



TETRA TECH FW, INC.

May 20, 2005  
FWHN-FTMC-05-0028

Ms. Wanda Hampton  
Contracting Officer  
US Army Engineering and Support Center, Huntsville  
P.O. Box 1600  
Huntsville, AL 35807

Subject: Revised Final Site Specific Work Plan Amendment 2, Eastern Bypass OE Removal Area, Task Order 0010, Ordnance and Explosive Response at Fort McClellan, Alabama, Contract Number DACA87-99-D-0010

Dear Ms. Hampton:

Please find attached the Revised Final Site Specific Work Plan Amendment 2 for the Construction Debris Removal within the Eastern Bypass OE Removal Area, Task Order 0010. Revision 3, to the work plan was approved in May 2001.

This amendment was prepared and distributed in accordance with the requirements contained in the current Statement of Work (SOW) and additional effort contained in a letter request received from the Alabama Department of Transportation (ALDOT). At this time the SOW and contract have not been modified to show this additional effort. Should the SOW and contract not be modified to reflect these changes this work plan will require revision to change the level of effort to what is currently required in the original SOW.

Should you require additional information, please contact Todd Biggs, Task Order Manager, or me at (256) 820-7904.

Sincerely,

Todd Biggs *for*  
Arthur B. Holcomb, P.E.  
Project Manager

Enclosures, as stated

CF: Mr. Dan Copeland, US Army Engineering & Support Center, Huntsville (7 copies)  
Ms. Lisa Holstein, US Army Garrison, Fort McClellan, AL (3 copies)



The following Amendment 2 to the EBP Site Specific Work Plan Revision 3 Amendment 1 is for the clearance of construction debris areas within the EBP right of way (ROW). This amendment covers only those paragraphs that have additions or are new and need to be added to the original document.

1.1.9 Construction Debris Removal. Within the EBP ROW there was an area that was not completely cleared to depth because of the presence of large amounts of construction debris. This debris was used in the construction of Iron Mountain Road during the 1950's and consists of large amounts of concrete rubble and various building debris. In agreement with the Alabama Department of Environmental Management (ADEM) and the Alabama Department of Transportation (ALDOT) it was agreed the Tetra Tech FW, Inc. (TtFWI) would clear the construction debris and then perform a clearance to depth on the native soil under the debris. The exact location and procedures will be described in the following sections.

1.3.1 Fort McClellan is located northeast of the City of Anniston in Calhoun County, Alabama. The areas known as Weaver and Blue Mountain are to the West, with the City of Jacksonville to the North and the Talladega Forest to the East of the post. **Figure 1.1** shows the location of the Eastern Bypass OE Removal Area. **Figure 1.2** shows the location of the Mechanical Removal Area, Mechanical Processing Area, and the Shredder/Disposal Area within the Eastern Bypass Right of Way. Both Figure 1.1 and 1.2 are in the SSWP. **Figure 1.3** shows the location of the Construction Debris areas that require removal to be performed under Modification 16 to this task order and is part of this Amendment.

2.2.1 The Statement of Work (SOW) supplied for this Task Order consists of:

- a. **Task 1** - Preparation of Site Specific Work Plan and Conventional Explosives Safety Submission
- b. **Task 2** - Location Surveys, Site Preparation and Mapping;
- c. **Task 3** - Geophysical Mapping and Preparation of Dig Sheets;
- d. **Task 4** - Unexploded Ordnance Removal, Turn In of Inert Ordnance and Metallic Debris, and Perform Quality Control; and

- e. **Task 5** - Prepare and Submit Site Specific Removal Report.
- f. **Task 6** - Modification to Workplan to accommodate additional 40 acres to right-of-way
- g. **Task 7** - Location Surveys and Mapping - Boundary and Grid Setout;
- h. **Task 8** - Brush Clearance - removal of brush and trees up to 6 inches within additional 40 acres;
- i. **Task 9** - Perform UXO Clearance and Range Residue Management on additional 40 acres;
- j. **Task 10** - Perform Quality Control on Additional 40 acres;
- k. **Task 11** - Removal Report;
- l. **Task 12** - Prepare Work Plan and Conventional Explosive Safety Submission Changes;
- m. **Task 13** - Perform Location Surveys at the Specified Target Area and Adjoining Areas Designated for Mechanical Removal;
- n. **Task 14** - Prepared Final Amendment to Explosive Safety Submittal
- o. **Task 15** - Vegetation Removal and Disposal;
- p. **Task 16** - Perform Mechanical Excavation and Separation of UXO/OE like items for Clearance at the Specified Target Zone and Adjoining High OE Density Areas;
- q. **Task 17** - Perform Demolition, Demilitarization, AEDA/Range Residue Management and Disposal of all UXO/OE like Items from the Specified Target Zone and Adjoining High OE Density Areas;
- r. **Task 18** - Perform Quality Control at the Specified Target Zone and Adjoining High OE Density Areas
- s. **Task 19** - Removal Report;
- t. **Task 20** - Equipment Repair Due to Explosive Damage and/or UXO Clearance Work, In Support of Task 16 Work.
- u. **Task Order 19** - Additional 60 acres. See paragraph 2.3.19 for details
- v. **Task 22** - Clear Construction Debris Areas.

#### 2.3.20 Task 22 - Construction Debris Areas

2.3.20.1 This task involves clearing construction debris from under and around Iron Mountain Road. When Iron Mountain Road was constructed, a section of the road required a large amount of fill. This fill consisted of concrete rubble and miscellaneous construction debris. In order to clear the native soil, underneath this fill, of possible UXO the rubble has to be removed. This will require using commercial earth moving equipment to remove

the fill, then using approved UXO procedures to clear the soil underneath. The UXO procedures will include a mix of digital geophysics and standard mag and dig procedures as described in the SSWP for the EBP. Figure 1.3 shows the grids that were not cleared during the EBP removal because of the presence of construction debris. In discussion held with ALDOT, the Army, TtFWI and ADEM it was determined that any of these grids that were not going to be covered by at least 4 feet of fill during the construction of the EBP would require a clearance before ALDOT could perform construction activities in these areas. Based on this discussion, ALDOT provided the technical drawings and the Army compiled that information over the existing grid layout to determine which grids required a removal under this task order. Figure 2.6 shows the grids that were not cleared, overlaid with the area that will not be filled to over 4 feet, thus showing the grids or portions of grids that will be cleared as part of this task order. A 10 foot buffer was added around all of the areas to be cleared during this task and is shown on Figure 2.6 also. In addition to the area being cleared due to the addition of less than four feet of fill, ALDOT identified several areas that require clearance as well. The first of these areas is culvert 1 located at station 315+20.88. Culvert 1 spans across several grids and will be cleared to 20 feet wide across the grids. The second area is a spring box located at station 314+07. The spring box will require a trench to be dug to 15 feet wide into the construction debris grids until the source of the spring is found, Figure 2.6 shows the approximate location of the expected spring box trench. The third area is culvert 2 located at station 310+00 and will only require a short trench, approximately 10 feet long and 20 feet wide where it enters the clearance area. These areas are shown on Figure 2.6. The following paragraphs explain the details of the Construction Debris Removal.

2.3.20.2 The initial step will be to survey in the area that will require a removal under this task order. Location surveys will be carried out in accordance with section 7 - Location Survey and Mapping Plan of the SSWP and the SWWP.

2.3.20.3 Construction debris will be removed using a CAT 325 excavator with thumb attachment that has been modified to include an armored cab. This armor will protect the operator from an accidental detonation during the

excavation process. IAW discussion and the final negotiation for modification 16 to this task order, the fill is considered to be free of MEC, but since it will be difficult for the excavator operator to know when they will disturb the native soil under the fill, the use of the armored cab for the excavator was considered a needed safety measure. The excavator operator will make the determination as to when native soil has been uncovered by visual means. If the excavator operator sees native soil in the bucket, they will dump the contents within the grid to be cleared and use the thumb attachment to pick up the fill leaving the soil behind. After all visible fill has been removed a qualified UXO Technician will sweep the area with hand held instrument looking for signs of large debris that may have become buried over the years. During the sweep of the area after native soil has been found, a second person will check the spoils pile to determine if native soil has been moved there. If areas are found the excavator will dig these areas, leaving the native soil within the grid and will remove the buried fill using the thumb attachment. The operator will visually look at the construction debris as it is removed for signs of MEC, but the fill will not receive a stand alone inspection by UXO technicians. Once the fill has been removed from the ground it will be moved from the immediate area by either the excavator just moving the fill to clean areas, or by off road dump. The cleared grids will then receive a full clearance to depth in accordance with the procedures described in SSWP for the original EBP. This will include geophysically surveying where possible and using mag and flag techniques where the terrain does not allow geophysical surveying to occur. The geophysical survey and intrusive operations will be carried out IAW the SSWP or SWWP as necessary.

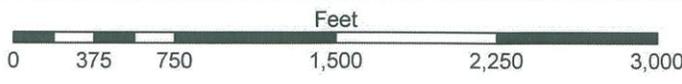
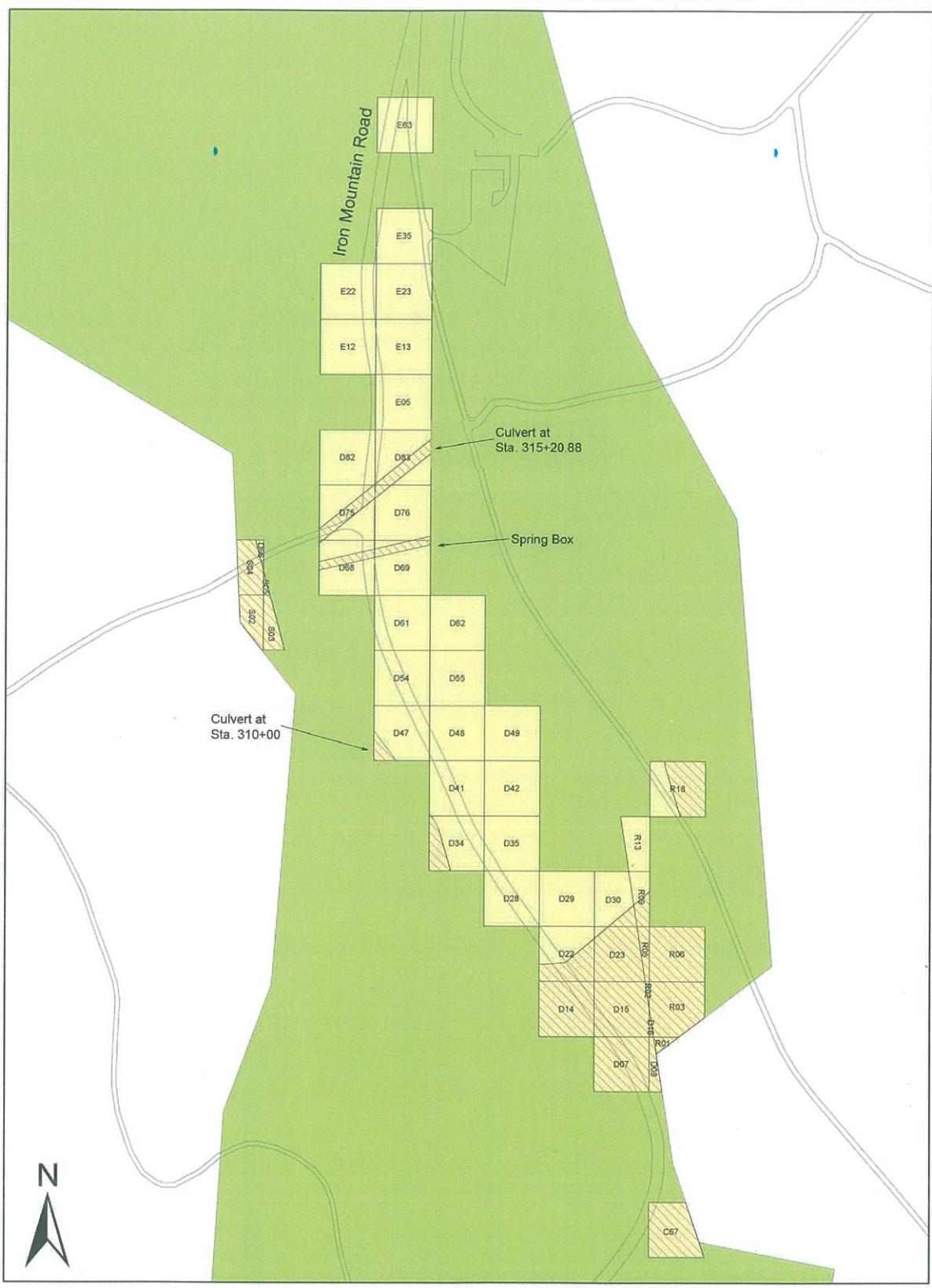
2.3.20.4 The fill that is removed will be moved to other locations within the EBP ROW where it will be left. If commercial dump trucks are needed to transport removed fill they will be armored to allow them into the EZ while the excavator removes fill. The front end loader or dozer that will assist in moving the fill material in the previously cleared areas will not need to be armored since they will not be working in the EZ while the excavator is digging and if outside the EZ would not require armor. The removal of this fill will leave Iron Mountain Road impassable and it will not be restored.

2.3.20.5 While the excavation of the fill is in progress no personnel will be allowed inside the exclusion zone unless they are behind armor protection. To ensure a safe location for a safety observer an armored booth will be placed within visual range of the excavation area to allow personnel to safely view the excavation of the fill. This safety booth will allow TtFWI, the Army, ALDOT, and ADEM to have a representative safely observe the excavation process. If there are areas where the excavation process cannot be seen from the control booth, the site UXOSO will sit inside a piece of armored earth moving equipment which can be driven to an area to allow the UXOSO to visual watch the excavation activity. While in the equipment, as the safety observer, the UXOSO will not be using the equipment to do work, they will only use it to provide an armored location to safely watch the excavator work. We expect to be able to see most if not all of the excavation area from the armored booth.

2.4.2.3 **Task Order Manager.** The Task Order Manager is Mr. Todd Biggs (see Appendix E for resume). His responsibilities include: co-ordination with the Foster Wheeler Project Manager in developing project scope and costs, detailed work order specifications and schedules and identification of project personnel to be utilized in accomplishing the Statement of Work. Procurement and management of subcontractors is also the responsibility of the TO Manager. The TO Manager is responsible for the completion of all major deliverables. The TO Manager will also approve charges by field and office personnel, compare ongoing project cost and schedule performance to the baseline cost/schedule, and bring any significant variance to the attention of the Foster Wheeler PM, who will communicate impacts to the USAESCH PM as necessary. The TO Manager will identify if a change in scope is necessary to meet technical requirements, and will discuss potential changes in scope with the Foster Wheeler PM, and with the USAESCH PM as necessary. For the Mechanical Removal portion of this Task Order, Mr. Todd Biggs is the Task Order Manager and his duties and responsibilities remain the same as stated above for this portion of the Task Order. The Project Manager and Task Order Manager will be required to visit the work area in order to evaluate the level of quality and to ensure compliance with the SOW. For excavation of the fill this will require the PM/TOM access to the armored booth and the PM/TOM will be accompanied by the UXOSO or SUXOS at all times.

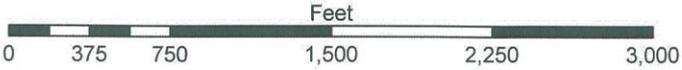
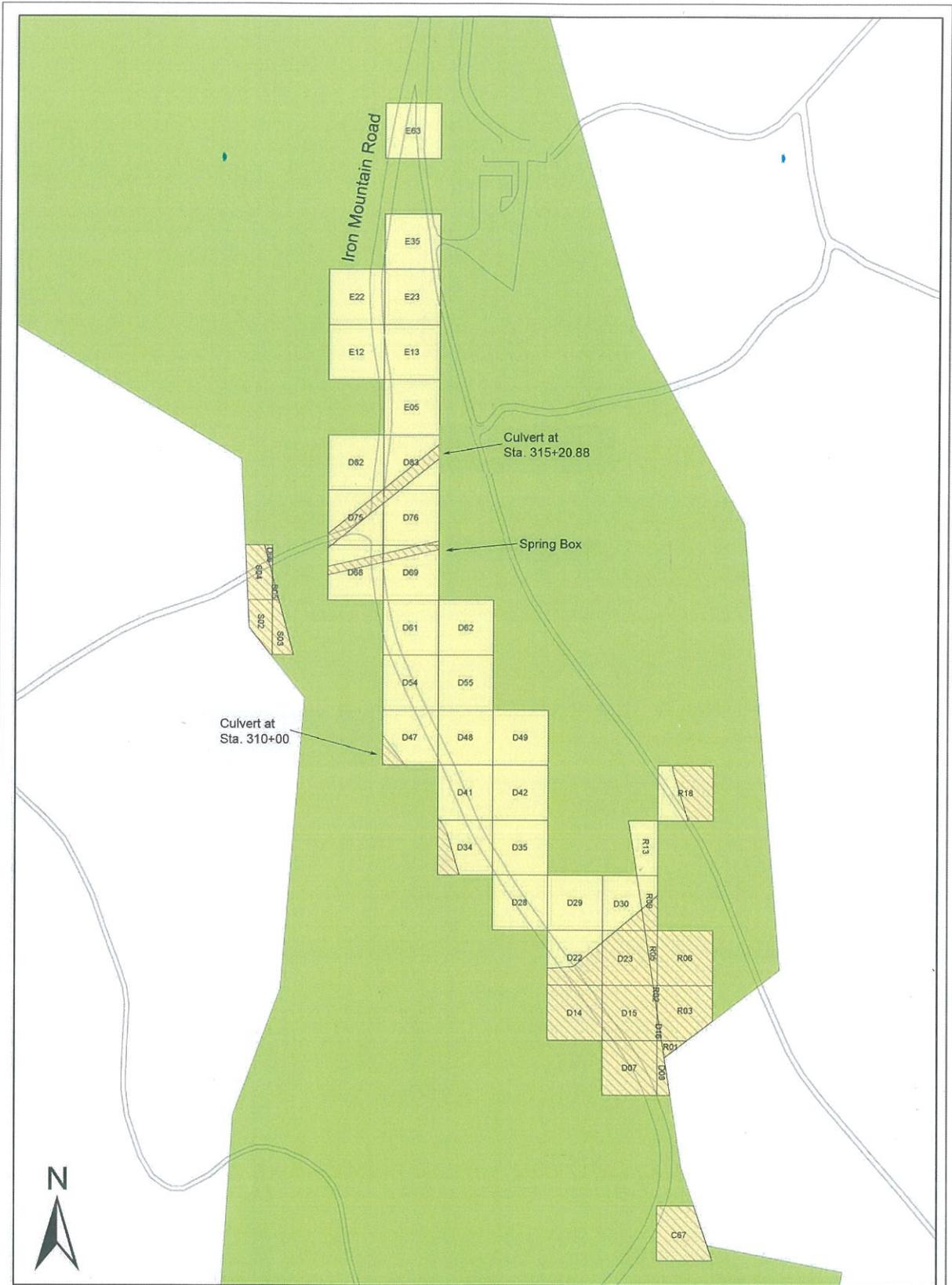


11.6.2 The Construction Debris Area will use a MIL-STD 1916 type approach to QC. This is the same approach as was used in the original EBP. In areas where we geophysically survey, the QC approach will be to randomly sample (resurvey random lanes) IAW the MIL-STD and the SSWP. In areas where mag and dig is conducted we will mag and dig random lanes (resurvey) IAW the MIL-STD. We will use Verification Level (VL) III, Code Letter (CL) A as the standard for performance IAW with the MIL-STD and the original EBP QC plan. The failure, criteria for the Construction Debris Area, is the same as specified in the initial SOW for the EBP.



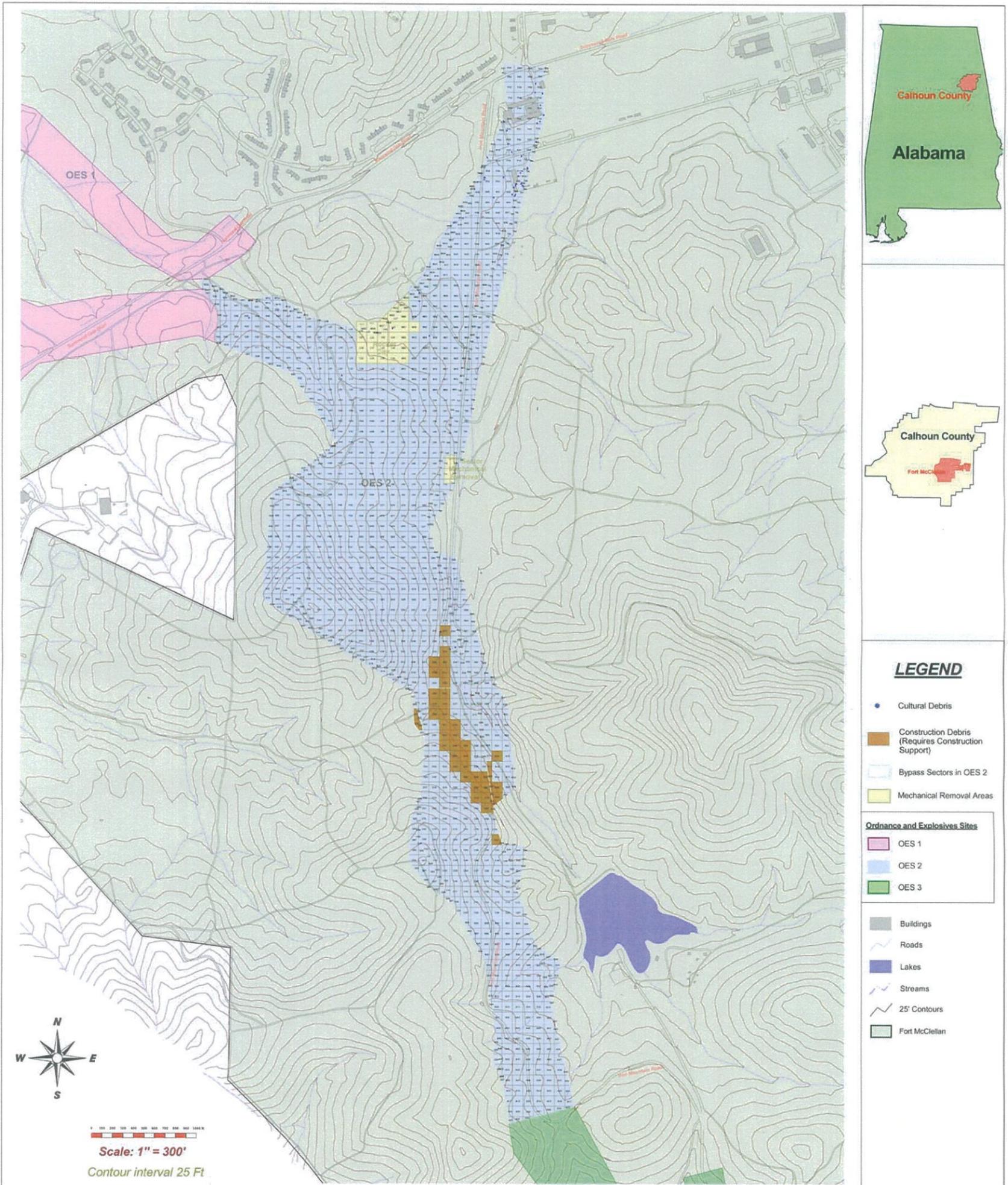
- Roads
- D19 Clearance Areas in Construction Debris Grids
- D13 Construction Debris Grids
- Eastern Bypass

U.S. ARMY CORPS OF ENGINEERS HUNTSVILLE CENTER		Figure 5	
Designed by:	MC	AMENDMENT 5 - CONSTRUCTION DEBRIS GRIDS, EASTERN BYPASS, FT McCLELLAN	
Drawn by:	GDW		
Checked by:	DC	Scale:	As Shown
Submitted by:	ED-CS-P, GIS Team	Date:	May 2005
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		Page No:	1 of 1



- Roads
- D15 Clearance Areas in Construction Debris Grids
- D13 Construction Debris Grids
- Eastern Bypass

U.S. ARMY CORPS OF ENGINEERS HUNTSVILLE CENTER		Figure 5
Designed by <b>MC</b>	AMENDMENT 5 - CONSTRUCTION DEBRIS GRIDS, EASTERN BYPASS, FT McCLELLAN	
Drawn by <b>GDW</b>		
Checked by <b>DC</b>	Scale: As Shown	Project no:
Submitted by ED-CS-P, GIS Team	Date: May 2005	Page no:
<small>File: \\hqs\gisp\PROJECTS\Bypass\MCC\GIS\Map\Clear_Areas\MCC\Bypass05.mxd</small>		



TETRA TECH FW, INC.

**Figure 1.3  
Construction Debris  
Areas**

Fort McClellan, Calhoun County  
Anniston, Alabama  
May 2005