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EMAIL OF TRANSMITTAL AND DRAFT MINUTES FROM 6 MARCH 2007 TECHNICAL  
REVIEW COMMITTEE MEETING MCRD PARRIS ISLAND SC  
4/16/2007  
U S EPA REGION IV

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Attached you will find TRC meeting notes that Mac drafted. Hope these will be useful. These are only intended to be highlights, however, if we have captured anything incorrectly or left out something significant, please let me know.

Thanks,  
Lila

(See attached file: MCRD PI TRC\_Mar07.doc)

**MCRD PARRIS ISLAND  
TECHNICAL REVIEW COMMITTEE (TRC) MEETING SUMMARY  
MARCH 6, 2007  
MCRD PARRIS ISLAND, SOUTH CAROLINA**

**ATTENDEES**

Tim Harrington (MCRD PI)  
Philip Pearl (MCRD, PI)  
LCDR Charles Mendoza (MCRD, PI)  
Jim Berotti (MCRD, PI)  
Greg Smith (MCRD, PI)  
Heber Pittman (MCRD, PI)  
Lila Llamas (EPA)  
David Scaturro (SCDHEC)  
Art Sanford (NAVFAC)  
Mac McRae (TechLaw, Inc.)  
Debra Kramer (ICLD)  
Mark Sladic (Tetra Tech)  
Reed Armstrong (TRC Community member)  
Dennis Forsyth (TRC Community member)  
John Holloway (TRC Community member)  
Jim Mackey (TRC Community member)  
Al Segars (TRC Community member)

Mr. Tim Harrington welcomed all attendees. Mr. Harrington stated the agenda for the Technical Review Committee (TRC) meeting included an update by personnel from the Marine Corps Recruit Depot (MCRD) Public Works Office. The Public Works Office will provide updates on the planned pump lift station construction activities at Site/Solid Waste Management Unit (SWMU) 45 the former dry cleaning facility and the MILCON activities scheduled for the SWMU 27 area. The meeting began with a round of introductions from all attendees.

**SITE/SWMU 45**

LCDR Charles Mendoza with the MCRD Public Works Office stated that the lift station across from SWMU 45 and near the food court is scheduled to be replaced. Mr. Jim Berotti (Public Works Office) stated that the lift station was constructed in the 1940s and the condition of the main structure has deteriorated so badly that total replacement is needed. There is also a desire not to replace the lift station in the same location due to the proximity of the food court. Mr. Berotti indicated that the depth of the planned wet well is approximately 18-feet below grade. The excavation will be sheeted and shored to reduce the footprint of the excavation. The proposed area will be raised above the floodplain. The location of the new lift station was identified on the plan drawings that were brought to the meeting by the personnel from the Public Works Office. It was indicated that the proposed area of the new lift station was located within the southern or second contaminant plume area at Site/SWMU 45. The construction depth of the wet well, the depth of piping trenching that will be required, the dewatering that will

be necessary and the associated disposal costs of any contaminated soils and groundwater encountered were discussed by the TRC and the Public Works Office personnel. The TRC indicated that the proposed location of the lift station at Site/SWMU 45 was not the best place due to the existing contamination. In general, due to the original planned location of the new lift station within the southern contaminant plume, several issues with the planned construction were identified: 1) dewatering will be necessary during construction of the wet well and 2) trenching 6-8-feet below the ground surface for the gravity line.

The TRC asked the Public Works Office if there was an alternate location planned for the lift station. The Public Works Office indicated that the location of the new lift station could be moved to the west of the new dry cleaning facility and away from the contaminant plume areas at Site/SWMU 45. The alternate location of the lift station was indicated on the plan drawings and the TRC was asked if this location would be acceptable. Mr. David Scaturo with the South Carolina Department of Health and Environmental Control (SCDHEC) noted that the groundwater flow direction could be altered during dewatering activities. There is the potential to draw the contaminant plume(s) from the east at Site/SWMU 45 westward towards the dewatering area. Lila Koroma-Llamas with the United States Environmental Protection Agency (EPA) indicated that the installation of groundwater monitoring wells between the contaminant plume(s) and the dewatering area may be necessary to determine if plume migration is occurring. The TRC and Public Works Office agreed that groundwater monitoring was necessary to monitor groundwater movement during dewatering activities. It was also agreed that some type of modeling be prepared to determine the radius of influence of the dewatering activities and the pumping effects on groundwater. The Public Works Office indicated that the contractor would be responsible for submitting an environmental plan for the dewatering activities. It was estimated that the duration of the dewatering activities would be about 30 days.

The Public Works Office also indicated that an expansion to the gymnasium was planned. The expansion would be in the direction of the temporary lodging facility located southeast of Site/SWMU 45. The Public Works Office asked the TRC if the planned gymnasium expansion would be impacted by the contamination at the former dry cleaning facility site. Mr. Art Sanford indicated that the plume has reached the yard of the temporary lodging facility but not the lodging facility building itself. A groundwater remedy will be implemented at Site/SWMU 45 in a couple of years which may help to stabilize the plume so that the contamination would not migrate beneath the new construction. However, the Navy/MCRD needs to be aware that if the plume does continue to migrate for some reason, and proceeds to exceed site specific trigger levels (not yet negotiated for the new construction area), Vapor Intrusion may need to be assessed.

## **SITE/SWMU 27 & 55**

Mr. Harrington stated that Site/SWMU 27 was a former polychlorinated biphenyl (PCB) transformer storage area and Site/SWMU 55 is the fiber optic vault where diesel constituents and chlorobenzene were initially detected. The location of the proposed new motor facility construction is in the eastern part of Site/SWMU 27 and west of Site/SWMU 55. The Public Works Office indicated that the proposed motor facility is a military construction 2008 project. The area is currently at an elevation of approximately 8-9 feet above sea level and needs to be

built up to about 13-14 feet above sea level. The planned military construction building structures include administration facilities, maintenance building with 9-10 service bays and vehicle sheds. The Public Works Office indicated that no underground storage tanks are planned and steam will be brought in from overhead. Water and sewer utilities will need to be established. The area will be paved and fenced. The Public Works Office also stated that the existing asphalt would be removed only in the footprint areas of the buildings and then 3-4 feet of fill would be placed at these areas. The Public Works Office indicated the Response for Proposal (RFP) will not be awarded until 2008 and asked the TRC when the environmental assessment would be completed. Mr. Harrington stated that by November-December 2007, some data will be available with completion by April-May 2008. Mr. Harrington indicated that the site contaminant risks have to be determined before the archeological study and evaluations can be completed.

**END**