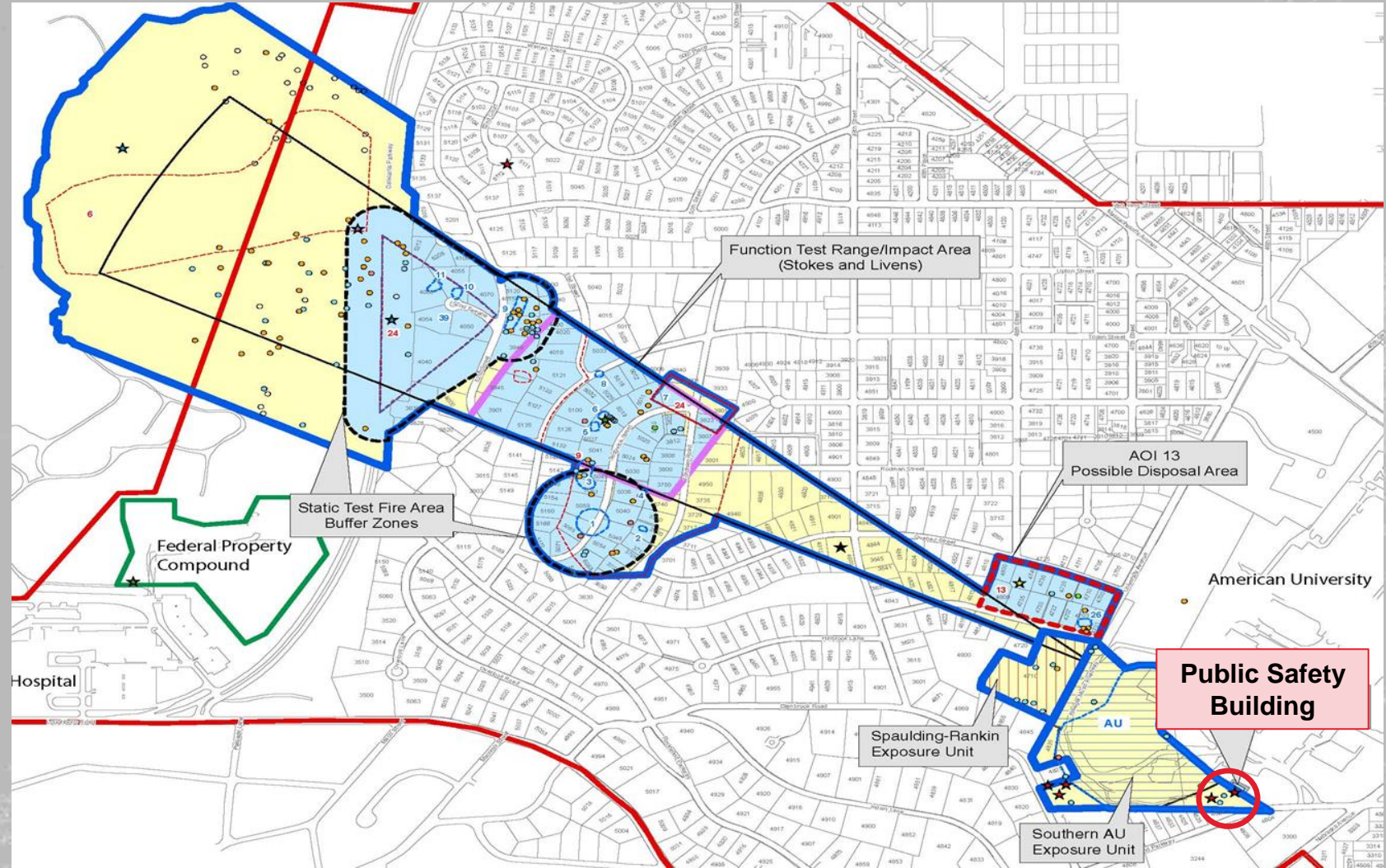


# SVFUDS PSB HILLSIDE REMEDIATION STATUS AUGUST 2023

Weston Solutions, Inc.  
August 8, 2023



US Army Corps  
of Engineers®



# PUBLIC SAFETY BUILDING UPDATE



- Weston demobilized from the PSB on 16 April 2021.
- PSB Confirmation Sample results met all SVFUDS cleanup criteria.
- Completed E&S Control Inspections every other week April – present.
- PSB slope and soil benches are vegetated and stable.
- Mowing & Fence repairs ongoing.





# PUBLIC SAFETY BUILDING STATUS & SCHEDULE



- The Draft Final PSB – Under Foundation Remediation Property Report was submitted for Spring Valley Partners’ review in early 2023.
- USACE awarded PSB Hillside remediation to Weston on March 9, 2023.
- Draft Final UFP-QAPP – PSB Hillside Work Plan was submitted for Spring Valley Partners’ review on July 7, 2023.
- Start of Field Team mobilization is currently planned for Tuesday September 5, 2023, after Labor Day.
- Retaining wall work is scheduled to start on September 18<sup>th</sup>.
- Excavation & Backfill work is scheduled to start in late September 2023 and continue through May 2024. Team will take Holiday breaks.



# AUES DEBRIS LAYER & EXAMPLE ITEMS

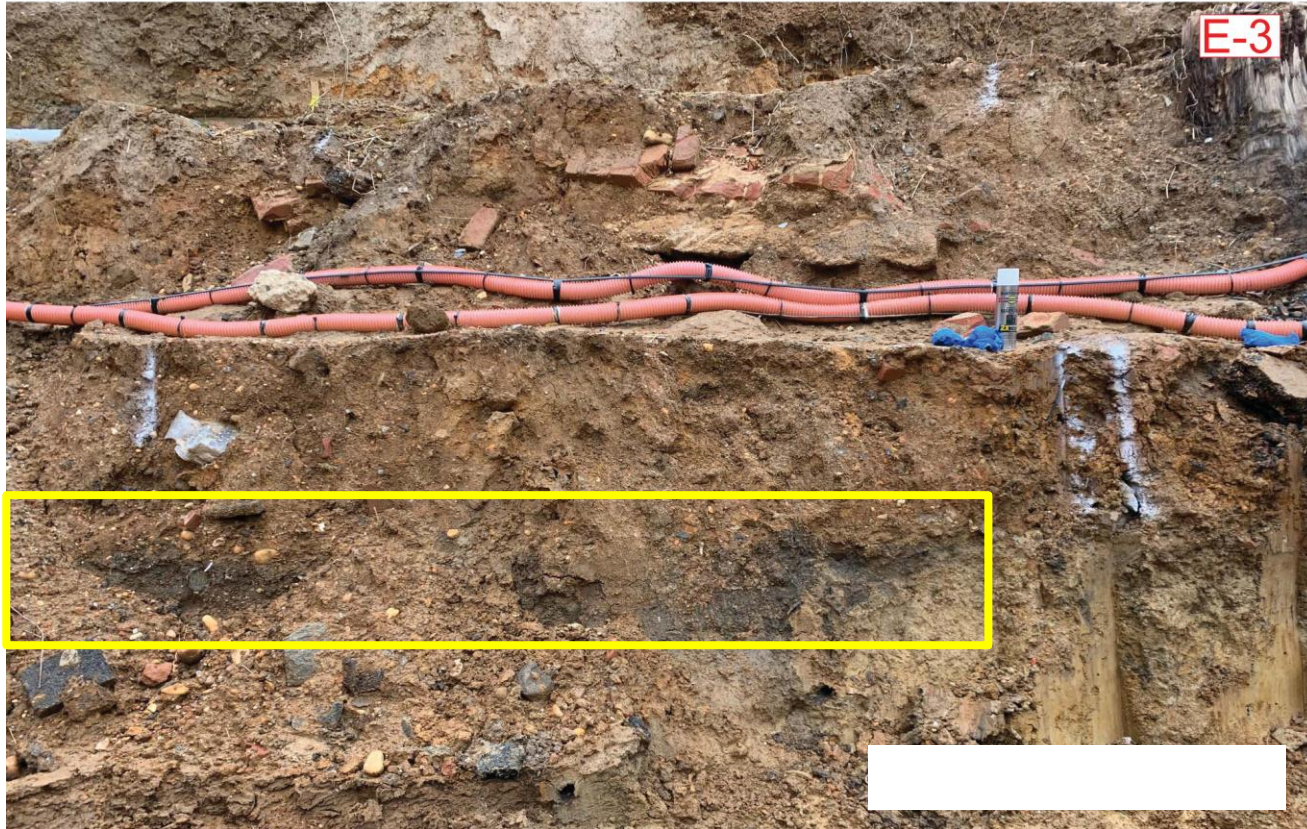
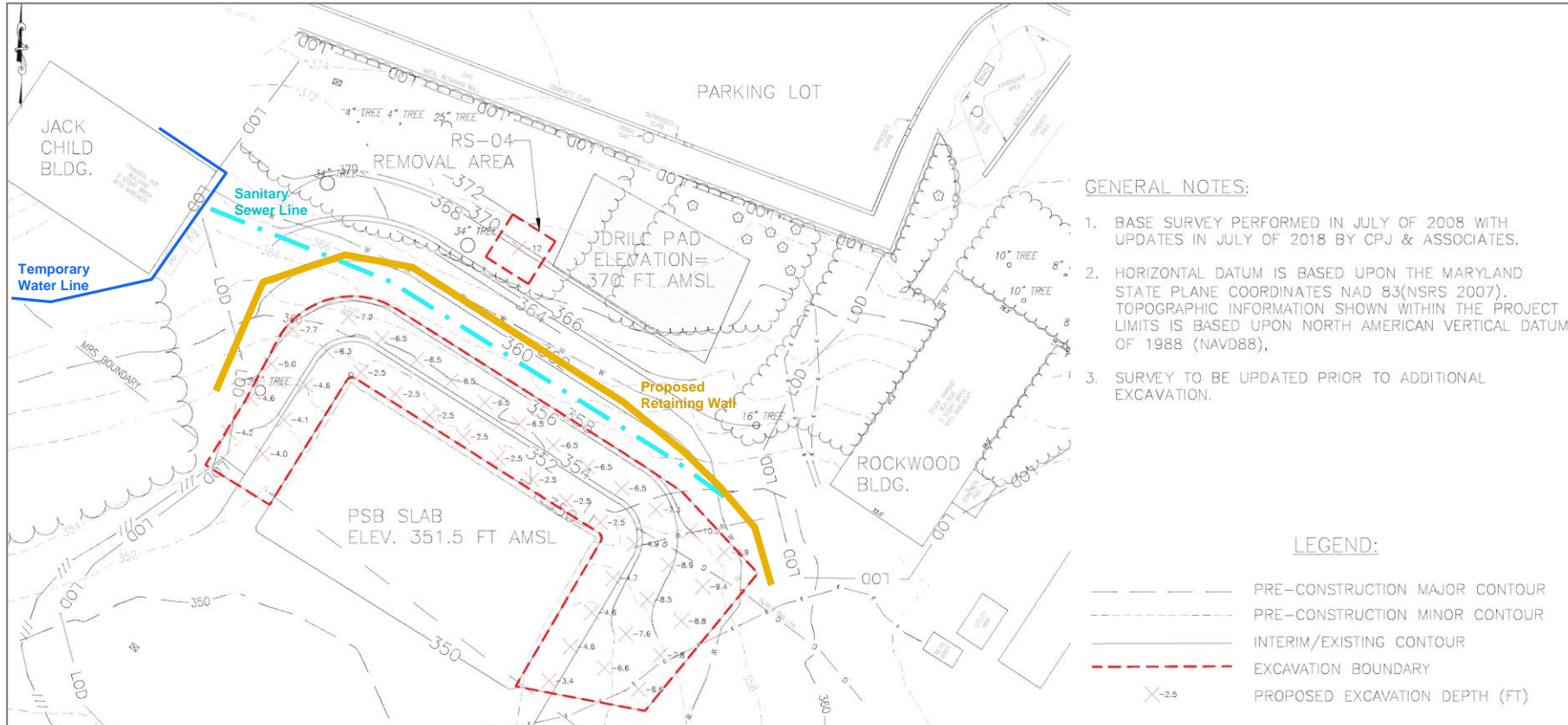


Photo of North Wall of PSB Foundation Excavation with yellow box showing Black AUES Debris layer about 1 foot below the former PSB basement slab elevation. During the PSB Foundation excavation, AUES Debris was observed extending beyond the excavation wall.

Examples of AUES Debris recovered: broken glass, glass jars, test tubes, ceramics, and metal pieces. No CWA was detected. One area had elevated metals in the soil and one test tube was found with possible TNT - both were removed.



# PSB HILLSIDE PROPOSED EXCAVATION EXTENT



USACE contracted with Weston to investigate the extent of this AUES debris layer. Weston conducted test pitting and Rotosonic drilling to delineate the extent of the debris outside the former PSB Foundation. Inferred AUES Debris extent is shown by dashed red lines.



PLAN  
SCALE: 1"=20'-0"

AMERICAN UNIVERSITY  
PUBLIC SAFETY BUILDING SITE



FIGURE 3: EXCAVATION EXTENTS

DRAWN	KP	DATE	5/18/21	DES. ENG.	LB	DATE	5/18/21
CHECKED	NH	DATE	5/18/21	APPROVED	CM	DATE	5/18/21



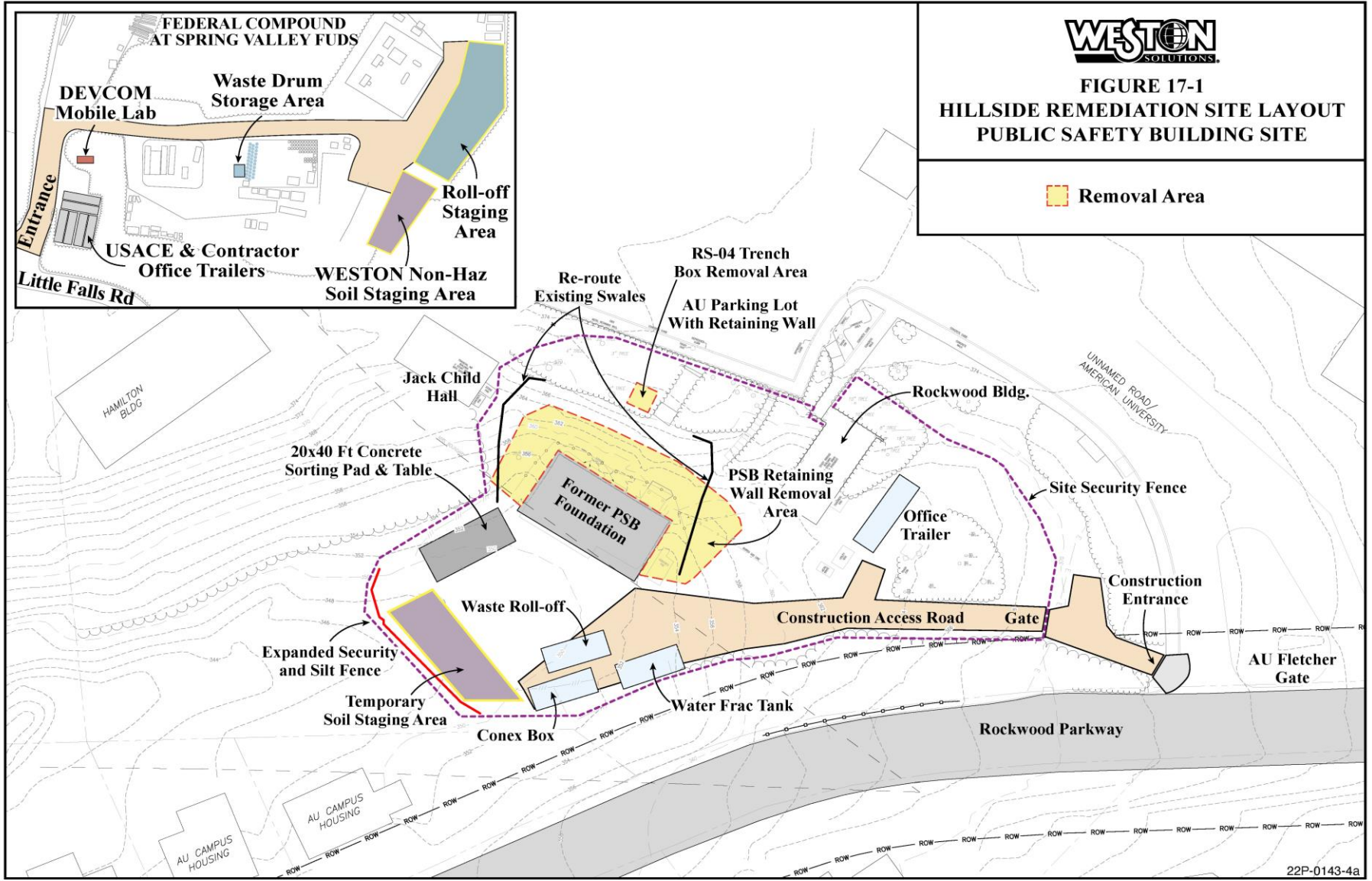
# PSB HILLSIDE - EXCAVATION PROCESS



- Mobilize equipment & staff to the PSB Hillside Site.
- Site Setup including utility clearance, sanitary sewer bypass, erosion & sediment control installations, soil sorting pad and AUES Debris staging area.
- Install Retaining Wall Piles and Tiebacks.
- Excavate clean soil on Hillside and add wood lagging as we dig down. Transport soil to/from Federal Compound in Dump Trucks.
- Mobilize UXO crew once we encounter the AUES Debris layer.
- Excavate, monitor, sort, sample, & load AUES Debris impacted soil into Roll-offs.
- Transport full Roll-offs to the Federal Compound and store there pending lab sample results and waste profile approval.
- Remove all AUES Debris, excavate 1 extra foot, collect soil confirmation samples, backfill excavation with approval by USACE.
- Re-build PSB Hillside slope, seed & water, then prepare Site Restoration Plan.
- Restore site in accordance with approved Site Restoration Plan & Demobilize.

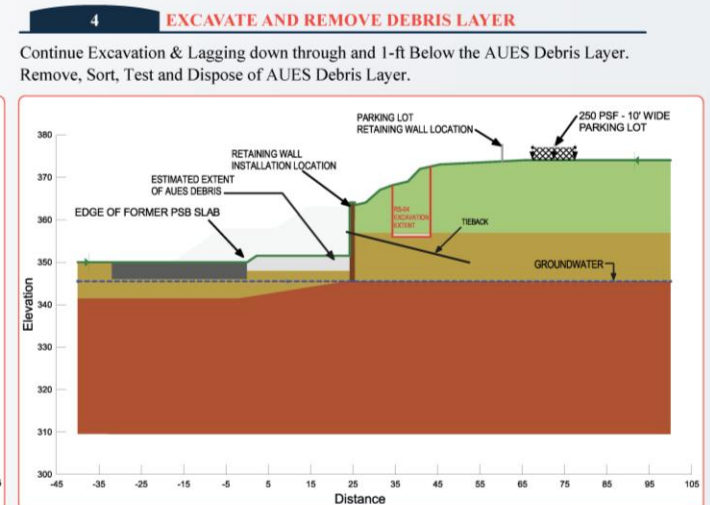
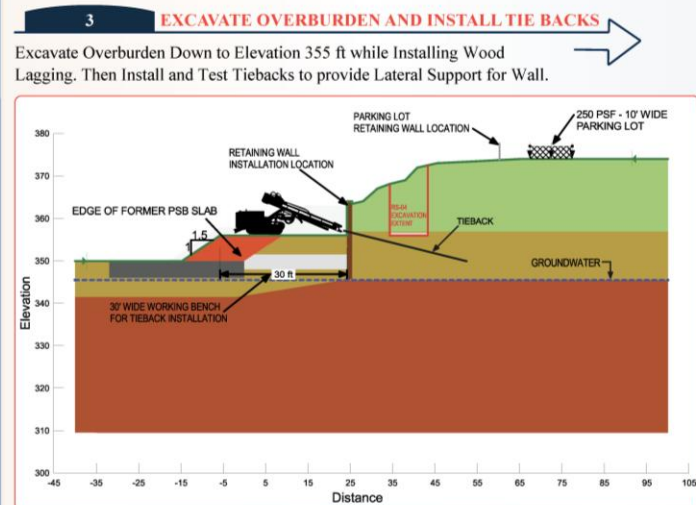
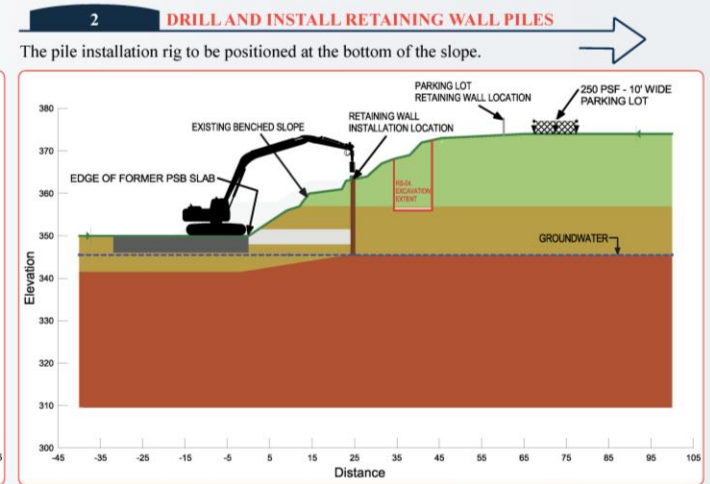
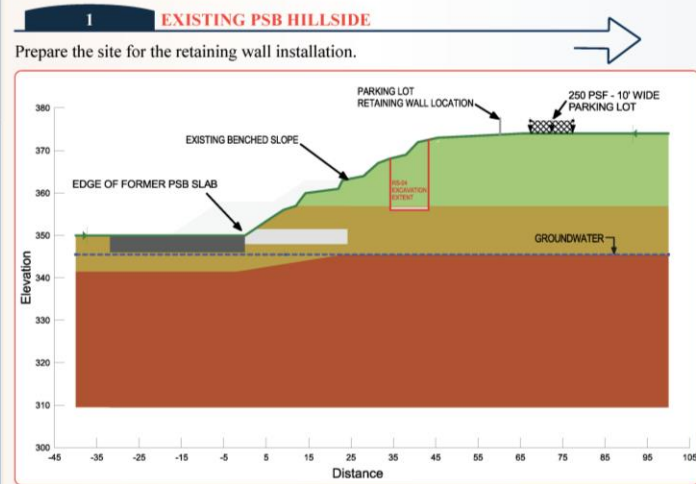
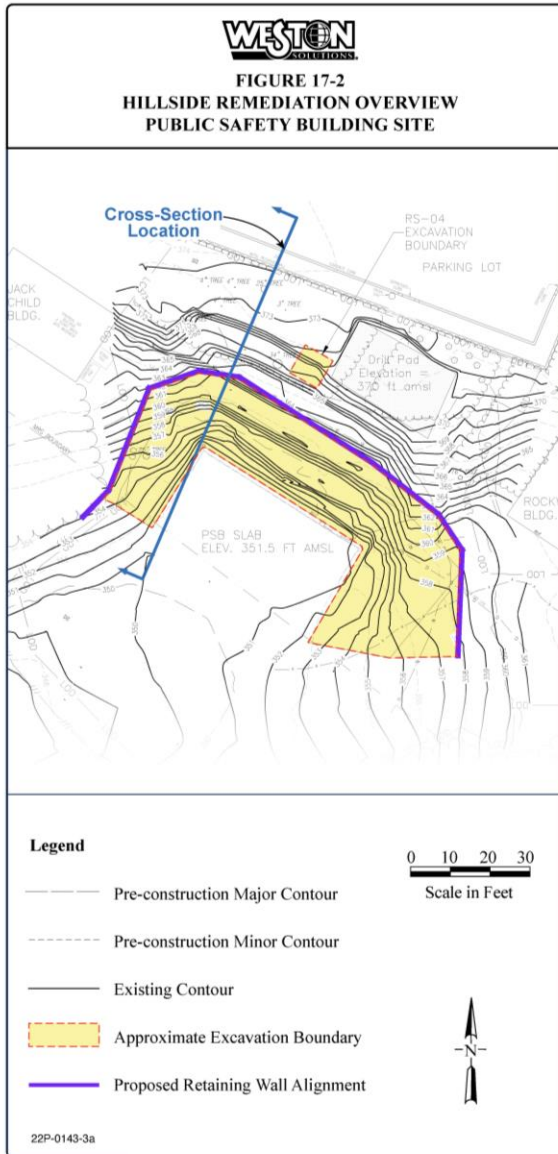


# PSB HILLSIDE REMEDIATION SITE PLAN



22P-0143-4a

# PSB HILLSIDE RETAINING WALL INSTALLATION



Color	Backfill (imported)	Fill Material (reused)	Weathered Bedrock	Retaining Wall	Clayey Sand (SC)	Silty Sand (SM)	
Name	AUES Debris Layer	Backfill (imported)	Fill Material (reused)	Weathered Bedrock	Retaining Wall	Clayey Sand (SC)	Silty Sand (SM)





# PSB HILLSIDE RETAINING WALL DETAILS



**Install ~14 ft Retaining Wall from elevation 362 ft down to 348 ft and excavate approx. 560 CY of Debris**

- **Safety Fence** – OSHA required safety fence at top of retaining wall.
- **Tiebacks** – set in angled borings and cemented in place to anchor the wall into the slope.
- **Wood Lagging** – installed by hand behind the front lip of the “H” piles to hold back the soil.
- **“H” Piles** – set in drilled holes and cemented in place. Designed to hold wood lagging boards.



# PHOTOS OF PREVIOUS REMEDIATION WORK



Construction Entrance



Tree Protection



Sorting AUES Debris



Loading Soil in Roll-Off



Overview of Previous Remediation Operations



# TRAFFIC CONTROL PLAN & TRUCK ROUTE



**Date:** July 2023 **Author:** KA **Project:** 4601 Rockwood Pkwy NW, DC  
**Permittee:** Weston Solutions **Design by:** ACCUPERMIT, LLC

**Comments:**  
 Sheet 1 of 2: (Traffic Control Plan)

Stabilized Construction Entrance on private (American University) property for excavation (under separate permit) with ingress/egress to public space at Fletcher Gate to Rockwood Pkwy NW. No trucks staged in public space - area to be restricted solely for turning radius and clear space for trucking.

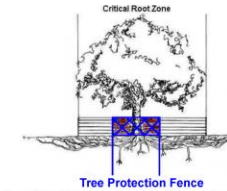
We expect 2-3 trucks per day during excavation work and 6-8 trucks per day during fill operations.

Trucking Type and Volume: 5-cubic yard dump truck and a truck cab pulling 20-cubic yard rolloff containers excavated soil from the PSB to the Federal Compound.

Duration: 6 Months  
 Drawing not to scale



If construction traffic cannot be avoided within the CRZ:



Street tree protection (within 10' of work) shall consist of 6' tall chain-link fence to the extent of the tree box (min of 4 x 8') or the drip line in a planting strip.

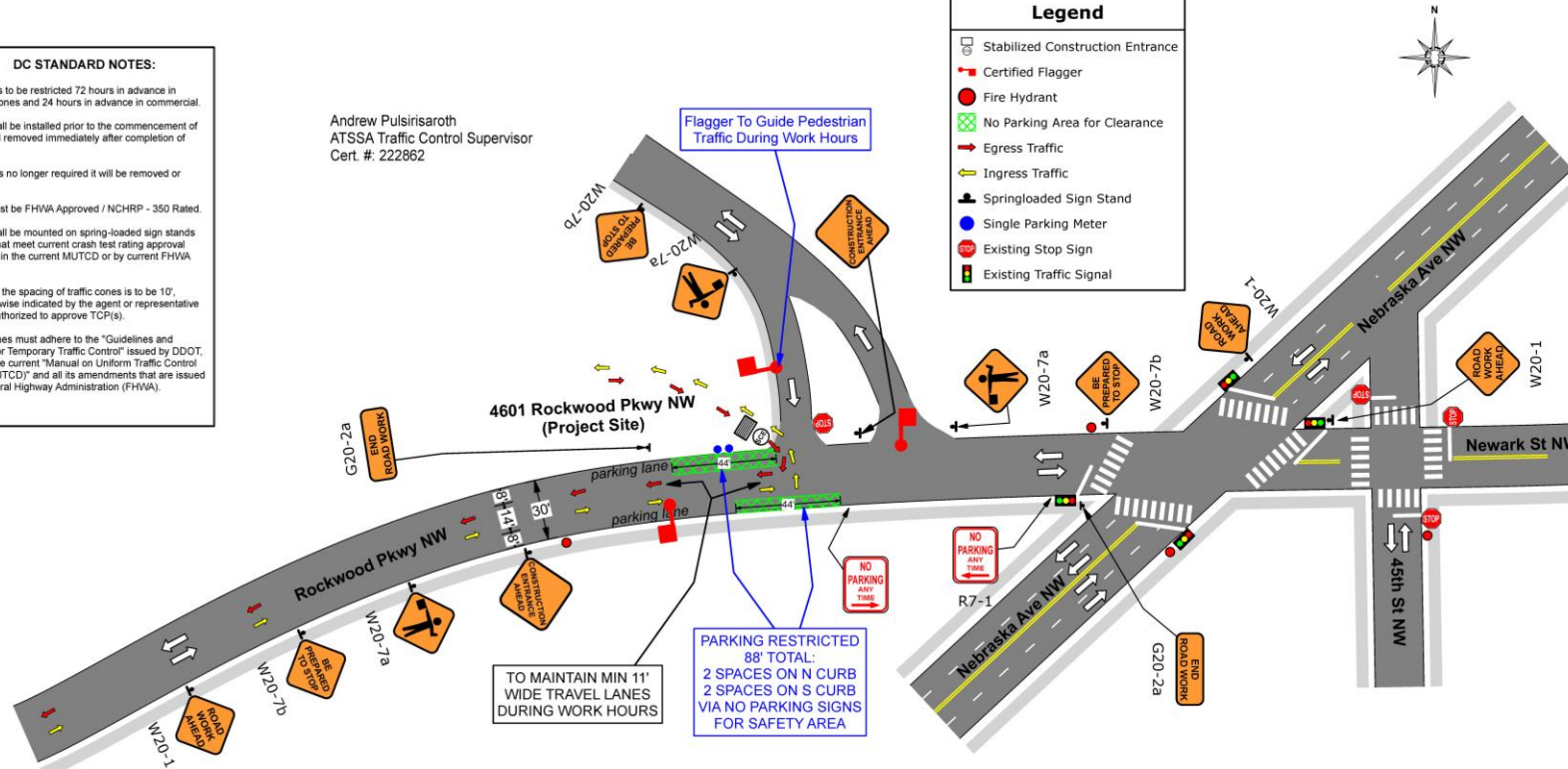
Tree protection measures and excavations shall comply with the 2013 District Dept of Transportation Standard Specifications for Highways and Structures (Gold Book) - Sections 207.03, 608.07, and 608.08

- DC STANDARD NOTES:**
- Parking is to be restricted 72 hours in advance in residential zones and 24 hours in advance in commercial zones.
  - Signs shall be installed prior to the commencement of all work, and removed immediately after completion of activities.
  - If a sign is no longer required it will be removed or covered.
  - Signs must be FHWA Approved / NCHRP - 350 Rated.
  - Signs shall be mounted on spring-loaded sign stands or devices that meet current crash test rating approval as indicated in the current MUTCD or by current FHWA Standards.
  - For D.C., the spacing of traffic cones is to be 10', unless otherwise indicated by the agent or representative for DDOT authorized to approve TCP(s).
  - Work Zones must adhere to the "Guidelines and Standards for Temporary Traffic Control" issued by DDOT, as well as the current "Manual on Uniform Traffic Control Devices (MUTCD)" and all its amendments that are issued by the Federal Highway Administration (FHWA).

Andrew Pulsirisaroth  
ATSSA Traffic Control Supervisor  
Cert. # 222862

**Legend**

- Stabilized Construction Entrance
- Certified Flagger
- Fire Hydrant
- No Parking Area for Clearance
- Egress Traffic
- Ingress Traffic
- Springloaded Sign Stand
- Single Parking Meter
- Existing Stop Sign
- Existing Traffic Signal





# PROJECT SAFETY - IMPACT - MONITORING



**WESTON and the U.S. Army will be monitoring the site to ensure safety and minimize impacts to the AU community and local residents:**

- Air monitoring for chemical warfare agent at the site perimeter and at the excavation zone. Dust monitoring at the perimeter of the site.
- Air monitoring for metals and organic vapor at the excavation zone and worker's breathing zone.
- Noise monitoring conducted during operations – no pile driving. Work hours 6:30 am to 7 pm Monday – Friday (also Saturday, if needed).
- Building and parking lot wall foundation monitoring using laser level survey equipment to ensure there is no impact/movement caused by the excavation.
- Traffic control staff to manage truck, car & pedestrian traffic at the Fletcher Gate.
- Truck & Excavation equipment tire wash/inspection prior to release to Rockwood Parkway to eliminate dirt on the street.
- Security Fence, privacy fabric



# FINAL RESTORATION GRADING PLAN





# QUESTIONS?



Please contact Dan Noble with any questions or concerns.

[Dan.G.Noble@usace.army.mil](mailto:Dan.G.Noble@usace.army.mil)