sites to ensure the safety of construction personnel from the harmful effects of UXO.

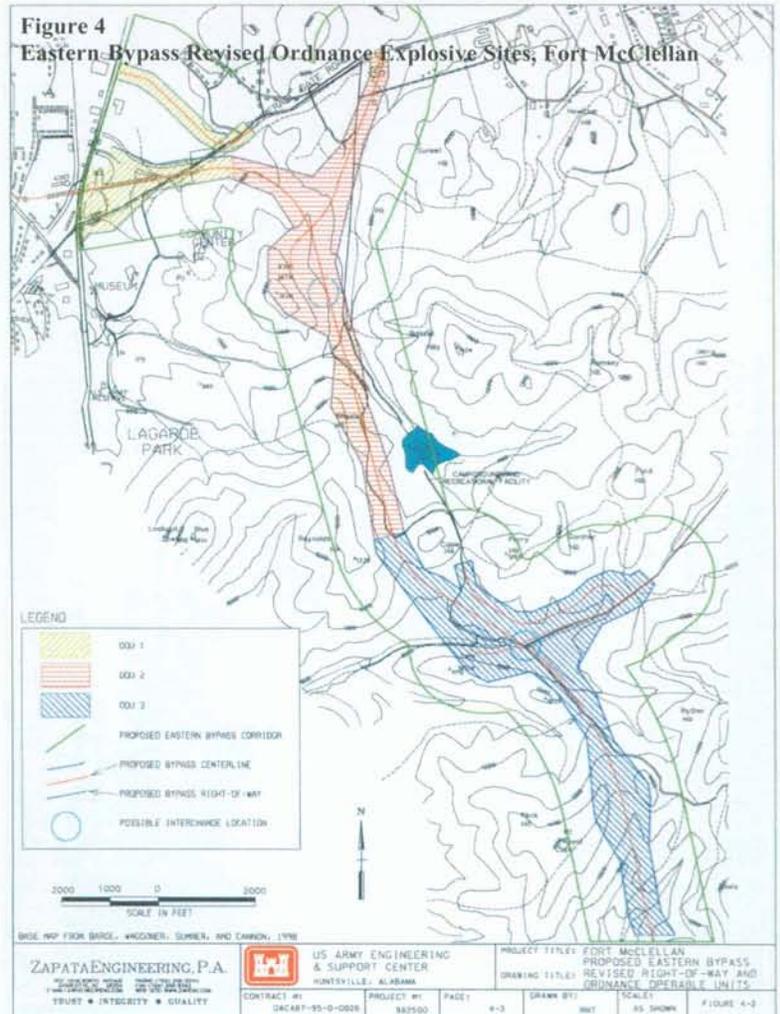
Proposed Actions and Rationale

The recommended alternatives for each OES are based on existing site conditions and an understanding of the projected land use and represent conclusions based only on the portions of the sites that were investigated. Further assessment of the eastern bypass right-of-way may be required if conditions different than those described in the EE/CA are found during construction.

If, during implementation of removal actions in accordance with this Action Memorandum, unanticipated items are discovered that are not adequately addressed by the response action, additional risk-reduction alternatives and/or institutional controls may be required.

Between the completion of the EE/CA investigation and this action memorandum, the ALDOT approved a realignment of the eastern bypass right-of-way. Additionally, based on data collected during EODT's construction support for surface clearance, subsequent to the EE/CA investigation,

the boundaries of OES1, OES2, and OES3 were shifted to more accurately reflect historic land uses and associated risks. Refer to Figure 4 for the boundaries that were revised as a result of these two actions.



OES1 – Northwestern Portion of the Eastern Bypass

No Further Action (Alternative 4) is the recommended alternative for OES1. This alternative is revised from the April 2000 EE/CA and is selected based on the following rationale:

- Since finalization of the EE/CA, EODT provided pre-construction support consisting of removal of all metallic objects up to 12 inches in depth. Based on the type and nature of ordnance items found during the construction support activities and on the data gathered during the removal action on the adjacent M2 parcel, the specific types of ordnance found in OES1 are normally located within 12 inches of the ground surface. Therefore, this Action Memorandum recommends the surface and near-surface removal of OE to 12 inches completed in support of pre-construction activities to serve as the selected risk reduction alternative for the eastern bypass right-of-way through OES1.
- This alternative is technically and administratively feasible.
- This area has significant amounts of OE/OE scrap items, including UXO.
- OES2 is targeted for construction of the bypass.
- This combination of alternatives is the most effective for overall protection to construction personnel.
- The alternative is technically feasible.
- This alternative is administratively feasible, but will require continual coordination with the JPA.
- This alternative is effective and permanent for items identified and recovered.
- This alternative minimizes the number of potential emergency responses directly associated with the implementation of surface clearance only.

The deed included in the property transfer documents for this parcel will serve to provide information on notification requirements in the event an OE item is encountered after transfer.

There is no cost anticipated with OES1 as the construction support activities have been completed.

OES2 – North Central Portion of the Eastern Bypass

Institutional Controls including construction worker education and posting of signs, Clearance for Intended Land Use, and Construction Support

(Alternatives 1,3,5) are the recommended alternatives for the eastern bypass right-of-way through OES2. This combination of alternatives is selected based on the following rationale:

The Land Use Control Implementation Plan will contain the risk reduction alternatives for construction support in OES2. The deed included in the property transfer documents for this parcel will serve to provide information on notification requirements in the event an OE item is encountered after transfer.

The estimated cost to implement Clearance for Intended Land Use, Institutional Controls, and Construction Support at OES2 is \$6.35 million. This estimate is based on data obtained subsequent to the EE/CA prepared by ZAPATAENGINEERING, negotiated between the USAESCH and their contractor.

OES3 – Southern Portion of the Eastern Bypass

No Further Action (Alternative 4) is the recommended alternative for OES3. This alternative is revised from the April 2000 EE/CA and is selected based on the following rationale:

- Minimal OE is anticipated in OES3 and the nature and extent of the OE occurrence poses minimal threat to those who may encounter it. Two items, an expended M18 smoke grenade and an expended simulation charge, were noted during the ground reconnaissance, and historical records support the primary use of this area for not more than small-arms exercises. Subsequent reconnaissance in this area in support of other activities further supports this conclusion.
- The alternative is technically and administratively feasible.

The deed included in the property transfer documents for this parcel will serve to provide information on notification requirements in the event an OE item is encountered after transfer.

There is no cost to implement this No Further Action.

EXPECTED CHANGE IN THE SITUATION SHOULD ACTION BE DELAYED OR NOT TAKEN

The Federal Highway Administration and ALDOT are in the process of designing the bypass through Fort McClellan and a portion of the bypass is under partial construction. Lack of

implementation of the proposed response actions may result (1) in increased risk of OE exposure to construction workers and future bypass users or (2) in a requirement to alter the proposed route of the bypass or (3) in cancellation of construction of the bypass through Fort McClellan property.

ENFORCEMENT

The DoD has responsibility for OE removal action at this site. The U.S. Army proposes a non-time critical removal action to reduce the risk of exposure to OE along the eastern bypass. This action will be executed in compliance with the OE requirements of DoD 6055.9-STD; Army Regulation (AR) 385-61; AR 385-64; Department of the Army Pamphlet (DA Pam) 385-61; and Headquarters (HQ) DA LTR 385-98-1 "Explosives Safety Policy for Real Property Containing Conventional Ordnance and Explosives." Legal authorities governing OE response actions include the Defense Environmental Restoration Program (DERP), established by Congress in 1986 under Chapter 160 of the Superfund Amendments and Reauthorization Act (SARA). DERP directed the Secretary of Defense to "carry out a program of environmental restoration" at facilities under the jurisdiction of the Secretary of Defense. Fort McClellan is not on the National Priority List.

The NCP designated DoD as the removal response authority for incidents involving munitions. Applicable sections of the NCP for the EE/CA include 40 CFR 300.120d (DoD authorization) and 40 CFR 300.415 (Removal Action).

RECOMMENDATION AND APPROVAL

The total project ceiling, when approved, is projected to be \$6.35 million.

This Action Memorandum decision document represents the selected risk-reduction alternatives for construction of the eastern bypass on Fort McClellan in Calhoun County, Alabama. The selected risk-reduction alternatives have been developed in a manner consistent with CERCLA, as amended, and with the NCP. This decision is based on the administrative record for this site.

Approval of the proposed action is included in the signature box below.

<p>SITE AND LOCATION Eastern bypass project located on Fort McClellan, an inactive U.S. Army post located in Calhoun County, Anniston Alabama.</p>	<p>are the selected alternatives for the eastern bypass right-of-way through OES2.</p>
<p>DESCRIPTION OF THE SELECTED REMEDY As Described in this Action Memorandum, the alternatives for each OES are based on existing site conditions and an understanding of the projected land use and represent conclusions based only on the portions of the sites that were investigated. <u>No Further Action</u> is the selected alternative for OES1 and OES3. <u>Institutional Controls including construction worker education and posting of signs, Clearance for Intended Land Use, and Construction Support</u></p>	<p>DECLARATION This decision document represents the selected risk-reduction alternatives for construction of the eastern bypass on Fort McClellan in Calhoun County, Alabama. The selected risk-reduction alternatives have been developed in a manner consistent with CERCLA, as amended, and with the NCP. This decision is based on the administrative record for this site.</p>
<p> R. L. Van Antwerp, Major General, GS, Assistant Chief of Staff for Installation Management</p>	<p><u>8/2/01</u> Date</p>

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June 22, 2001

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Groundwater: 270-5631
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Laboratory: 277-6718
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RE: Review of the Final Action Memorandum, Eastern Bypass, June 5, 2001, Fort McClellan, Calhoun County, Alabama

Dear Mr. Levy:

The Alabama Department of Environmental Management has received and reviewed the Final Action Memorandum, Eastern Bypass, June 5, 2001 for Fort McClellan. The Action Memorandum adequately summarizes previous site investigations and discusses the protocols for regulator, stakeholder, and community participation. ADEM understands that the purpose of this Action Memorandum is to document the U.S. Army's decision regarding the selected risk-reduction alternatives taken to address the presence of ordnance and explosives (OE) that pose a threat to human health and the environment in the area of the Eastern Bypass through Fort McClellan, Alabama. The U.S. Army will implement the selected risk-reduction alternatives based on the approved Engineering Evaluation/Cost Analysis (EE/CA) (Zapata Engineering, dated April 2000) and additional information collected during various other post investigations on the site. The Final Action Memorandum states that the selected remedy for OOU1 and OOU3 is "No Further Action" and the selected remedy for OOU2 (Eastern Bypass right-of-way) is "Institutional Controls, including construction worker education and posting of signs, Clearance for Intended Land Use, and Construction Support."

The subject document was discussed during the Base Realignment and Closure Team (BCT) on-board review meeting on February 7, 2001 and the February 19, 2001 Restoration Advisory Board (RAB) Meeting. During the BCT and RAB meetings, the Department provided its comments on the subject document in an interactive manner such that the Army and BCT/RAB stakeholders could jointly resolve the Department's comments. The Department's comments are noted in the documented minutes of these meetings.

ADEM understands that implementation of the Action Memorandum will occur upon DoD execution of the document. Intrusive work is scheduled to begin in September 2001. Based on the Department's review and resolution of ADEM comments, ADEM concurs with the content of the Action Memorandum.

RCVD JUL06'01 AM 9:45

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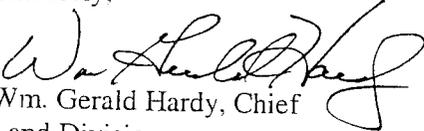
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For any questions or concerns regarding this matter please contact Mr. Philip Stroud at 334-270-5646 or via email at pns@adem.state.al.us.

Sincerely,


Wm. Gerald Hardy, Chief
Land Division

WGH/ps

cc: Mr. Doyle Brittain, EPA Region 4
Mr. Ellis Pope, USA, COE
Mr. Dan Copeland, CEHNC-OE-DC

File: ADEM Hazardous Waste Branch, Fort McClellan, Correspondence, 2001



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
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June 5, 2001

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Mr. Ron Levy
BRAC Environmental Coordinator
U.S. Army Garrison
Environmental Office
Building 215, 15th Street
Fort McClellan, AL 36205-5000

SUBJ: Action Memorandum for Eastern Bypass EE/CA
Fort McClellan

Dear Mr. Levy:

The Environmental Protection Agency (EPA) has reviewed and concurs with the subject document. If you have any questions, please call me at (404) 562-8549.

Sincerely,

A handwritten signature in cursive script that reads "Doyle T. Brittain".

Doyle T. Brittain
Senior Remedial Project Manager

cc: Lisa Kingsbury, Ft. McClellan
Ellis Pope, USA, COE
Phil Stroud, ADEM
Jeanne Yacoub, IT
Daniel Copeland, CEHNC-OE-DC