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Site Name (Subject): ULAH BATTERY/BATTERY PILES

Site ID (Document ID): NCD981864614

Document Name (DocType): Other (O)

Report Segment:

Description: Removal and Disposal of Lead Contaminated Soil

Date of Document: 11/10/1988

Date Received:

Box: *Enter SF and # with no spaces* SF10,635

Access Level: PUBLIC

Division: WASTE MANAGEMENT

Section: SUPERFUND

Program (Document Group): IHS (IHS)

Document Category: FACILITY

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GSX Services, Inc.  
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November 10, 1988

Ms. Lee Crosby  
North Carolina Department Of Human Resources  
P.O. Box 2091  
Raleigh, North Carolina 27602-2091

**RE: Removal and Disposal of Lead Contaminated Soil, Ulah Battery Site, Near Ashboro**

Dear Ms. Crosby:

This letter serves as a final report of the work that GSX Services, Inc. (GSX) performed at the Ulah Battery Site in Ulah, North Carolina, during the period September 19 through October 7, 1988.

September 19, 1988 - Monday

GSX mobilized one Senior Project Manager/Technical Advisor, one Project Manager, two Equipment Operators, one Recovery Technician, and one Health and Safety Technician to the Ulah Battery site.

The following state personnel were also present at the site:

- Lee Crosby, Branch Head, DHR Solid Waste Management Section;
- Jack Butler, Environmental Engineer, DHR Solid Waste Management Section;
- Stan Atwood, Toxicologist, DHR Solid Waste Management Section;
- Charlotte Varlashkin, Geologist, DHR Solid Waste Management Section; and
- Mary Giguere, North Carolina Division of Health Services Occupational Health Branch.

GSX began its on-site activities by conducting a walk-through inspection with state personnel. The site was set up in accordance with the contract guidelines and those items discussed during the walk-through.

Due to heavy rainfall and an influx of the media, it was determined that the GSX crew should postpone excavation activities until the next day. The excavator operator did dig two trenches for silt fencing, located at the lower northeast section and the southeast section of the site, respectively.

September 20, 1988 - Tuesday

The GSX crew arrived on site at 7:30 am. At 8:30 am, all personnel met in the office trailer for a site-specific safety meeting. The following personnel were in attendance:

- Gordon Munsey, GSX;
- Mary Giguere, North Carolina Division of Health Services Occupational Health Branch;
- Steve Thomas, GSX;
- Jack Butler, North Carolina Superfund Branch;
- Charlotte Varlashkin, North Carolina Superfund Branch;
- Stan Atwood, North Carolina Superfund Branch;
- Joe Mansfield, Willms Trucking Company;
- Gavin Burdge, GSX;
- Tyrone Kelly, GSX;
- James Crisp, GSX; and
- Randy Garner, GSX.

Steve Thomas, the GSX Health and Safety Officer, presided over the meeting, and discussed GSX's Safety Plan. The discussion included the following topics: site-specific hazards, emergency routes and telephone numbers, personal protective clothing requirements, and contamination zones. The meeting lasted approximately one hour.

The crew broke off into two work groups. Joe Mansfield (Excavator Operator) began pulling material back from the northeast section next to the Hammond house. The depth of excavation was only about one foot. Tyrone Kelly (515 Operator) moved the material to a stockpile area directly in front of the Hammond house. The other personnel built a truck ramp in front of the office trailer to facilitate the movement of the dump trucks around the site.

Work progressed well until around 11:00 am, when Joe Mansfield unearthed an area of battery casings in front of the Hammond house. Based on a conversation with Jack Butler (NC Superfund Section), it was decided that excavation would continue until all of the buried battery casings were exhumed. Mr. Mansfield excavated to a depth of approximately four feet.

All materials were stockpiled adjacent to the gravel road in front of the Hammond house. It was decided that ten trucks would be loaded the following morning. In case, of rain, the pile was covered with polyethylene, and the crew left the site at 5:00 pm for the day.

September 21, 1988 - Wednesday

The crew arrived on-site at 6:00 am. Ten Willms trucks were loaded by 9:30 am. Each truck was backed adjacent to the stockpile area and loaded with the excavator. Portable scales were used to obtain legal over-the-road weights and to provide an on-going estimate of the weights shipped out each day.

The material was transported to GSX Services of South Carolina at Pinewood, South Carolina. (SCD070375985) Pinewood's Approval Code for the lead contaminated material was PW 03418-6101. Work Order Numbers were 87323 through 87332. Manifest Document Numbers and weights were:

00001-----40640#  
00002-----35280#  
00003-----36680#  
00004-----38420#  
00005-----37700#  
00006-----37280#  
00007-----38080#  
00008-----36520#  
00009-----36200#  
00010-----38420#

Total Day's Weight 187.61 tons

The crew left the site at 6:00 pm.

September 22, 1988 - Thursday

The crew arrived on-site at 5:45 am. Seven Willms trucks were loaded. Work Order Numbers were 87333 through 87339. Manifest Document Numbers and weights were:

00011-----34540#  
00012-----47940#  
00013-----42020#  
00014-----41980#  
00015-----39400#  
00016-----44680#  
00017-----45040#

Total Day's Weight 147.30/tons  
Project Subtotal Weight 334.91/tons

The crew left the site at 5:00 pm.

September 23, 1988 - Friday

The crew arrived on site at 6:00 am. Ten Willms trucks were loaded. Work Order Numbers were 87340 through 87349. Manifest Document Numbers and weights were:

00018-----38660#  
00019-----44560#  
00020-----43380#  
00021-----37780#  
00022-----39600#  
00023-----40320#  
00024-----39080#  
00025-----40100#  
00026-----42820#  
00027-----42580#

Total Day's Weight      204.44/tons  
Project Subtotal Weight    539.35/tons

The crew removed material at the left side of the Hammond house down to about six inches. At the end of the day, the crew cordoned off the site so that the families could return home for the weekend. The crew left the site for the day at 4:15 pm.

September 26, 1988 - Monday

The GSX crew arrived on-site at 6:00 am. Twenty-five trucks were loaded. Work Order Numbers were 87350 through 87352, 87482 through 87493, and 87537 through 87546. Manifest Document Numbers and weights were:

00028-----40920#  
00029-----43880#  
00030-----43300#  
00031-----44620#  
00032-----45200#  
00033-----42900#  
00034-----43800#  
00035-----44560#  
00036-----45980#  
00037-----45980#  
00038-----43420#  
00039-----44320#  
00040-----40740#  
00041-----37940#  
00042-----48340#  
00043-----41520#  
00044-----38820#

00045-----43880#  
00046-----39740#  
00047-----38100#  
00048-----32540#  
00049-----37460#  
00050-----37200#  
00051-----42060#  
00052-----41400#

Total Day's Weight      523.06/tons  
Project Subtotal Weight    1062.41/ton

The crew left the site at 6:00 pm.

September 27, 1988 - Tuesday

The GSX crew arrived on-site at 7:00 am. The excavator and rubber tire loader were used to move material from the front left corner of one of the trailers located there. The crew had to replace some sewage drain lines adjacent to the trailer, because the excavator had unearthed them earlier. At lunch time, GSX encountered a hand dug well adjacent to a small concrete building next to the gravel entry road. GSX discussed this with Jack Butler (NC Superfund Section, and it as decided that the crew would retrieve all of the battery casings they could reach with a handmade hooking device constructed on-site. The well extended down to about 18 to 20 feet and stopped. The well appeared to be dry. Ten Willms trucks arrived after lunch and were loaded. Work Order Numbers were 87547 through 87556. Manifest Document Numbers and weights were:

00053-----44080#  
00054-----43820#  
00055-----43280#  
00056-----39120#  
00057-----41620#  
00058-----36940#  
00059-----43260#  
00060-----41040#  
00061-----41800#  
00062-----45640#

Total Day's Weight      210.30/tons  
Project Subtotal Weight    1272.71/tons

The crew left the site at 5:00 pm.

September 28, 1988 - Wednesday

The crew arrived on-site at 6:00 am. Thirteen Willms trucks were loaded. Work Order Numbers were 87632 through 87675. Manifest Document Numbers and weights were:

00063-----42340#  
00064-----40060#  
00065-----43700#  
00066-----44540#  
00067-----40980#  
00068-----43460#  
00069-----41200#  
00070-----42840#  
00071-----40820#  
00072-----43980#  
00073-----43420#  
00074-----38180#  
00075-----39660#

Total Day's Weight      272.59/tons  
Project Subtotal Weight    1545.30/tons

The crew left the site at 4:30 pm.

September 29, 1988 - Thursday

The crew arrived on-site at 6:00 am. Seventeen Willms trucks were loaded. Work Order Numbers were 87676 through 87706. Manifest Document Numbers and weights were:

00076-----39500#  
00077-----44460#  
00078-----41180#  
00079-----47440#  
00080-----48660#  
00081-----48700#  
00082-----44200#  
00083-----42800#  
00084-----45200#  
00085-----43980#  
00086-----41380#  
00087-----38420#  
00088-----40580#  
00089-----43500#  
00090-----37820#  
00091-----34060#  
00092-----37360#

Total Day's Weight      359.62/tons  
Project Subtotal Weight    1904.92/tons

The crew left the site at 6:00 pm.

September 30, 1988 - Friday

The crew arrived on-site at 6:00 am. Three Willms trucks were loaded. Work Order Numbers were 87707 through 87709. Manifest Document Numbers and weights were:

00093-----38800#  
00094-----35200#  
00095-----39780#

Total Day's Weight 56.89/tons  
Project Subtotal Weight 1961.81/tons

The crew made preparations for securing the site. Samples were obtained based on a grid system for the site. The crew left the site at 3:00 pm.

ANALYTIKEM'S ANALYTICAL REPORT

<u>SAMPLE DESIGNATION</u>	<u>EP TOX</u>	<u>LEAD TOTAL</u>	<u>SAMPLE LOCATION</u>
Method Blank	500U	10,000U	
NCDHS-01	500U	87,000	Grid Section #2
NCDHS-02	520	280,000	Grid Section #8
NCDHS-03	1200	800,000	Grid Section #16
NCDHS-04	180J	170,000	Grid Section #21
NCDHS-05	500U	160,000	Grid Section #30
NCDHS-06	230J	110,000	Blue St./pit/house
NCDHS-07	1800	200,000	Blue St./Oak Tree
NCDHS-08	500U	32,000	Blue St./Spruill Ft. Rd.
NCDHS-09	130J	230,000	Blue St./side Spruill Bldg
NCDHS-10	110J	130,000	Green St./Lindsey yard
NCDHS-11	500U	18,000	Borrow pit fill dirt
UNITS	ug/l	ug/kg	

\*\*\*\*ug/l=ppb;ug/kg=ppb

\*\*\*\*U=Compound was analyzed for but not detected. The preceding number is the practical quantitation limit for the compound.

\*\*\*\*J=Compound was detected at levels below the practical quantitation limit. The level reported is approximate.

October 5, 1988 - Wednesday

The GSX crew arrived on-site at 7:30 am. GSX was directed to fill the excavated hand dug well with clay. The crew (based on the above analytical results and under the direction of the State) scraped certain areas throughout the site to obtain one more truckload of lead contaminated material. GSX was then directed to begin hauling in backfill. The crew left the site at 5:00 pm.

October 6, 1988 - Thursday

GSX loaded one Willms truck. The Work Order Number was 87888. The Manifest Document Number and weight was 00096 and 56,820# respectively. Backfilling of the site continued throughout the day. The crew left the site at 5:00 pm.

October 7, 1988 - Friday

The crew arrived on-site at 6:00 am. The backfilling was completed. The seeding and mulching of the site began at 1:00 pm and was completed by 7:00 pm.

FINAL SUMMARY

GSX excavated, stockpiled, and removed 1990.22 tons of lead contaminated materials to GSX's secure chemical landfill in Pinewood, South Carolina. Ninety-six Willms Trucking Company trucks were used to haul away the materials. The average weight per load was 20.73/tons. The excavated materials were replaced with 1713 tons of backfill. GSX personnel remained on-site for 13 days. All on-site work was done in accordance with GSX Services, Inc., June 13, 1988, work plan.

Should you have any questions concerning the work performed or the disposal of the materials, please do not hesitate to contact us. GSX looks forward to working with the DHR Solid Waste Management Section on future projects.

Respectively submitted,

GSX SERVICES, INC.

*Randall K. Garner*

Randall K. Garner  
Senior Project Manager  
Remedial Services Group

cc: Bernard Jones  
Gary Campbell  
Gordon Munsey  
Dan Martin  
Lynn Mazy