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NCBC GULFPORT
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TIER I QUARTERLY PARTNERING MEETING MINUTES 2 APRIL 2003 NCBC GULFPORT
MS
4/2/2003
NAVFAC SOUTHEAST

NCBC Gulfport
Tier I Quarterly Partnering Meeting
Meeting Minutes
April 2, 2003

A: Meeting Details

Dates: April 2, 2003

Location: NCBC Gulfport, MS

Team Leader: Art Conrad

B: Meeting Attendees:

Charlie Black	Navy NAVFAC
Jason Brown	Prime Contractor (TtNUS)
Art Conrad	Navy NAVFAC
Gordon Crane	CBC Gulfport IRP Manager
Frank Duvall	CBC Gulfport Public Works Officer
David Evon	HQ AFCEE/ERD
Bob Fisher	Prime Contractor (TtNUS)
David Hadden	GEITA Contractor
Art Hatfield	AFCEE/ERDD
Lloyd Inman	USFWS
Paula Loht	EPA Consultant (Gannett Fleming)
James McClain	AFCEE/ERDD
Bob Merrill	MDEQ
Nancy Rouse	Navy Consultant (EnviroComs)
Robert Simonson	CBC Gulfport Environmental Director
Bernie Walker	CBC Gulfport Public Works Civil Engineer

Tier I convened at 1:30 p.m.

Each attendee introduced themselves and described their roles:

- Nancy Rouse, Recorder and Administrative Support
- Paula Loht, EPA Contractor, interested in the human health risk assessment.
- Lloyd Inmon, US Fish and Wildlife, interested in the ecological risk assessment.
- David Hadden: Air Force (AF) contractor, interested in Site 8.
- Art Conrad: Navy RPM for all sites.
- Bob Merrill: MDEQ regulator for all sites.
- David Evon: AF legal counsel for Site 8.
- David McClain: AF manager, interested in Site 8 funding.
- Art Hatfield: AF RPM, interested in Site 8.
- Gordon Crane: CBC Gulfport Installation Restoration Program Manager for all sites.
- Charlie Black. NAVFAC, interested in resolving the remaining issues concerning the cap design.
- Frank Duvall: CBC Gulfport Public Works Officer, interested in the Site 8 cap design.
- Bob Simonson: CBC Gulfport Environmental Director, interested in the Site 8 cap design.

- Bernie Walker: CBC Gulfport Public Works Civil Engineer, interested in the Site 8 cap design.
- Bob Fisher: Prime Contactor Project Manager for all sites.
- Jason Brown: Prime Contractor Deputy Task Order Manager for all sites.

SITE 8 CAP

Stated Concerns About the Site 8 Cap

- Frank Duvall, CBC Gulfport Public Works Officer:
 - To be able to safely use the cap surface to stage and load track vehicles without causing a dioxin release.
 - To be able to use the site in it's pre-existing condition (operationally speaking).
- Charlie Black, NAVFAC IRP Manager:
 - CBC Gulfport to better understand the limits of the use of DERA funds. DERA can only pay to restore a site to a pre-existing condition, usually defined by its physical condition (rather than operationally).
 - To gain a better understanding of CBC Gulfport desires with respect to the cap.
- Bob Merrill, MDEQ:
 - If there is a crack in the cap, can we repair it?
- Jim McClain:
 - Concerned about funding and the phase out. If we do go forward with a phase out, we need to make sure that we're clear that the remedial action will go forward on budget.
- Bob Fisher, TtNUS:
 - Need to know that consensus is reached on the surface material so that TTNUS can move ahead and meet everyone's expectations.

Facts About the Current Cap Design

1. The compacted subgrade materials passed the Synthetic Precipitation Leaching Procedure (SPLP) test. This is a test designed to simulate the effect of rainwater. SCLP results were in the parts per quadrillion (ppq) range.
2. The soil cement layer is made up of 1/3 on base sediments, 1/3 off base sediments, and 1/3 ash from the incineration, mixed with 5-7% cement.
3. This layer will be covered with a 12-inch layer of roller compacted concrete (RCC) to eliminate direct contact with the environment. This layer is all clean material.
4. The strength of the soil cement layer was measured during the pilot scale test using California Bearing Ratios and the results ranged between 58 and 159. This indicates that this material would have sufficient strength to act as a subgrade for a highway.
5. The design will specify that the RCC will have a compressive strength of 3500 pounds per square inch that would hold up to the use of forklifts carrying 120,000 pounds and support car and truck passenger loads.
6. Compacted soil cement has been remediated once and is at levels of 4 ppt or less.
7. The thickness of the currently designed cap will range from one foot at the edges to five feet at its greatest depth.
8. The delisting agreement for the ash at Site 8 stipulated that the ash would never leave the site.
9. Existing Site 8 contamination is found in the ditches.
10. The existing soil surface at Site 8 will be level prior to laying down the cap.
11. COMLANTFLT has issued land use control instructions that will apply to this site. This instruction requires the base commander to send an annual letter to the regulators informing them that they are still in compliance with the land use controls or, if there were problems, how they were fixed.
12. During ditch excavation, it is very easy to visually determine when dioxin contamination has been fully removed. The dioxin-contaminated sediment is found in the dark, highly organic sediment.
13. It is highly unlikely that a crack in the cap would cause a release.
14. Any breaches in the cap could be repaired locally. Instructions on how to repair a breach will be provided in the O&M Plan for the site.
15. Excavation plans will ensure that the ditches will not require any future land use restrictions.

Questions and Discussion Points

1. Bob Merrill thinks that land use controls would be documented in any agreement developed between the base and the MDEQ.
2. CBC Gulfport wants to construct buildings on Sites 8B&C. This issue unresolved at this time.
3. If a repair in the cap surface were necessary, would it be possible to discern the soil cement layer from the RCC layer?
4. If the cap fails, it will most likely be at the edges. Should we establish a minimum thickness?
5. Perhaps some of the cap could be surfaced with dirt and grass to be used for the storage of track vehicles. A dirt surface would allow for easy repair of damage caused by track vehicles.
6. There would be no restriction against the CBC covering the cap with concrete.
7. It is important not to overburden the Commanding Officer of the base in his efforts to maintain his base.
8. Should we go ahead and clean out the areas of the ditches with concentrations between 15 and 38 ppt before we close the cap?
9. The AF reiterated that if the phase out does not proceed, they couldn't come up with any additional funds for the remediation. Their cap is \$8.5M.

Decisions

Roller compacted concrete is an acceptable cap material with the following caveats:

1. An indicator (e.g., color band) of the delineation between the RCC and the soil cement should be added.
2. TtNUS will look closely at the design of the edges of the cap to address concerns about breakdown on along the edges resulting from use and environmental conditions.

SITE 8 FUNDING

Jim McClain presented the facts about the AF funding (see Attachment A). The key points of the presentation were:

- Site 8 is considered a high priority by the AF and they want to fund it in spite of funding shortfalls.
- The first choice is the AF phase out. The AF has received a \$6M funding guarantee from Air Staff to support the phase out.
- Alternatives to the AF phase out are:
 - Two year funding and AFCEE contract management
 - Four year funding
- The MOA between the AF and Navy is currently under revision to reflect the phase out. No Remedial Action funds will be made available until the MOA is signed or rejected.
- FY-03 funds must be expensed by July for the phase or remedial action to be funded.

Gordon asked if there would be operational funds for items such as Mr. Arndt's lease. Jim said that those funds would be available.

Jim asked what alternative the Navy would lean towards if the phase out does not go through. Charlie Black responded that they would lean towards the four-year incremental funding alternative.

A discussion about the language in the MOA centered on what would happen if, for instance, a full drum of Herbicide Orange were found on the base. The AF stated that any language in the MOA that would require any further AF action could prevent approval of the phase out. Charlie Black offered to craft some language for the MOA as a starting point for discussion.

The meeting closed at 5 pm.

Attachment A: *AFCEE MAJCOM Funding Shortfalls, Gulfport Impact*