

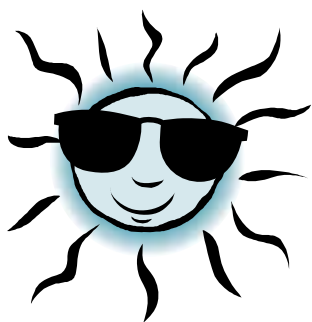
BRAC Talk

▲ Environmental Base Realignment and Closure News ▲

☀ Summer 1999 ☀

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Landfill remediation benefits both local community and Navy

By John E. Peters



Closure of an old landfill is not something most people get excited about. However, the remedial design for closure of the Allen Harbor Landfill at the former Naval Construction Battalion Center Davisville, Rhode Island (BRAC II) not only won an Award of Merit from the Maryland Consulting Engineers Council in February 1999, but also created a much needed benefit for the local community.

The landfill, not used since 1972, is adjacent to Allen Harbor, a recreational body of water in Narragansett Bay. Closure of the 15-acre landfill dovetailed nicely with the local community's desire for improved access to the recreational harbor.

Northern Division, Naval Facilities Engineering Command retained EA Engineering, Science and Technology of Baltimore, Maryland to design the landfill closure plan. Initial objectives were a landfill cap and protection from the 100-year storm, which included a stone revetment to withstand tidal and wave action. To dampen the effects of erosion along the seaward face of the landfill, creation of a wetlands area was incorporated into the design.

continued on page 2

BRAC SURFING



R U looking for this URL?

Did you have trouble getting to *BRAC Talk* on the Internet? Sorry about that. Past issues of *BRAC Talk* are now available on the Naval Facilities Engineering Command (NAVFAC) Intranet at <http://207.132.208.50/env/>.

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www.lakehurst.navy.mil/web99/brac/brac-toc1.htm

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Check out the Air Force Center for Environmental Excellence home page at www.afcee.brooks.af.mil. Type BRAC in their "Search Our Site" feature to find BRAC-related information.

BRAC Talk

Environmental Base Realignment
and Closure News

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Using Appropriated Funds

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"Landfill remediation" *continued from page 1*

The Navy needed a source of sandy material for creation of the wetlands. At the same time, the town of North Kingstown wanted to dredge the harbor entrance channel and needed a spoil area for the dredged material. With the cooperation of state and federal regulators, these two needs were combined

into a single project under one contract to use material from the channel dredging to create the wetlands. Combining the two projects served both interests, saved time and money, and resulted in a win-win situation for beneficial use of dredged material.

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BRAC Talk Mailing List

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Cleanup team shows its metal at the former NAWC Warminster

By Lonnie Monaco, P.E.



Workers excavate unidentified buried steel drums and heavy-metal-contaminated soil at the Warminster, Pennsylvania site.

More than just contaminated soil has been removed from Area A at the former Naval Air Warfare Center (NAWC) Warminster, Pennsylvania (BRAC 1991). During a cleanup there, the Navy's remedial action contractor, Foster Wheeler Environmental Corporation (FWEC) uncovered buried drums at Excavation Site 1B. By early October 1998, about half of the planned excavation at 1B had already taken place, as the contractor chased and removed a reddish clay material contaminated with heavy metals. It was then that the contractor noticed several solid metal objects in a scoop of soil. After the material was staged and inspected, the contractor discovered drum carcasses and pieces of drums, plus what appeared to be at least one other drum within the sidewall of the excavation. Earlier electromagnetic surveys showed only slight anomalies attributed to nearby wells, fences, or surficial metal debris. So finding any drums, even pieces or carcasses, was a surprise. Since the drums were unexpected, further digging was halted. Upon inspection of the removed soil, the contractor discovered a total of three crushed or fragmented drums. Remnants of sludge from the drums as well as a gooey substance in the bottom of the excavation were sampled and analyzed. The exposed drums and sidewall were covered with plastic, then a layer of clean fill.

What to do next? Navy representatives were immediately notified. We agreed that work should not continue until the contractor had prepared, and the Technical Subcommittee had approved, a drum removal plan. By the third week of October, the group met and agreed to the plan. It called for the careful scraping away of the overburden soil until any drums were uncovered. The drums would be examined for labels or any markings that would help to identify the source or contents. Contents would be sampled for a full suite of contaminants. We assumed that only a small number of drums, if any, would be found. If we uncovered more than six, we would take additional precautions. Why six? Because this is what the group considered "a few" and we expected to uncover only a few more. A much larger number of drums, especially if intact and containing substantial quantities of material might indicate a more serious problem requiring additional safeguards. In that event, the plan provided for stopping work and bringing in specialized equipment and personnel specifically trained to deal with handling a worst-case scenario: potentially radioactive and/or explosive drums. While this may sound like a drastic step, it was the only way to minimize a threat of unknown magnitude.

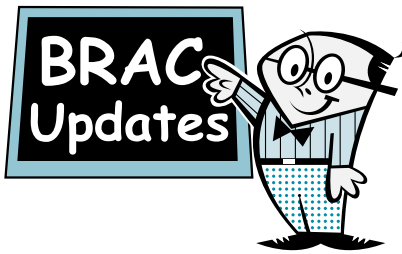
However, there was a twist. The well that produced the highest level of trichloroethylene (TCE) on the base is only six to eight feet from where the three drums were discovered. Groundwater contaminant levels were sufficiently high that the hydrogeologists suspected free product in the area. Due to the fractured bedrock aquifer, no one thought we would be able to find and remove the source. Now, with the discovery of the drums, there is renewed hope. If less ground water requires treatment, time and money will be saved.

But the digging is not limited to drum removal alone. We continue to chase the reddish clay material. The contractor uncovered five more drums, either crushed or in pieces, along with the stained soil. After initially seeing and removing only stained soil, FWEC found several more drums along with two five-gallon plastic buckets. Each bucket contained a four-liter glass bottle containing an amber liquid. Altogether, ten drums and two plastic buckets were removed.

The excavation is complete. No more drums have been found, and all the stained soil has been removed. But what of the sample results? And have we discovered the source of the TCE that's showing up in the groundwater? Stay tuned for the exciting conclusion to this story in a future issue.

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24 March 1999

Record of Decision issued for the disposal and reuse of Naval Training Center, San Diego, California (BRAC 1993)

Proposed reuse: a mix of residential, educational, commercial, public and recreational uses. These include housing, two hotels, an environmental monitoring laboratory and related administrative facility for the San Diego Metropolitan Wastewater Department, a public safety institute, a nesting site for the California least tern, and expansion of the adjacent San Diego International Airport (Lindbergh Field).

20 May 1999

Navy issues Record of Decision for reuse of NAS Cecil Field, Florida (BRAC 1993)

The Department of the Navy has issued the Record of Decision (ROD) concerning the disposal and reuse of Naval Air Station Cecil Field near Jacksonville, Florida. The base is scheduled to close on September 30, 1999.

http://www.defenselink.mil/news/May1999/b05201999_bt248-99.html

BRAC Talk Word Search

N T F S D T B Y D L S T L O L N A E D B
 S H R S R A R R A R I S O O E Y L T A U
 Y T H E R E I E O W I C U R D L A I L X
 B R A B A V T V N L D I E J O K M H L J
 E E E T E S T N O T S I F C W O E W A Z
 H R A R E T U P U V O F M R X O D R S T
 S T P C E N A R I H F N D P B R A C E U
 V N U F H N T L E D N A L S I B K E Y S
 R Y F O A A L O G E I D E Z D G N O L T
 K O V I S E R H R I E X I G A W W T K I
 M P D S X S A L T O N O F U V Z X A D N
 L N P H I L A D E L P H I A I Q D V D F
 I S C H Q L R G U S Q J E M S A L O N W
 Y A W E Y M O U T H T T S A V E A N E S
 T N I O P J Z P E N A O G B I K A I P I
 O A K L A N D S A L U A N Q L D V W U H
 C R O W S H A Y O N N E M N L N E I G P
 L B Z Y Y H V M D A N R U J E S E G E M
 Z L D C C A L L I D W A S L T C E U T E
 R E T S N I M R A W G M G N I D N A L M

Try to find the following words

ADAK	DAVISVILLE	MARE	SAN
AGANA	DIEGO	MEMPHIS	SEA
ALAMEDA	DRIVER	MIDWAY	SOUND
ANNAPOLIS	FIELD	MOFFETT	SOUTH
BARBERS	GLENVIEW	MOLATE	STATEN
BEACH	GUAM	NAVY	TORO
BRAC	HUNTERS	NOVATO	TREASURE
BROOKLYN	INDIANAPOLIS	OAK	TRENTON
CECIL	ISLAND	OAKLAND	TUSTIN
CHARLESTON	KEY	PHILADELPHIA	WARMINSTER
CHASE	LANDING	POINT	WEST
CROWS	LONG	PUGET	WEYMOUTH
DALLAS	LOUISVILLE	SALTON	WHITE

Solution on page 7

This puzzle was created at www.puzzlemaker.com



Successful teamwork in non-BRAC property transfer

By Art Sanford

*Editor's Note: Naval Weapons Station Charleston is **not** a BRAC base, but they are kindly sharing their property transfer success with us.*

In Summer 1999 a parcel of land known as the Roundhouse is expected to be transferred from the Navy to the South Carolina Rail Commission (SCRC). The Roundhouse is a ten-acre site directly adjacent to a large rail yard with four rail spurs terminating inside a 22,000-sq. ft. train shed. The Charleston Army Depot constructed this facility in 1918 to support troop movement during World War I. For the next 50 years, the Army used the facility for the repair and maintenance of locomotive engines. The Army later used the building for vehicle repair until 1982 when it was transferred to the Naval Weapons Station (NWS) Charleston, South Carolina. During the next decade, the property saw limited use and in 1992 Congress passed special legislation that authorized the conveyance of the property to the SCRC for \$500,000, the fair market value of the property. The money was placed in an escrow account so that when actual conveyance took place, the Navy would receive fair market value for the property (remember this is not BRAC). Because the Roundhouse was listed in the Corrective Action portion of the Naval Weapon Station

RCRA Permit as Solid Waste Management Unit 27, a RCRA Facility Investigation (RFI) and the removal of any contamination were required prior to transfer.

In 1993 a baseline environmental assessment was conducted to examine the environmental impact on the property resulting from previous site activities. This assessment found a number of conditions that required investigation or removal action. On the property were several large underground storage tanks (USTs), abandoned rail cars (containing asbestos) on the tracks leading to the building, lead-based paint in the main building, and potential soil contamination at several locations. In 1994, a Navy contractor bid on the removal work. However, the Navy deemed the amount excessive and was unable to negotiate a suitable contract. SCRC showed a reluctance to pay for any clean up unless a firm transfer date could be promised. The Navy couldn't promise a date until an RFI was complete.

In FY97, the Navy secured Environmental Restoration, Navy (ER, N) funds for the RFI that was awarded to the CLEAN III contractor, Tetra-Tech NUS. In April 1997, a preliminary draft work plan was presented at the team meeting allowing all members a chance to provide input at the initial stages of development. The initial discussion of the sample locations and parameters gave all team members a degree of possession of the work plan. This led to a quick review of the draft work plan, with RFI fieldwork beginning in the summer of 1997. Fourteen shallow monitoring wells were installed at depths from 14 to 17 feet below ground surface. Several rounds of sampling indicated no groundwater contamination. As part of the RFI, 18 surface soil samples and 27 subsurface soil samples were collected for analytical purposes. The analytical results from these samples were combined with the historical soil sampling results in making recommendations.



The exterior of the Roundhouse, sitting on the 10-acre parcel recently transferred to the South Carolina Rail Commission.

continued on page 6

*“Successful teamwork”
continued from page 5*

Meanwhile, on a separate track, NWS Charleston used a Public Works contract to remove the USTs on the property. Two of the tanks were large ‘cut and cover’ tanks, constructed of mild steel, placed in shallow depressions and then mounded on all sides with soil and vegetation. These were estimated at 5,000 and 10,000 gallons. A third UST, adjacent to the building, was a 500 gallon fuel tank for the building boiler. Confirmation sampling of the removal area showed that the tanks had been intact with no surrounding soil contaminated. The preliminary data from the RFI indicated no major contamination on the Roundhouse property. This allowed the Navy and SCRC to enter into a lease agreement in 1998 while the environmental team assessed the details of the RFI report. During 1998, the SCRC removed the rail cars from the property and painted the interior of the building. The RFI report recommended soil removal at two locations due to elevated levels of lead and Polycyclic Aromatic Hydrocarbons. To satisfy the RFI report and make progress towards a transfer, the Navy needed to accomplish this removal as quickly as possible. However there were no Environmental Restoration, Navy (ER,N) funds available this late in the fiscal year. The Navy Remedial Project Manager contacted the SCRC about using a portion of the \$500,000 escrow account to fund this removal action. The SCRC was reluctant at first but agreed to fund this work if the Navy could promise a 1999 property transfer. The Environmental Detachment Charleston (a group of former Charleston Naval Shipyard employees) had accomplished tank removals earlier at NWS and they were



The inside of the Roundhouse received a new coat of paint in preparation for the South Carolina Rail Commission's use of the building as a train repair facility.

contacted about this removal action. A contract was signed in August 1998, removal was accomplished in September, and a completion report was issued in October.

The NWS Environmental Restoration Partnering Team made the transfer of the Roundhouse their number one priority. Whenever a decision on the Roundhouse was required, team members would confer by telephone or email and respond to any issue immediately. And there were many issues large and small. As issues arose, a visit to the site could help a representative answer a question and resolve the issue. To make this easier, the NWS team moved the meeting location to a building closer to the Roundhouse property. There were several groundwater questions. One concerned small levels of 1, 2 dichloethene at the edge of the property along Remount Road. A site visit and discussion of groundwater flow patterns led to Tetra Tech sampling additional areas across the street using a direct push probe to install temporary well points. The sampling results resolved this groundwater issue. Another issue was the amount of arsenic in the groundwater. The Navy and contractors compiled all the groundwater data for the base and using this raw data the team was able to go over each point and reach decisions on the groundwater issue. When the Environmental Detachment accomplished the soil removal, rapid decisions were needed on the amount of confirmatory sampling required and the team immediately responded to this as well. By making the Roundhouse their top priority, the NWS environmental team was able to overcome many difficulties and roadblocks.



Train tracks on the property surrounding the Roundhouse have been cleared of abandoned rail cars.

In early 1999, a Finding of Suitability to Transfer (FOST) was prepared and reviewed by the U.S. Environmental Protection Agency and the South Carolina Department of Health and Environmental Control. The Roundhouse property is clean and the building is freshly painted, ready to begin operations as a train repair facility for the South Carolina Rail Commission which will, in turn, benefit both the Navy and the Charleston area. The transfer of this Navy property is a direct result of the NWS Environmental Restoration Partnering Team making the site their number one priority and then working closely together to achieve a common goal.

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BRAC Talking

By Joyce Patterson



We will be updating our BRAC Cleanup Contacts list over the next couple of months. The updated list will be in the next issue of BRAC Talk (Fall 1999).

Summer 1999 will see these operational closures:

NAS Barbers Point	July 1999
NAS Cecil Field	Sept. 1999
MCAS El Toro	July 1999
MCAS Tustin	July 1999

For BRAC Rounds I-IV, the last operational closure of a Navy base will be:

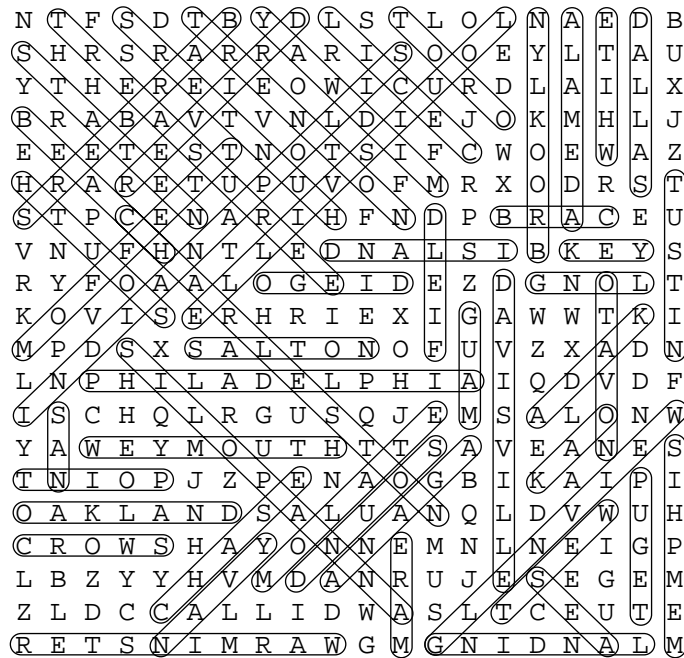
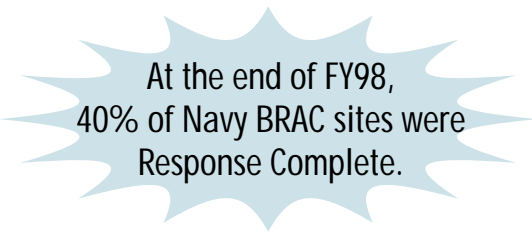
NSWC Annapolis	Dec. 1999
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ROUNDS V & VI

Congress did not approve two new rounds of base closure in the Fiscal Year (FY) 2000 Defense Authorization bill. DoD will try again in the FY2001 bill.

The President's special assistant for national security affairs, Robert Bell, is calling for two more rounds of base closures, starting in FY01. He anticipates savings of \$3 billion a year. As an example of infrastructure cuts lagging behind reductions in spending and personnel, Mr. Bell points out that Navy berthing has dropped only 18% compared to a 40% drop in ships. He feels that bases have to be cut 10% to pay for urgently needed force improvements.

Reprinted from Environmental News Winter 1998/99, Northern Division, Naval Facilities Engineering Command



Solution to BRAC Talk Word Search

BRAC Installation web sites



Barbers Point NAS, HI
El Toro MCAS, California
Tustin MCAS, California

www.bptnas.navy.mil/bptbrac.html
www.efdswest.navfac.navy.mil/dep/env/pages/mcaselt.htm
www.efdswest.navfac.navy.mil/dep/env/pages/mcastust.htm

Non-Navy Sites:

Adak NAF, AK www.adakisland.com/
Alameda NAS, CA www.ci.alameda.ca.us/bragnet/
Annapolis NSWC, MD www.davidtaylorannapolis.com
Cecil Field NAS, FL cecilfield.com/ (until 30 October 1999)
El Toro MCAS, CA eltoroairport.org/index.html
Mare Island NSY, CA www.geocities.com/SouthBeach/Boardwalk/5147
Mare Island NSY, CA 209.21.13.19/sites/
Memphis NSA, TN www.zaptek.com/millington/base_reuse.html
Moffett Field, CA <http://ccf.arc.nasa.gov/jf/mfa/thesite.html>
Orlando NTC, FL http://cityinter.ci.orlando.fl.us/departments/planning_and_development/ntc.html
Philadelphia NSY, PA members.xoom.com/ex_Yarbird

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