



Portsmouth Naval Shipyard Kittery, Maine

Installation Restoration Program

RAB Update: September 23, 1999

The Portsmouth Naval Shipyard's Installation Restoration Advisory Board (RAB) met on Thursday, September 23, 1999 to hear the status of the Defense Reutilization and Marketing Office (DRMO) shoreline stabilization project and an overview of the Feasibility Study (FS) process.

Navy Presents Plan for Shoreline Stabilization at the DRMO

The Navy accepted responsibility for the erosion that has occurred at the DRMO. The DRMO covers approximately 2 acres of land that is comprised mostly of fill (earth brought in to level and cover the existing land). The Navy took corrective actions this summer when the erosion was discovered along the shoreline. A temporary action involved stabilizing the slope with hydromulch, a mixture of wood pulp and grass seed much like the material used to seed lawns. The hydromulch stabilizes the soil, preventing further erosion. For a long term solution to the erosion problem at DRMO, the Navy presented plans developed by its construction contractor for a multi-layered stabilization system of the DRMO shoreline consisting of crushed gravel, geotextile liner and three layers of stone. During the presentation, the Navy announced that the shoreline stabilization project would begin during the first week of October 1999. Other Installation Restoration Program sites along the shoreline of the Shipyard were examined for erosion and portions of the Jamaica Island Landfill (JILF) and Topeka Pier were also treated with hydromulch as a preventive measure.

The RAB had concerns about the erosion and subsequent deposition of lead-contaminated soils into the river from the erosion that had occurred, as well as the potential that soil could be resuspended as a result of moving large stones during the construction of the new multi-layer erosion control system. The Navy agreed to review the possible alternatives to re-use of large stones. An inspection plan will be established for the DRMO and the shoreline at other Installation Restoration Program sites at the Shipyard. The Navy will issue an Action Memorandum and Removal Action Report for the work to be conducted at DRMO.

Feasibility Study Process Explained to RAB

The Feasibility Study (FS) for Operable Unit (OU) 3, which includes Sites 8, 9, and 11, the JILF, Mercury Burial Vaults, and Waste Oil Tanks, will be distributed to the RAB before the next meeting. The Navy therefore took the opportunity to present and explain the FS process to the RAB. The objectives of an FS are to scrutinize various remedial alternatives and provide a basis for the identification of a preferred alternative. The scrutiny of the alternatives uses nine established evaluation criteria defined in the National Contingency Plan.

Questions?

If you would like more information, please contact:

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If you know anyone who would like to be added to our mailing list to receive these RAB updates and Installation Restoration fact sheets, please contact the Public Affairs Office at the address and telephone number listed above. The next RAB meeting will be held on November 18, 1999 at the Courtyard Marriott in Portsmouth, NH.