

Site	Site Location	Historic Land Use	Source of Potential Contamination	Site Remedial Action	Site Status	Current Land Use	References
Site 1 - McAllister Point Landfill	Central portion of NAVSTA Newport in Middleton, RI, along the western shoreline immediately adjacent to Narragansett Bay.	<p>Operated as a sanitary landfill from 1955 until the mid-1970s, accepting wastes generated at the Naval complex, including waste from multiple operational areas (machine shops, ship repair, etc.), Navy housing areas (domestic refuse), and from the 55 ships that were home-ported at Newport prior to 1973. The materials disposed of at the landfill reportedly included spent acids, paints, solvents, waste oils (diesel, lubrication, and fuel), polychlorinated biphenyl (PCB)-contaminated transformer oil, domestic refuse, and construction debris.</p> <p>In the late 1950s or early 1960s, an incinerator was built at the landfill burning approximately 98 percent of the waste, with the resulting ash and unburned materials disposed of in the landfill. In 1970, the incinerator was closed due to the resultant air emissions and wastes were again disposed of directly into the landfill. Based on a review of aerial photographs of the site covering the period from 1965 through 1975, a change in the shape of the shoreline in the central portion of the site is evident, indicating filling of Narragansett Bay in this area.</p> <p>After disposal activities ceased in 1973, a three-foot thick covering of clay/silt was reportedly placed over the central portion of the landfill, and the site remained inactive.</p>	Landfill waste at Site 1 was the source of contamination to soil, groundwater, sediment, and surface water.	<p>A multi-media, low permeability cap was constructed as a source control measure for the landfill. The cap construction was completed in 1996, when the landfill was formally closed in compliance with a Consent Decree Agreement between the Navy and EPA.</p> <p>In 1996, landfill debris was discovered in the intertidal zone. In March 2000, a second ROD was issued that addressed marine sediments/management of migration. The selected remedy for marine sediment consisted of dredging contaminated sediment and debris from nearshore and offshore areas.</p> <p>Both of these remedies require long term monitoring.</p>	<p>Four Five-Year Reviews have been conducted that were completed in 1999, 2004, 2009, and 2014. The First Five-Year Review only included the source control remedy of capping the landfill. Subsequent Five-Year Reviews have included both remedies, the landfill capping and sediment dredging. The next Five-Year Review will be completed in December 2019. Five-year reviews of both remedies are required by statute because hazardous substances, pollutants, or contaminants remain on site that do not allow for unrestricted use and unlimited exposure.</p> <p>Landfill cover operation and maintenance is being conducted annually, and Long-term monitoring is ongoing.</p>	The site is currently unoccupied.	Resolution Consultants, Site Management Plan, 2015
Site 4 - Coddington Cove Rubber Fill Area (CCRF)	Newport, RI. Shoreward side of Coddington Highway, between the highway and the rail spur, south of the former Derecktor Shipyard area. A secure, fenced storage area is located directly north of the site and the Defense Automated Printing Service/Supply department (Building 47) is to the east. A navy housing development abuts the south and west boundary of the CCRF.	Used from 1978 until 1982 as an area for the disposal of rubble, concrete, asphalt, slate, wood, brush, and possibly small quantities of ash.	Fill materials are likely the source of contaminants in soil. Contaminants in surface water and sediment are likely the result of road runoff and storm drainage from the urban surroundings. Pesticides present at CCRF are likely a result of past spraying operations.	There have been no remedial actions under CERCLA at CCRF. The CERCLA path forward for CCRF is dependent on the final outcome of the SASE phase. The SASE phase is set to be completed after the Final Supplemental Groundwater Assessment Report is finalized in 2016.	The Study Area Screening Evaluation (SASE) phase is being completed and will determine if No Further Action (NFA) is appropriate for the site, or whether the site requires further investigation or a response action through the CERCLA RI/FS process. If a CERCLA response action is required the CCRF, the decision will be documented in a ROD and protectiveness of the selected remedy will be reviewed in five-year reviews for NAVSTA Newport.	The site is currently unoccupied.	Resolution Consultants, Site Management Plan, 2015
Site 7 - Tank Farm 1	Northern portion of NAVSTA Newport in the Melville section of Portsmouth, RI, just north of Site 10 - Tank Farm 2.	<p>Constructed in the early 1940s, Tank Farm 1 was in operation by the Navy between World War (WW) II and 1970, comprising of six 60,000-barrel USTs that were used for storage of diesel oil, fuel oil, jet fuel, 100-octane gasoline, and aviation fuel. Tank bottom sludge was placed in pits on the site. Approximately 6,000 gallons of these sludge were reportedly disposed of in this manner on the site.</p> <p>The Defense Energy Support Center (DESC) was licensed by the Navy to use the tank farm as part of Defense Fuel Support Point (DFSP) Melville for petroleum fuel storage and distribution between 1974 and 1998. The tanks were cleaned and ballasted between 1996 and 1997 and the site was administratively closed by DESC in 1998.</p>	<p>Releases of petroleum and other contaminants associated with former tank farm operations are the source of contamination to soil and groundwater. Specific to the CERCLA decision units, impacts to surface soil around transformer vaults 2 and 3 (DU 1-2 and DU 1-3) are attributed to releases/spills of PCB-containing oils and impacts to surface soil around the ethyl blending plant (DU 1-1) are likely attributed to former engine idling, operation of the heating system at the plant, use of lubricants, etc.</p>	<p>There have been no CERCLA remedial actions at Tank Farm 1.</p> <p>The majority of response actions have been conducted by DESC for petroleum-related impacts under the RIDEM UST regulations.</p>	<p>Permanent tank closure, infrastructure removal, investigations, and response actions are being planned by DESC under the RIDEM UST regulations. The Navy is monitoring DESC progress, and is implementing other investigations and/or response actions, as required, outside of the RIDEM UST regulations.</p> <p>Three CERCLA decision units have been identified as requiring remedial action, including DU 1-1 (soil impacts associated with the ethyl blending plant) and DU 1-2 and DU 1-3 (soil impacts associated with Transformer Vaults 2 and 3, respectively). The Navy revised the FS and Proposed Plan to include soil only, and defer further groundwater considerations until after the petroleum-related infrastructure at Tank Farm 1 is dismantled and response actions for the associated petroleum impacts in soil are completed. In addition, the Navy agreed to re-evaluate specific areas of concern at Tank Farm 1 (such as former sludge pits and oil/water separators) to ensure that no CERCLA releases remain outside the context of DESC's investigations and response actions for petroleum impacts under the RIDEM UST regulations.</p> <p>A tank farm wide groundwater assessment is being is being planned for implementation.</p>	The site is generally inactive. Deer hunting is conducted under a NAVSTA Newport Bow Hunting program during a portion of the year. A fence around the tank farm area restricts access to the site.	Resolution Consultants, Site Management Plan, 2015
Site 8 - Naval Undersea Systems Center (NUSC) Disposal Area	Middleton, RI; along the northern boundary of the Naval Undersea Warfare Center (NUWC) grounds within NAVSTA Newport. Includes two streams, associated wetlands, and a small pond.	The Navy developed the site in the early 1950s to be used as fill and storage areas. Disposal of rubble and inert materials include: scrap lumber, tires, wire, cable, and empty paint cans.	Former materials disposal, storage, and potential releases associated with former NUSC operations at Site 8 were the likely sources of potential contamination to soil, groundwater, sediment, and surface water.	<p>Limited removal actions occurred at the site in 2005 and 2006: paint cans and metal debris were excavated from an area adjacent to one of the streams and drums in various stages of decay, some containing a tar-like substance, were found and removed.</p> <p>On-site construction of the soil component of the remedy is currently in progress, with the exception of final seeding of the soil cover system, which will be completed once the groundwater and sediment remedies are constructed.</p>	<p>The selected remedy in the July 2012 ROD included excavation and off-site disposal of impacted soil (e.g., soil exceeding RIDEM leachability standards); construction of a soil cover over the remaining area of unpaved soils where chemical of concern concentrations exceed industrial cleanup goals; maintenance of the existing paved area as a Waste Management Area; in-situ treatment of the most contaminated portions of groundwater using either enhanced bioremediation or chemical oxidation, as to be determined through pre-design studies; MNA of the residual groundwater plume; excavation and off-site disposal of sediment in Deerfield Pond and Deerfield Creek; implementation of land use controls to ensure that future use of the property is limited to industrial activities, to ensure that the soil cover and subsurface soils are not disturbed without appropriate safety precautions, and to prohibit groundwater use until cleanup goals area achieved; and LTM of groundwater and inspection/maintenance of the soil/asphalt cover system.</p> <p>Remedial design of the groundwater and sediment components of the remedy is underway. On-site construction of the soil remedy is in progress.</p> <p>An ESD was issued in December 2014 to add ARARs pertaining to asbestos due to the identification of friable asbestos insulation during excavation in three target areas in March 2014, which was not anticipated.</p> <p>A tank farm wide groundwater assessment is being is being planned for implementation.</p>	Currently there is a paved secured storage area and open storage area, a research facility (Building 179 Area), as well as open fields and brush covered areas.	Resolution Consultants, Site Management Plan, 2015

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Site 9 - Old Fire Fighting Training Area	Located at the northern end of Coaster's Harbor Island, adjacent to Narragansett Bay, in Newport, RI.	<p>The fire fighting training area was constructed in 1944 to train Navy personnel in fighting ship-board fires. Waste oils were used to train personnel in fire fighting operations. Several buildings were present to simulate ship compartments; these buildings, with several burning pits and paved areas, served as the principal areas of activity. The fire fighting training facility was closed in 1972. Upon closure, the training structures were demolished and buried in three mounds on the site with the entire area then covered with topsoil. The three soil mounds were the primary site features before they were removed in 2005. One approximately 20 foot high mound was located in the center of the site; the other two, approximately 5 to 6 feet high, were located on the western portion of the site.</p> <p>The old fire fighting training area north of Taylor Drive was converted to a recreational area known as "Katy Field", with a playground, a picnic area with an open pavilion and barbecue grills, and a baseball field following the demolition activities in the early 1970s. The area was used for a variety of recreational activities between 1976 and 1998. A child day care center was also in operation in Building 144 at the site until 1994 when it was relocated to a larger facility on base. Building 144 was demolished in 2009.</p> <p>The area south of Taylor Drive (previously the SWOS site – Site 20), was the location of the former Brig facility, which served as the Correctional Center from its construction in 1951 until its demolition in 1996. Prior to 1951, this portion of the site was undeveloped. This area was added to the OFFTA site when it was discovered that subsurface soil contamination at the sites was similar and contiguous.</p>	Past activities associated with fire-fighting training including the release of burned and unburned oils and other fuels, as well as fill materials at Site 9 were the likely sources of contamination to soil, groundwater, and sediment.	<p>As part of a three phase removal action, the first phase, conducted from September 2004 to March 2005, removed soil and debris in the three mounds. The second removal action resulted in excavation of hot spot contamination in the subsurface, as well as former drainage piping, a large oil-water separator, and exploratory excavations around remaining building foundations. The third phase consisted of the construction of a replacement stone revetment, which construction was initiated in January 2010. Due to the discovery of asbestos-containing materials in soil, the construction work had a hiatus from September 2010 through July 2011 and then resumed from August 2011 through December 2011 under ACM conditions.</p> <p>Remedial construction is complete and a Remedial Action Construction Report (RACR) was finalized on September 19, 2014. The Long-Term Management Plan for the site was finalized in September 2014 and the baseline round of LTM field activities began in the fall of 2014. The draft baseline groundwater, sediment, and LUC inspection report was completed in February 2015.</p>	<p>The selected remedy in the September 2010 ROD included covering of contaminated soil with geotextile-line soil in grassy areas and asphalt/concrete in other areas; long-term O&M of the replacement stone revetment to prevent soil erosion at the shoreline; land use controls to restrict residential uses and ensure that the soil cover and subsurface soils are not disturbed without appropriate safety precautions; and implementation of groundwater use restrictions and a long-term monitoring program.</p> <p>The Fourth Five-Year Review for NAVSTA Newport concluded that the remedy for Site 9 is protective of human health and the environment, but identified a recommendation to evaluate whether aqueous fire fighting foams (AFFF) were used at the site and whether there was a potential release of perfluorinated chemicals (PFCs), which are emerging contaminants. If the assessment indicates that AFFF was used at the site, a sampling plan will be developed to assess the presence/absence of PFCs. The initial assessment is currently being conducted.</p>	The site currently consists of parking areas for a new fitness facility that was constructed just south of the site.	Resolution Consultants, Site Management Plan, 2015
Site 10 - Tank Farm 2	Northern portion of NAVSTA Newport in the Melville section of Portsmouth, RI, just south of Site 7 - Tank Farm 1.	<p>Constructed in the early 1940s and used by the Navy between WWII and 1970. Eleven 60,000-barrel USTs were used for fuel storage. Approximately 100,000-175,000 gallons of tank bottom sludge were disposed in pits on site.</p> <p>DESC was licensed by the Navy to use the tank farm as part of DFSP Melville for petroleum fuel storage and distribution between 1974 and 1998. The tanks were cleaned and ballasted between 1996 and 1997 and the site was administratively closed by DESC in 1998.</p>	Releases of petroleum and other contaminants associated with former tank farm operations at Site 10 are the source of potential contamination to soil and groundwater.	<p>There have been no remedial actions under CERCLA at Tank Farm 2.</p> <p>DESC has conducted response actions under RIDEM UST regulations. Several areas of concern were addressed by excavation of impacted soil. Soil above RIDEM Industrial/Commercial Direct Exposure Criteria was successfully excavated with the exception of soil contamination not associated with DESC operations.</p>	<p>Site and tank closure has not been granted by RIDEM. Steps toward closeout of the petroleum release areas not addressed by DESC are being discussed with DESC. Other potential areas of concern identified by RIDEM require evaluation and discussion with RIDEM to determine if any investigation is warranted.</p> <p>A Data Gaps Assessment has been completed for areas of concern identified as having potential CERCLA-regulated contamination and the FS has been initiated for soil at those areas determined to have potential risks warranting remedial action. Following completion of the FS and Proposed Plan, the ROD and RD will be prepared; Remedial Action activities will begin after this point. The five year review will evaluate the implementation and performance of the RA to determine if the remedy is/will be protective of human health and the environment.</p> <p>A tank farm wide groundwater assessment is being is being planned for implementation.</p>	Vacant. A fence around the tank farm area restricts access to the site.	Resolution Consultants, Site Management Plan, 2015
Site 11 - Tank Farm 3	Melville section of Portsmouth, RI. Lawton Brook and adjacent wetlands are located to the northeast and Defense Highway is located to the northwest, beyond which lies Narragansett Bay.	<p>Constructed in the early 1940s and used by the Navy between WWII and 1970. Seven 60,000-barrel USTs were used for fuel storage. Tank bottom sludge was disposed of in burning chambers, which were constructed of steel sides and sand bottoms.</p> <p>DESC was licensed by the Navy to use the tank farm as part of DFSP Melville for petroleum fuel storage and distribution between 1974 and 1998. The tanks were cleaned and ballasted between 1996 and 1997 and the site was administratively closed by DESC in 1998.</p>	Releases of petroleum and other contaminants associated with former tank farm operations at Site 11 are the source of potential contamination to soil, groundwater, and sediment.	<p>There have been no remedial actions under CERCLA at Tank Farm 3.</p> <p>DESC has conducted response actions under RIDEM UST regulations. Several areas of concern were addressed, with excavations in an effort to remediate soil to levels below RIDEM ICDEC and, if possible, below Residential Direct Exposure Criteria (RDEC). Contaminated soil remaining above ICDEC and RDEC levels was determined to be caused by activities other than DESC operations. To that extent, this effort remediated contamination caused by the DESC activities from 1974 to 1998.</p>	<p>Tank and site closure has not been granted by RIDEM. Steps toward closeout of the petroleum release areas not addressed by DESC are being discussed with DESC. Other potential areas of concern identified by RIDEM require evaluation and discussion with RIDEM to determine if any investigation is warranted.</p> <p>A Data Gaps Assessment has been completed for areas of concern identified as having potential CERCLA-regulated contamination and the FS has been initiated for soil. The Navy plans to conduct further characterization of potential sediment impacts associated with DU 3-1 and the Navy will then complete as separate FS for sediment, if needed. Groundwater results also identified potential contamination; however, the Navy plans to conduct future investigation and/or response actions for groundwater, to be addressed as-needed on a site-wide basis. Following completion of the Soil FS and Proposed Plan, the ROD and RD will be prepared; Remedial Action activities will begin after this point. The five year review will evaluate the implementation and performance of the RA to determine if the remedy is/will be protective of human health and the environment.</p> <p>A tank farm wide groundwater assessment is being is being planned for implementation.</p>	The site is generally inactive. Deer hunting is conducted under a NAVSTA Newport Bow Hunting program during a portion of the year. A fence around the tank farm area restricts access to the site.	Resolution Consultants, Site Management Plan, 2015

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Site 12 - Tank Farm 4	Located in the Melville South portion of Portsmouth, RI. Bordered by Defense Highway to the west, beyond which lies Site 22 - Carr Point Storage Area, MRP Site 1 Carr Point Shooting Range, and Narragansett Bay. Normans Brook crosses the western corner of the site and flows off the site and into Narragansett Bay.	The tank farm was constructed in the early 1940s and used between WWII and 1970. Twelve 60,000-barrel USTs were used for fuel storage. It was speculated in the IAS that tank bottom sludge may have been disposed of on site. All tanks in Tank Farm 4 were cleaned and ballasted between 1994 and 1997 and were demolished between 1997 and 1998 as part of UST closure activities conducted by the Navy under RIDEM UST regulations.	Releases of petroleum and other contaminants associated with former tank farm operations at Site 12 are the source of potential contamination to soil and groundwater. Specific to CERCLA Decision Unit 4-1, a former sludge burning chamber and disposal area were the likely source of contamination to soil and groundwater.	In addition to the tank demolition activities of 1997 and 1998, test pits were dug around the perimeter of each tank and a composite soil sample analyzed to ensure no contamination was present. A 15-foot layer of sand was placed into the bottom of each tank and each tank roof was imploded individually. The demolition objective was to collapse and separate the tank roof from the tank walls while maintaining the basic structural integrity of the tank floor and side walls. Following tank demolition, each tank site was backfilled with clean borrow material. On-site construction of the soil component of the DU 4-1 remedy is underway.	In October 2004, the Navy began field work on an SI to fully characterize the entire site under the ERP. No evidence of former sludge pits was found during the SI. Other areas within the tank farm that were impacted through burning sludge and disposal of burned sludge through concrete chambers and oil water separators to on site wetlands are being addressed under the ERP/CERCLA. Areas impacted by petroleum will be closed out through Corrective Action Plans and closure assessment reports as appropriate under RIDEM UST regulations. The selected remedy for DU 4-1 in the September 2013 ROD included excavation, backfill, and offsite disposal of selected soil from two target areas along with the investigation and potential offsite disposal of wastes and soils from two additional target areas; monitored natural attenuation (MNA) of metals in groundwater; and implementation of land use controls to ensure that future use of the property is limited to industrial activities, to ensure that subsurface soils containing constituents at concentrations that are above cleanup goals are not disturbed without appropriate safety precautions and that at least two feet of clean soil are maintained and ensured through inspections to prevent exposure, and to prohibit groundwater use until cleanup goals are achieved. A soil PDI has been completed and was incorporated into the final Soil RD which was completed in February 2015. As also required by the ROD, a final LUC RD was completed in April 2014. Groundwater LTM is expected to commence in 2016. The soil excavation work is underway. Annual LUC inspections will be conducted and the five-year review will evaluate the implementation and performance of the RA to determine if the remedy is/will be protective of human health and the environment.	The site is generally inactive. Deer hunting is conducted under a NAVSTA Newport Bow Hunting program during a portion of the year. A fence around the tank farm area restricts access to the site.	Resolution Consultants, Site Management Plan, 2015
Site 13 - Tank Farm 5	North-central part of NAVSTA Newport, in Middletown, RI. Bordered by Defense Highway to the west, beyond which lies Narragansett Bay, a wooded area and cemetery to the south, and Green Lane to the northeast. Gomes Brook transects the northern portion of the tank farm.	Constructed in the early 1940s, this tank farm was used between WWII and 1970 for fuel oil storage. Tank Farm 5 was composed of eleven 60,000-barrel USTs, numbered 49 through 59, that were used for fuel storage. Tank bottom sludge were burned on the site. Approximately 10,000-175,000 gallons of oily sludge were disposed on site. In 1975, as part of an oil recovery program, the Navy began using Tanks 53 and 56 to store used oil for alternate use as a heating fuel oil. The waste oil became regulated by RCRA in 1980. In 1982, RIDEM adopted hazardous waste regulations that were applicable to the waste oils stored in Tanks 53 and 56. Subsequent sampling of the waste oils in 1983 indicated that the oil and sludge layers were considered hazardous due to elevated concentrations of lead. Also, the water phase was found to contain dissolved hydrocarbon compounds. In 1984, the Navy decided to discontinue use of Tanks 53 and 56. In 1985, results of a groundwater sampling round using monitoring wells located within the Tank 53 ring drain indicated the presence of chlorinated and aromatic hydrocarbon compounds. In September 1985, RIDEM issued NAVSTA Newport a Hazardous Waste Facility Permit for Tanks 53 and 56, which included a stipulation to remove the contents and close the tanks in accordance with federal hazardous waste regulations and RIDEM requirements applicable for USTs used for oil and hazardous substance storage. Further investigations conducted in 1986 confirmed the presence of VOCs in the Tank 53 ring drain. Lower concentrations of VOCs were detected in groundwater up to 150 feet downgradient of Tank 53. In January 1990, oil was observed overflowing from the tank gauging chamber and onto the ground as a result of surface water entering the tank through cracks in the tank roof. The Navy took immediate action to lower the level in the tank to prevent further overflow. RIDEM issued an Immediate Compliance Order, which required that the Navy remove the contents of the tank, begin remediation of contaminated groundwater and soils surrounding the tank, and initiate an investigation to determine the extent of oil contamination in the vicinity of Tank 53. In 1992, pursuant to the Immediate Compliance Order, the Navy completed the removal of sludge, oil, and water from the tank, and cleaned the interior surfaces of the tank. All tanks in Tank Farm 5 were cleaned and ballasted between 1994 and 1997. In addition, all tanks were demolished from late 1998 through early 1999 as part of UST closure activities conducted by the Navy under RIDEM regulations. The tanks were imploded individually, with the demolition objective being to collapse and separate the tank roof from the tank walls while maintaining the basic structural integrity of the tank floor and side walls.	Releases of petroleum, waste oils, and other contaminants associated with former tank farm operations at Site 12 are the source of potential contamination to soil, sediment, groundwater, and surface water. Specific to CERCLA Decision Unit 5-1, water from a former oil-water separator was discharged to Gomes Brook and the associated wetland and that along with petroleum releases to the ground may have caused reducing conditions that are the likely source of contamination to soil and groundwater.	Tanks 53 and 56 stored waste oils and were addressed through an interim remedial action, while the other tanks at Tank Farm 5 have been investigated separately because they were used exclusively for the storage of virgin fuel oils. The interim remedial action consisted of groundwater extraction, treatment, and discharge and operated for two years prior to shut down in December 1996. Five rounds of groundwater sampling conducted after the treatment system was shut down confirmed that the remedial action was successful. As a result the treatment system was dismantled in October 2008. During this time period (1995 to 1996), the Navy also conducted a source removal action at Tank 53. Although source control was not part of the Interim Action ROD, the Navy removed contaminated soil surrounding Tank 53 and reconstructed the ring drain with clean materials. The tanks were cleaned and ballasted between 1994 and 1997 and demolished in 1998 and 1999.	An Interim Action ROD was issued in 1992 and selected a remedy consisting of groundwater extraction, treatment, and discharge in the area of Tanks 53 and 56 at the site. Four Five-Year Reviews have been conducted that were completed in 1999, 2004, 2009, and 2014. The Four Five-Year Review indicated that the interim remedial action for Tanks 53 and 56 should be considered "Remedy Complete" and that a No Further Action decision document should be prepared. In December 2013, a ROD was issued for Decision Unit 5-1 at the site and the selected remedy included a permeable soil cover to isolate contaminated surface soils, groundwater LTM and MNA, and land use controls to ensure that future use of the property is limited to industrial activities, to prevent disturbance of the soil cover, assure that subsurface soils that are above RGs are not disturbed without appropriate precautions, restrict exposure to COC in groundwater, and prohibit groundwater use until groundwater remedial goals are met. Remedial design of the soil cover has been completed and on-site construction is expected to occur during 2016. Planning for groundwater MNA monitoring is underway and the first round of monitoring is anticipated for 2016. A tank farm wide groundwater assessment is being is being planned for implementation.	The site is generally inactive. Activities are limited to general industrial uses (i.e. temporary storage) and deer hunting under a NAVSTA Newport Bow Hunting program during a portion of the year. Partial fencing around the tank farm area restricts access to the site.	Resolution Consultants, Site Management Plan, 2015

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Site 17 - Gould Island	Located at the northern end of Gould Island around former Building 32. Gould Island lies between Aquidneck and Conanicut Islands, about 1.5 miles from the NAVSTA Newport shoreline in the town of Jamestown, RI.	Electroplating and degreasing operations were performed in Building 32 during the mid-1940s, when it was used to service and store torpedoes. Wastes generated from the electroplating and degreasing operations included muriatic acid, chromic acid, copper cyanide, sodium cyanide, sodium hydroxide, nickel sulfate, Anodex cleaner, and degreasing solvents.	Wastes associated with former torpedo overhaul operations at Site 17 were the source of potential contamination to soil, groundwater, sediment, and surface water.	A waste inventory and sampling report characterized waste materials present in Building 32. Liquid samples collected in 1992 from the Electroplating Shop area, revealed elevated levels of cadmium and organic chemicals. As a result, in 1992, the Navy initiated a removal action to dispose of liquid and semi-liquid wastes from the plating shop area. In 1997, the Navy performed UST removal and closure actions near Building 32. Building 32 was demolished in 2001 to the slab elevation, along with other unused buildings at Gould Island due to the deteriorated condition of the structure and the potential safety threat it caused. PCB contamination was found in some of the concrete floors and soils of the transformer vaults and the switch house following the demolition. Remedial activities to remove PCB-contaminated soil and concrete were completed in 2002. Based on sampling results, materials were disposed off-site as Toxic Substances Control Act (TSCA)-regulated waste. Confirmatory samples were collected and the remediation activities were completed in September 2003.	The selected remedy for this site, as outlined in the June 2014 ROD, includes soil excavation and off-site disposal; dredging and off-site disposal of marine sediment in the Stillwater Area; limited sediment monitoring at the Northeast Shoreline of the island; MNA of groundwater contaminants; and LUCs to restrict future use of the property to industrial activities and to prohibit groundwater use until groundwater cleanup levels are achieved. A LUC RD was finalized in March 2015. The soil RA is expected to commence soon. A PDI for sediment was conducted in the fall of 2014 and the results are expected to be incorporated into the sediment RD.	The Navy-owned portion of Gould Island where Site 17 is located is not currently being used other than a part time testing operation at Building 35.	Resolution Consultants, Site Management Plan, 2015
Site 19 - Derecktor Shipyard On Shore	Located at Coddington Cove in the central portion of NAVSTA Newport and occupies land within both Middletown and Newport. The On-Shore Derecktor Shipyard is bounded to the east and south by Defense Highway, to the north by Pier 2, and to the west by Narragansett Bay (including Site 19 – Off-shore Derecktor Shipyard).	Used by the Navy until the military realignment program in 1973. In 1979, the Navy leased the 41-acre site to the RI Port Authority and Economic Development Corporation, which issued a sublease to Robert E. Derecktor Shipyards of Rhode Island, Inc. From 1979 to 1992, Derecktor Inc. used the site to construct, repair, and maintain private and military ships. These operations generated sand blast grit, paint and other ship manufacturing waste.	Chemicals and wastes produced by historic shipyard activities at Site 19 were the likely source of contamination to soil and groundwater.	Several removal actions have been conducted at the site. Following a Preliminary Assessment by the Navy in May 1993, the Navy completed a series of short-term actions on shore, including removing contaminant-filled drums and containers, removing sandblast grit, excavating and removing storage tanks, locating drain systems, cleaning interiors of buildings. After an SASE was completed in June 1997, the Navy continued its onshore restorations by removing a berm containing construction debris and soil, removing soil hot spots, removing an underground septic vault, and demolition of some of the deteriorating buildings. There have been no remedial actions under CERCLA at Derecktor Shipyard.	The ROD for Derecktor Shipyard - On Shore (OU12) was issued in September 2014. The selected remedy includes additional pre-RD soil sampling to assess potential site contamination within the Northern Area that may have resulted from construction activities; short-term protective measures to restrict exposure to ACM in debris/soil and potentially contaminated sediment until removed from the site (containment, management of erosion, and storm water runoff); maintenance or rehabilitation of existing cover material or installation and maintenance of a new 6-inch thick soil cover; MNA groundwater monitoring; and LUCs and O&M to ensure that future use is limited to industrial activities and to protect the components of the soil and groundwater remedies. Additionally, short-term LUCs were implemented for the Northern Area, which include maintenance of the existing fencing and restriction of unauthorized excavation of soils in the Northern Area. The soil RD has been completed and on-site construction of the soil component of the remedy is being delayed until off-shore remediation is completed. A land use control RD (on-shore and off-shore combined) is being finalized and planning for groundwater MNA monitoring is underway.	The site consists of undeveloped areas, relic foundations of former buildings, parking areas, storage areas utilized by the U.S. Coast Guard for buoy maintenance, one major building (Building 6), and on-going construction and improvement projects.	Resolution Consultants, Site Management Plan, 2015
Site 19 - Derecktor Shipyard Off Shore	Located at Coddington Cove in the central portion of NAVSTA Newport and occupies land within both Middletown and Newport. The eastern shoreline of Coddington Cove, along and north of the Former Derecktor Shipyard property, is approximately 3,200 feet long.	Used by the Navy until the military realignment program in 1973. In 1979, the Navy leased the 41-acre site to the RI Port Authority and Economic Development Corporation, which issued a sublease to Robert E. Derecktor Shipyards of Rhode Island, Inc. From 1979 to 1992, Derecktor Inc. used the site to construct, repair, and maintain private and military ships. These operations generated sand blast grit, paint and other ship manufacturing waste.	Chemicals and wastes produced by historic shipyard activities at Site 19 were the likely source of contamination to marine sediment.	There have been no remedial actions under CERCLA at Derecktor Shipyard. Prior removal actions were limited to the on-shore portion of Derecktor Shipyard as described above.	The ROD, completed in September 2014, includes the selected remedy as follows: additional pre-RD sediment sampling to assess the contaminant re-distribution resulting from disruption of the sea floor by recent construction activities and within the footprint of the recently departed ex-Saratoga; dredging and off-site disposal of sediment at target open water areas with confirmation sampling; installation of a 1-foot thick engineered sand/gravel cap at the sub-pier area with monitoring of the capped area; and implementation of LUCs including 1) short-term LUCs to notify the public that shellfish should not be taken from the OU until the dredging and capping are completed 2) permanent LUCs prohibiting unauthorized disturbance of the cap and to minimize the potential for exposure to asbestos potentially present in dredged sediment through development of documented precautionary measures and safe work practices. The sediment RD has been completed and the RA will be conducted next. The land use control RD (on-shore and off-shore combined) is being implemented.	The current site use is as an industrial port.	Resolution Consultants, Site Management Plan, 2015
Site 22 - Carr Point Storage Area	Located in the Melville South portion of Portsmouth, RI. The Site is bounded on the west by the Narragansett Bay, on the north by picnic grounds, on the east by railroad tracks, and on the south by Gomes Brook. To the east of the railroad tracks are Defense Highway and the former Tank Farm 4, which is located upgradient of the Site.	A portion of Carr Point was formerly a recreational skeet-shooting range. From 1967 to 1973 the former Carr Point Shooting Range was used by Navy personnel and from 1975 to 1989 the facility was used by the Aquidneck Island Military Rod and Gun Club. Small arms (i.e., shotguns) were discharged at moving targets (i.e., clay pigeons) over Narragansett Bay. Prior to being used as a shooting range, the southwest area of Carr Point was reportedly used for materials and drum storage. In addition, two drain pits and an oil-water separator were historically present at the Site. Portions of the site have also been used as parking areas and fill areas. Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Buildings that historically existed at the site included Building 187 (Fire House), Building 212 (Storage), Building 213 (Fire Auxiliary Headquarters), and Building 233 (Club House). Only Building 233 remains on the site today and has been converted to office and storage space for the RV park.	Releases associated with former materials and drum storage and PCB handling at Site 22 were the likely sources of contamination to soil, groundwater, and sediment.	There have been no remedial actions under CERCLA at Site 22	The RI Report was finalized in September 2015 and work has begun on the FS. Implementation of a soil and groundwater PDI will be initiated. Following the completion of the FS and Proposed Plan, a ROD will be prepared for the site.	Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Only Building 233 remains on the site today and has been converted to office and storage space for the RV park.	Resolution Consultants, Site Management Plan, 2015

Site	Site Location	Historic Land Use	Source of Potential Contamination	Site Remedial Action	Site Status	Current Land Use	References
Site 23 - Coddington Point Buried Debris Areas	Coddington Point is a peninsula approximately 153 acres in total size located within a coastal portion of NAVSTA Newport, in Newport, RI. Coddington Cove is located to the north and Coasters Harbor and Coasters Harbor Island are located to the south.	Coddington Point was purchased by the Navy in 1918, and much of the base organization was transferred to Coddington Point. During World War I, military personnel were housed in tents on Coddington Point. In 1923, approximately 200 buildings, which were part of the emergency war camps established on Coddington Point, were stripped and sold for scrap. Between 1942 and 1943, numerous barracks were constructed on the northern portion of Coddington Point. These barracks were subsequently demolished in the mid/late 1960s to early 1970s. It was reportedly not an uncommon construction practice to utilize solid debris as fill at the time of the building demolition. During various recent construction activities starting in the late 2000s on the northern portions of Coddington Point, areas of buried construction and/or demolition debris, including ACM have been encountered in soil. A Navy report entitled Sites of Known Buried ACM Rubble was prepared to outline construction projects at which demolition debris and the associated ACM was encountered. This report summarized the nature of ACM and provided the previous and ongoing management practices taken by the Navy to manage and dispose of the ACM encountered during these project constructions at which buried C&D debris with found during excavation activities.	Buried construction debris and potential ACM at Site 23 was the source of potential contamination to soil.	There have been no remedial actions under CERCLA at Coddington Point.	An RI Report was finalized in September 2015. Planning is underway for a supplemental field investigation and at the same time, work is beginning on the FS for the site. Following the completion of the FS and Proposed Plan, a ROD will be prepared for the site.	The Coddington Point area is currently used for a variety of Navy operations, training, recreation, and educational purposes. The area includes several buildings, paved roads and parking, vegetative surfaces, and recreational fields.	Resolution Consultants, Site Management Plan, 2015
MRP Site 1 - Carr Point Shooting Range	Located in the Melville South portion of Portsmouth, RI. The Site is bounded on the west by the Narragansett Bay, on the north by picnic grounds, on the east by railroad tracks, and on the south by Gomes Brook. To the east of the railroad tracks are Defense Highway and the former Tank Farm 4, which is located upgradient of the Site.	A portion of Carr Point was formerly a recreational skeet-shooting range. From 1967 to 1973 the former Carr Point Shooting Range was used by Navy personnel and from 1975 to 1989 the facility was used by the Aquidneck Island Military Rod and Gun Club. Small arms (i.e., shotguns) were discharged at moving targets (i.e., clay pigeons) over Narragansett Bay. Prior to being used as a shooting range, the southwest area of Carr Point was reportedly used for materials and drum storage. In addition, two drain pits and an oil-water separator were historically present at the Site. Portions of the site have also been used as parking areas and fill areas. Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Buildings that historically existed at the site included Building 187 (Fire House), Building 212 (Storage), Building 213 (Fire Auxiliary Headquarters), and Building 233 (Club House). Only Building 233 remains on the site today and has been converted to office and storage space for the RV park. While used as a shooting range, lead shots were fired toward the water from three firing points located along the west side of the site – one firing point at the northern end of the range, a second at the southern end, and a third in between. According to the WAMS report, MC associated with skeet shooting could potentially include lead, lead styphnate/lead azide, antimony, arsenic, copper, tin, zinc, iron, and PAHs associated with clay targets.	Targets, ammunition, shells, and casings from the former shooting range operation at MRP Site 1 were the sources of potential contamination to soil and sediment.	An interim removal action was completed for MRP Site 1 based on the presence of carcinogenic polycyclic aromatic hydrocarbons (cPAHs) in the near-shore soils and proximity to Narragansett Bay. In 2012, a non-time critical removal action was initiated to excavate and remove contaminated source soil from the RV/Camping Area as an interim measure to allow seasonal, restricted recreational use of the RV/Camping Area before a permanent solution can be put in place. Soil excavation was completed in September 2014.	An RI Report was finalized in May 2015. Planning is underway for a supplemental field investigation and at the same time, the FS is being prepared for the site. Following the completion of the FS and Proposed Plan, a ROD will be prepared for the site.	Since 1995, a portion of Carr Point has been used as a recreational vehicle camping park and gated storage area for Navy and DOD personnel. Only Building 233 remains on the site today and has been converted to office and storage space for the RV park.	Resolution Consultants, Site Management Plan, 2015