N60200.AR.000523
NAS CECIL FIELD, FL
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SAMPLING AND ANALYSIS OUTLINE FOR BUILDING 312 BASE REALIGNMENT AND CLOSURE ZONE D INDUSTRIAL AND FLIGHT LINE AREA GROUP 2 NAS CECIL FIELD FL

1/1/1995

ABB ENVIRONMENTAL SERVICES INC

SAMPLING AND ANALYSIS OUTLINE

BUILDING 312

BASE REALIGNMENT AND CLOSURE

ZONE D, INDUSTRIAL AND FLIGHTLINE AREA GROUP II

NAVAL AIR STATION, CECIL FIELD JACKSONVILLE, FLORIDA

Unit Identification No. N60200

Contract No. N62467-89-D-0317/090

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January 1995

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GLOSSARY OF TERMS AND ABBREVIATIONS

ABB-ES	ABB Environmental Services, Inc.
BCT	BRAC Cleanup Team
bls	below land surface
BRAC	Base Realignment and Closure
DQO	data quality objective
EBS	Environmental Baseline Study
PRE	Preliminary Risk Evaluation
TAL	target analyte list
TCL	target compound list
UST	underground storage tank

1.0 SITE DESCRIPTION

This Base Realignment and Closure (BRAC) Program Phase II Sampling and Analysis Outline briefly describes and proposes a plan for assessment of Building 312 located within the north-south flightline section of the Main Base (see inset, Figure 1) at Naval Air Station Cecil Field. Building 312 is referred to as a Corrosion Control Hangar in the Environmental Baseline Survey (EBS) (ABB Environmental Services, Inc. [ABB-ES], 1994a).

Building 312 is located on the flightline southwest of aircraft hangar Building 67 (Figure 1). An open bay, two paint booths, and administrative offices are located inside the building. An abandoned hydraulic lift, constructed in 1968, is located below ground adjacent to the south side of the building. Below-ground structures north of the building include an oil-water separator with an underground storage tank (UST) and associated two monitoring wells.

An aircraft wash rack is located southeast of the building on the concrete apron. The wash rack consists of hose nozzles and a catch basin.

2.0 ENVIRONMENTAL BASELINE SURVEY COLOR DESIGNATION

Building 312 was color-coded Grey in the EBS due to the presence of the UST, friable asbestos building materials, an outside satellite hazardous waste accumulation point, and stressed vegetation in the swale south of the building.

On a site walkover in October 1994, stressed vegetation in the drainage ditches north and south of the building was not evident. Soil slope failure has occurred in the drainage ditch on the north side of the building, resulting in some damage to the vegetation nearby.

The below-ground components of the hydraulic lift were oil-stained and partially filled with rain water. The concrete apron and grate on a stormwater system catch basin near the lift was stained with paint. No staining was observed on the concrete pavement around the waste accumulation point, but the asphalt paving near the wash rack nozzles was oil stained.

The building plans confirm that drainage from the aircraft wash rack catch basin flows via a gate valve to either the oil-water separator located next to the northeast corner of Building 312, or to the drainage ditch system south of the building (Figure 1), depending on how the gate valve is set.

3.0 RECOMMENDATIONS

To assess the presence or absence of contamination in subsurface soil, sediment, and groundwater that may be due to release and/or migration from the aircraft wash rack and hydraulic lift locations, completion of the following sampling program is recommended.

The recommended analytical level to meet the data quality objective (DQO) for this site is Level IV to meet the potential need for input to a Preliminary Risk Evaluation (PRE) if site media are contaminated. Analysis of the full Contract Laboratory Program suite of target compound list (TCL) organics and target analyte list (TAL) inorganics is recommended.

Sample collection techniques, quality assurance objectives, quality control requirements, and sample handling and shipping procedures are outlined in the BRAC Cecil Field Project Operations Plan (ABB-ES, 1994b). The proposed sampling locations and new exploration locations are shown on Figure 2.

3.1 **SEDIMENT**. To assess contaminants that may be present in sediment within the wash rack catch basin, the paint-stained catch basin near the hydraulic lift, and the drainage ditch, a sediment grab sample will be collected from each of the four locations shown on Figure 2. The four sediment samples will be analyzed for TCL organics and TAL inorganics.

3.2 **SUBSURFACE SOIL**. To evaluate the presence or absence of oily contaminants that may have contaminated subsurface soil around the hydraulic lift cylinder, one sample will be collected from 2 to 4 feet below land surface (bls) next to the subsurface cylinder housing. The subsurface soil sample will be analyzed for TCL organics and TAL inorganics.

3.3 **GROUNDWATER**. One shallow groundwater sample will be obtained by installing and sampling a monitoring well near the wash rack catch basin. One of the existing monitoring wells near the oil-water separator will also be redeveloped and sampled. The sampling locations are shown on Figure 2. The samples will be analyzed for TCL organics and TAL inorganics.

The results of analysis, a contaminant assessment, and recommendations for reclassification of the property will be reported in a draft Site Summary Report for Building 312. The project team will seek concurrence from the BRAC Cleanup Team before completing a PRE.

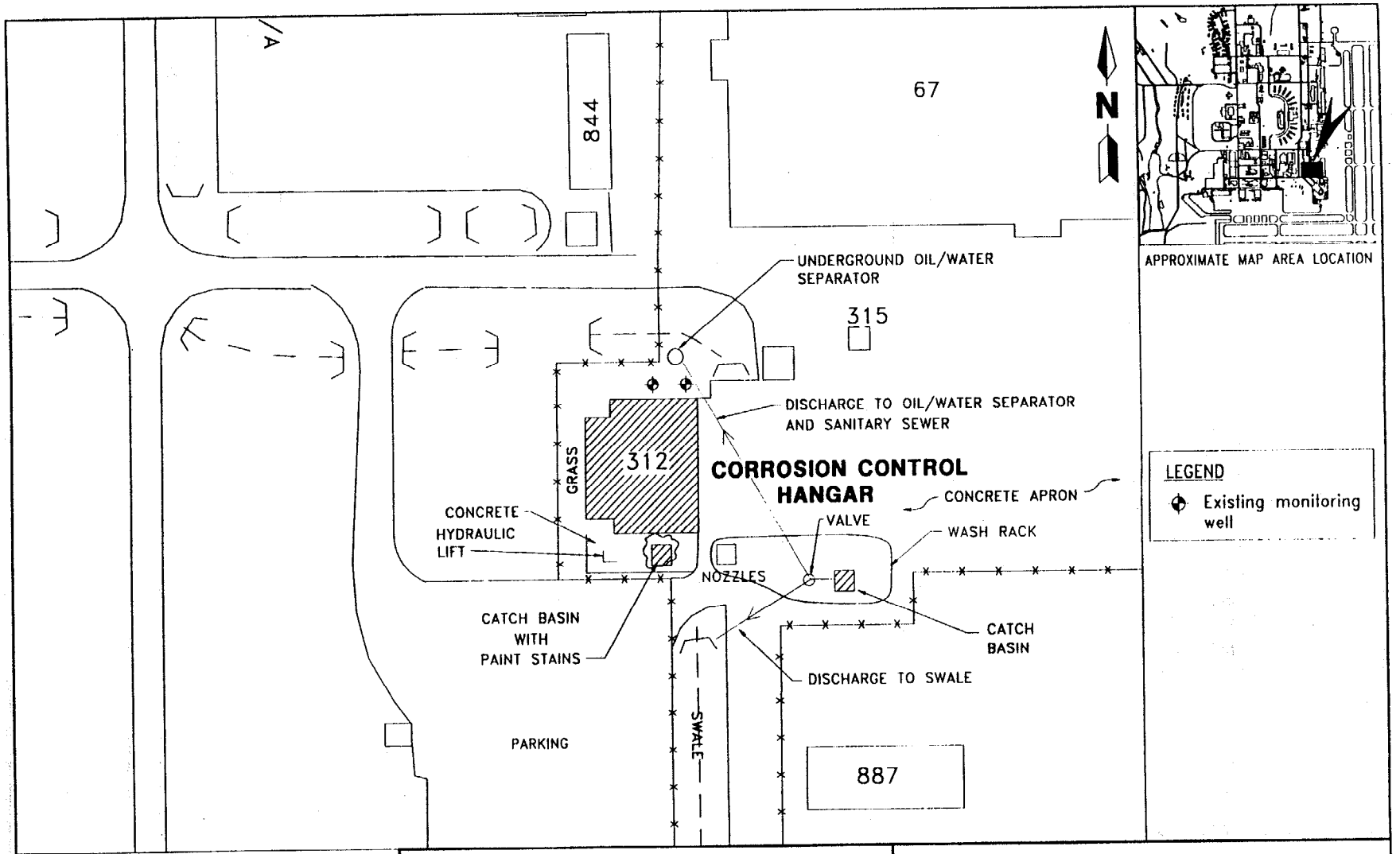

FIGURE 1
BUILDING 312
CORROSION CONTROL HANGAR

PHASE II SAMPLING AND ANALYSIS OUTLINES, GREY SITES

NAS CECIL FIELD
JACKSONVILLE, FLORIDA

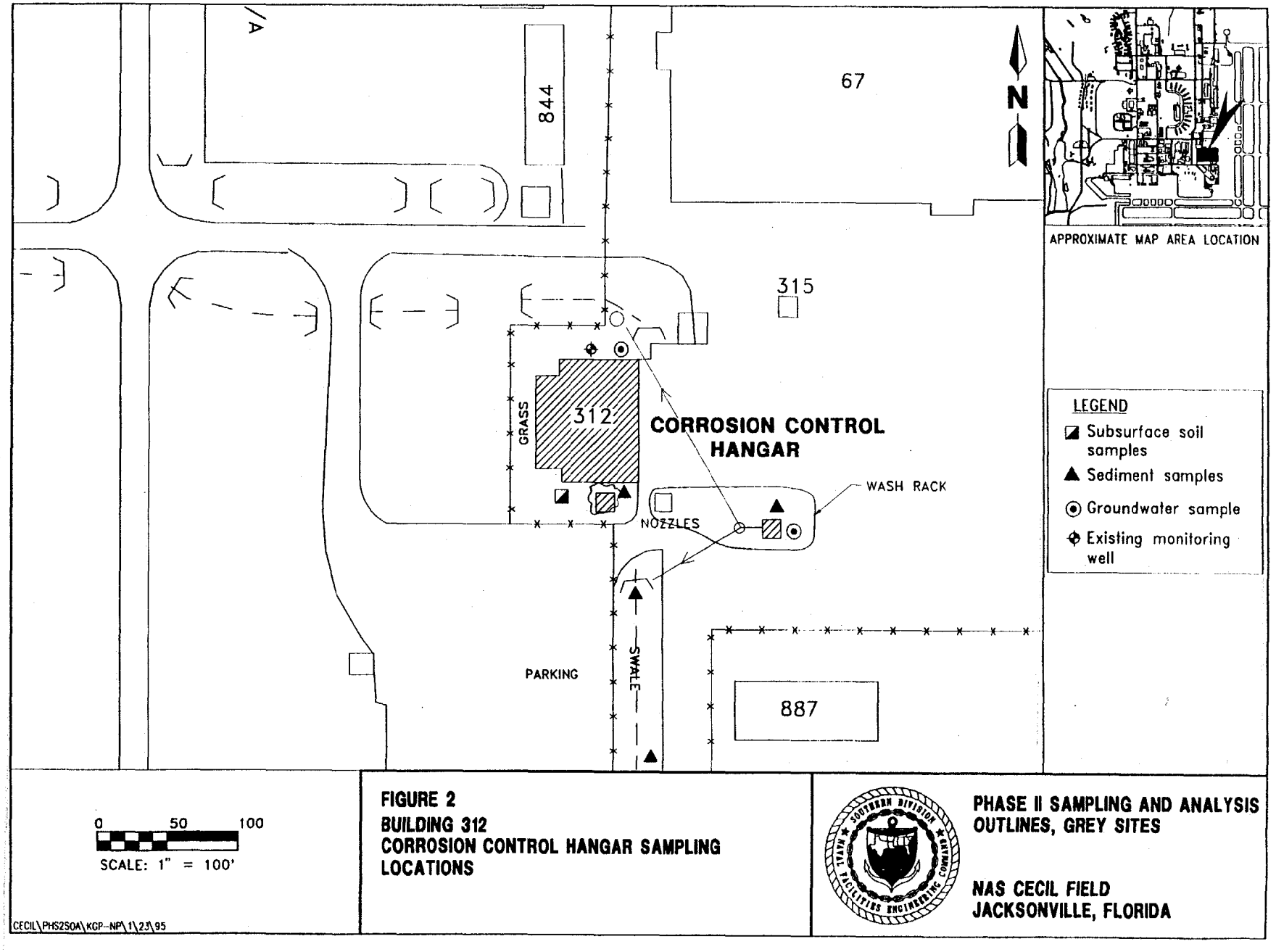

FIGURE 2
BUILDING 312
CORROSION CONTROL HANGAR SAMPLING LOCATIONS

PHASE II SAMPLING AND ANALYSIS OUTLINES, GREY SITES

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