

N60200.AR.003394
NAS CECIL FIELD, FL
5090.3a

MINUTES FROM 16 JULY 2002 RESTORATION ADVISORY BOARD MEETING NAS CECIL
FIELD FL
7/16/2002
TETRA TECH NUS INC



Minutes

Cecil Commerce Center and Cecil Field Airport Restoration Advisory Board (RAB) Meeting Minutes Tuesday, July 16, 2002

The quarterly meeting of the Cecil Field Restoration Advisory Board (RAB) began at 7:00 PM on Tuesday, July 16, 2002. The meeting was held in the Conference Room of Building 82 at the Cecil Field Airport.

The following RAB members were present:

Community Members

Richard Darby, Community Co-Chair
Diane Peterson, Alt. Community Co-Chair
Iran Maisonet

Navy, Regulators, and Officials

Mark Davidson, SOUTHDIV
Scott Glass, Navy Co-chair
David Grabka, FDEP
John Flowe, RESD
Dawn Taylor, U.S. EPA

The following members were absent:

Community Members

Lisa Chelf
Margaret Day Julian
Edward Renckley
David Scott
William Dike

Navy, Regulators, and Officials

Lewis Murray, USGS
William C. Wilson, SJRWMD

The following support personnel and guests were present:

Paul Calligan (TtNUS), Andy Eckert (JEDC), Wayne Hansel (SOUTHDIV), Ralph Hogan (J.A. Jones), Mark Jonnet (TtNUS), Ralinda Miller (TtNUS), Bob Simpson (JAA), John Sohl (Columbia Technologies), Mark Speranza (TtNUS), Diana Stone (JAA).

Administrative

Scott Glass called the meeting to order at 7:03PM. The April RAB Meeting Minutes were approved with no changes.

Richard Darby reported on the conference in Oakland, CA about military cleanup. Community members only attended the conference. The other attendees talked about communications problems with regulators and service representatives. Our RAB doesn't have that problem. The biggest complaints were about the Army and Air Force more than the Navy. Also, Richard wrote a "history" of the Cecil Field RAB, which he is going to submit for several environmental awards.

Scott announced that this would be Dawn Taylor's last RAB meeting – Debbie Vaughn-Wright will be returning for the October meeting. Scott mentioned that, while Debbie initiated the partial delisting applications, Dawn ensured that it was pushed through in a timely fashion. She has been a great asset, and everyone has enjoyed working with her.

Sam Ross has accepted another position within J.A. Jones under their King's Bay 10-year contract. He will be responsible for overall environmental management/compliance. Paul Malewicki and Bill Canelos will be stepping in for Sam for the Installation Restoration (IR) Program and Petroleum Program, respectively.

North Fuel Farm (NFF) Groundwater Rebaselining

Paul Calligan of TtNUS and John Sohl of Columbia Technologies presented the results of the Membrane Interface Probe (MIP) groundwater investigation at NFF. Columbia was TtNUS' subcontractor performing the MIP work at the site. Paul provided some background on the NFF. The site, located at the northeast corner of A Avenue and Loop Road, was the former location of 6 595,000-gallon JP-5 tanks. Three major spills occurred at the site in 1987, 1991, and 1993. Site assessment investigations were performed from 1991 to 1995. The Contamination Assessment Report (CAR) was completed in 1992. The Technical Memorandum for the Direct Push Technology (DPT) investigation was submitted in 1995. Approximately 11,000 cubic yards of petroleum-contaminated soil were excavated. The Remedial Action Plan (RAP) was completed in 1997. An additional 9,500 cubic yards of soil were excavated from the western portion of the site in 1999. Also in 1999, it was decided that the remedial action for soil would be excavation and for groundwater would be natural attenuation. Natural attenuation monitoring was conducted in 1999 and 2000 but was discontinued while a supplemental investigation was conducted to evaluate the impacts of source removal on the groundwater contamination at the site.

John Sohl provided a brief technology overview of the MIP system. MIP technology can help answer some of the important questions about a site including where samples should be taken, how many samples will be enough, and will the samples collected be representative of site conditions. As the MIP unit is pushed into the ground using DPT, it measures the levels of groundwater contamination (more general than concentration) and also general soil data (sand vs. clay) providing readings in real time. Part of the unit heats the zone around the measurement probe/membrane to approximately 150°F, which turns the volatile components in the groundwater into vapor/gas. The temperature has to be held at a level that will boil off the contaminants at the site. For example, the temperature needs to be at least 95°F for JP-5 to be converted to a gas that can be measured by the probe. The released gases pass through the membrane and are carried to the surface by a carrier gas (nitrogen) as it passes through the measurement zone. The gas is sent through three chemical detectors at the surface contained in a support vehicle. Chemical detectors include a photoionization detector (PID), flame ionization detector (FID), and an electron capture detector (ECD). The support vehicle carries power equipment, gauges, carrier gas supply, controllers, computer, etc. Soil conductivity data is also gathered that allows differentiation between high conductivity (i.e., clay) layers and low conductivity (i.e., sand) layers.

For the NFF investigation, probe measurements were taken at every 1-foot interval. The objective was to determine what effect the large soil excavation had on groundwater contamination at the site. The last data available were from January 2000, just before the soil dig. Groundwater data from 16 wells were used to roughly define the plume outline, in other words, 16 data points were available for plume delineation. During the MIP investigation, data were collected at 1-foot intervals from 65 locations for a total of approximately 137,000 data points. This amount of data allowed a detailed estimation of the size and shape of the groundwater plume with high, medium, and low ranges of detections. In addition, soil conductivity data were used to define the depth of the marl, a clayey material below the surficial aquifer. A graphic representation of the data shows that the main body of contamination is generally still located beneath the former tank area.

- Q: Was the well a conduit to allow contamination to reach the discontinuous area to the east of the main plume?
- A: No. That appearance is a function of data presentation – showing the mid-level data only does not show that contamination has migrated past this well.

It was apparent from the 3-D moving image generated by showing data with increasing detection limits (showing all detections and then removing more and more lower concentration data until only the highest concentrations are shown) that the plume contracts quickly to the main area beneath the former tank location. In other words, the highest concentrations are in this area, and concentrations in other areas are generally markedly lower. It can also be seen that contaminant migration has been downward and to the southeast. It is assumed that contamination has migrated along the “trough” in the southeast portion of the site where the marl is at a lower depth than elsewhere at the site.

- Q: What data from permanent monitoring wells are plotted?
A: Benzene concentrations were used to generate the images – it is a good surrogate for total xylenes and total hydrocarbon concentrations.
- Q: Is there any data greater than 120 feet below the ground surface?
A: No. That is the deepest that the DPT can reach under the conditions at the site.
- Q: With the current data, can it be said that contamination does not reach below 120 feet?
A: The data will be used to put wells in the right locations to answer that question.
- Q: It appears that the MIPS data stops at the south end of the site. What do we know about the area?
A: Contamination was not detected in this area. Permanent wells at the Truck Stand site are clean, and the plan is to put new wells between that site and the southern end of the NFF site to confirm the lack of contamination in this area. Confirmatory screening data, collected using DPT points to collect groundwater samples and mobile laboratory data, correlated well with MIP data at the site.

The main purpose of the MIP investigation was to determine the right locations for permanent wells to delineate groundwater contamination. The objective as to collect a large quantity of data in a short time to guide decisions on permanent well locations.

- Q: Was the system set up to detect one compound or all volatiles?
A: The system detects everything volatile, but does not distinguish between different volatile compounds (gives a total volatile reading). The volatiles at the NFF site were assumed to be JP-5 because that is what was stored there.
- Q: Is natural attenuation still being considered at this site?
A: That is still being evaluated and hasn't yet been finalized, but it still appears to be a good candidate for natural attenuation. With the relatively concentrated source area, active remediation in the source area and natural attenuation in the downgradient plume may be a good option to evaluate.
- Q: Groundwater contamination is already flowing to the southeast. How can it be stopped?
A: The situation has already been helped by the soil and free product removal that has been conducted. An indication of this is the fact that no free product was detected during the MIP study, so it appears that there is no longer continuous loading of contamination from soil sources at the site.
- Q: Is Sal Taylor Creek just east of the site?
A: Yes, but groundwater contamination is much deeper in that area and so would not be migrating upward to discharge to surface water. The investigation of the last known spill to reach surface water was known as the Dam Sites investigation.
- Q: Data also seems to be lacking along the western boundary of the site. What is known about that area?
A: Existing well data are available in this area, and also, additional DPT/mobile lab points were installed there. Some slight contamination was detected on the eastern side of the road (closest to the site) – barely about FDEP groundwater cleanup target levels (GCTLs). On the west side of the road, concentrations were even lower. This is the area that will be dewatered for utility work. It would not be surprising if contaminated groundwater would be encountered in this area. The main source area is not that far away, and some of that contamination may be pulled to the west during dewatering.
- Q: Who pays for the costs associated with properly disposing of the contaminated water?
A: The City because it is part of the City's effort – that's how it has been handled elsewhere. It will be a temporary situation – not a large quantity of water over a long period of time. For a similar situation at NTC Orlando, a stripper was used to remove volatiles from the water and then it was able to be discharged to the sanitary sewer system. Other potential solutions include sheet piles and an ORC barrier.

Q: How far does the plume extent in that area?

A: Approximately 600 feet on that boundary. Building 46 is another area where that this may come up.

Update on Former Railroad Track Sites

Mark Jonnet, TtNUS, provided an update on the four sites associated with the former railroad tracks. The former railroad beds that run through the facility were investigated to determine the condition of property for transfer. TtNUS did a document search and interviewed former Base personnel to identify potential past releases and/or potentially impacted areas. Types of information included in the record search and interviews included:

- Pesticide application to the tracks
- Spills of fuels, pesticides, hydraulic fluids, etc.
- Locomotive fueling, maintenance, and parking areas
- On- and off-loading areas.

Based on the background information collected, four areas were identified as potentially impacted areas that required investigation:

- East side of Building 98, which was a locomotive maintenance and fueling area
- Former Fuel Depot, former fuel off-loading area, near South Fuel Farm and Day Tank 2
- Building 535, Aviation Ordnance (AVORD) off-loading area
- Building 635, loading dock in Yellow Water where rail cars were brought from offsite and picked up by the Base locomotive.

At Building 98, soil sampling was conducted to delineate the horizontal and vertical limits of contamination along the former track area. Contaminants of concern (COCs) included polynuclear aromatic hydrocarbons (PAHs) and total recoverable petroleum hydrocarbons (TRPH). A statistically based upper confidence limit (UCL) approach was used to determine the cleanup concentration required to achieve FDEP residential soil cleanup target levels (SCTLs) after remediation based on site-wide exposure. Approximately 325 tons of soil were excavated at this site between July 13th and 17th, 2001.

At the Former Fuel Depot site, the COCs were PAHs, and soil sampling was conducted to determine the horizontal and vertical extent of contamination. The UCL approach was also used at this site to determine the cleanup level to achieve FDEP industrial SCTLs. Industrial standards were used at this site because it is in an area that will continue to have industrial uses. -- the area is currently a parking lot within the SFF industrial carveout. Approximately 315 tons of soil were excavated from April 20th to 27th, 2001.

At Building 535, the AVORD loading dock, the COCs were PAHs and TRPH. The horizontal and vertical extent of contamination was determined through soil sampling, and a UCL approach was used to determine the cleanup concentration to achieve FDEP residential SCTLs. Approximately 270 tons of soil were excavated from September 12th to 21st, 2001.

COCs at Building 635, the loading dock in Yellow Water, were PAHs and TRPH. Soil sampling was conducted to determine the horizontal and vertical extent of contamination. The extent of contaminated soil was much larger at this site than at the sites in the Main Base area, and several alternative remediation approaches were considered. It was decided that a UCL approach for cleanup to industrial SCTLs would be used at this site. The removal action started on Monday of this week (July 15th), and a total of approximately 2,100 cubic yards of contamination soil area scheduled for excavation.

Q: Will the tracks in the Building 635 area be transferred after the dig is completed?

A: Yes, with a deed restriction stipulating industrial reuse.

Q: Will just this area have a deed restriction?

- A: The remainder of the tracks that has not been evaluated because of possible releases will have to be evaluated. A decision needs to be made about what to do with the rest of the tracks that have little or no data.

In summary, four sites along the former railroad bed were identified as potentially impacted. Two of these sites were remediated to residential SCTLs (Building 98 and Building 535), and two were or will be remediated to industrial SCTLs (Former Fuel Depot and Building 636). A Sampling and Analysis Report (SAR) will be prepared to provide supporting information for a forthcoming Finding of Suitability to Transfer (FOST) document.

Sites 42, 44, and Old Golf Course Proposed Plans

Mark Speranza of TtNUS provided an overview of the Proposed Plans for Sites 42, 44, and Old Golf Course. Each of these three sites began as a Grey site or Area of Interest (AOI) and then was elevated to a Potential Source of Contamination (PSC) site. Based on the extent of soil contamination, the BCT decided that they should be in the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) program, and so ultimately they became Installation Restoration (IR) sites. To accelerate the cleanup process, time-critical removal actions were conducted based on information contained in Action Memoranda. Public notices and comment periods preceded finalization of the Action Memos. Technical Memoranda were prepared to document investigation and remediation information. Proposed Plans (PPs) and Records of Decision (RODs) will be completed to support the BCT's decisions.

Site 42 is the Former Boiler House/Steam Plant and General Warehouse located in the Yellow Water Weapons Area. These facilities were used to support the Naval Air Gunnery School that operated in the 1940s and 1950s. The buildings were demolished in the early 1960s, and the site is currently wooded. Investigations took place from 1993 to 2001, and the site was transferred to the IR Program in May 2001. COCs included PAHs, metals (antimony, arsenic, barium, and chromium), and TRPH. The removal action, conducted in March 2001, included the excavation and offsite disposal of 2,420 tons of contaminated soil. A Technical Memo for No Further Action (NFA) was finalized in March 2002 to document that everything was removed to acceptable levels. NFA is acceptable for Site 42 because all COCs have been removed to levels that achieve FDEP residential SCTLs as determined by a statistically-based 95 percent UCL calculation. Also, the ecological risk assessment indicated that remaining contamination posed negligible to low risks to ecological receptors.

Site 44 is the ditch that runs from the Defense Reutilization and Marketing Office (DRMO) storage area to Lake Fretwell. Associated sites include AOI 33 (DRMO Storage Area), UNF 6 (washrack and oil/water separator), and Site 15 (wastewater treatment plant). A soil removal was previously completed at AOI 33. Site 44 was investigated from 1994 to 2000, and was designated an IR site in May 2001. The removal action was conducted in September 2000 and consisted of the excavation and offsite disposal of 292 tons of PCB-contamination soil. A Technical Memo for NFA was completed in January 2002. NFA is acceptable for Site 44 because PCBs, the only COC, have been removed to levels that achieve a 95 percent UCL below the FDEP residential UCL. The ecological risk assessment indicated acceptable low risks to ecological receptors based on the low contaminant levels and marginal habitat provided by the site.

The Old Golf Course (OGC), formerly known as Main Base Area 3 (MB 3), was operated in the early 1940s until the current golf course opened. The area is currently wooded or occupied by the former BOQ, Memorial Chapel, and Dispensary/Dental Clinic. Golf course tees and greens were identified from historic aerial photographs. NFA was recommended for the site in the MB 3 Sampling and Analysis Outline and Report (SAOR) in 1998. In late 1999, the BCT reconsidered the status of the OGC based on analytical data from the active golf course, and additional sampling was conducted at OGC tees and greens. Based on data from these samples, a removal action involving excavation of 297 tons of arsenic-contaminated soil was completed in August 2000. Contamination was the result of use of arsenic-containing pesticides during the time the site operated as a golf course. An NFA Tech Memo was completed in August 2001 based on removal of arsenic contamination (the only COC) to levels that achieved a 95 percent UCL below the FDEP residential SCTL. In addition, risks to ecological receptors from residual contamination were determined to be negligible.

In all three cases, the removal actions successfully eliminated risks to public health and the environment. PPs for the sites have been accepted by FDEP and U.S. EPA, and public comment periods ended in July 8th, 2002. RODs for each of the sites will be issued in the next several weeks.

Development Updates from the City of Jacksonville and Jacksonville Airport Authority (JAA)

Andy Eckert of the Jacksonville Economic Development Commission (JEDC) provided an update on the progress of development activities on the City portion of Cecil Commerce Center. Major efforts completed include the following:

- The building demolition plan is complete, and by October of next year, only 15 buildings will be left at the City side. The barracks and dining hall are currently being demolished, and the contract for demolition of an additional 90 buildings is out for bid. Demolition of the steam plant and associated asbestos steam lines is complete – the last tank was taken off site today.
- The business plan has been approved and is being executed.
- Only an additional 469 acres of land remain to be transferred when Navy cleanup activities are completed.
- Surveys for road and utility construction are complete.
- Initial land sales/transfers have been approved by the City including the selling of JEA easement areas and the transfer of 130 acres to Florida Community College of Jacksonville's (FCCJ's) Westside Campus.
- The 20-year environmental insurance policy, which cost approximately \$1 million, is in place. One feature of the policy is that people who buy land can become participants in the policy. The Navy was instrumental in getting the policy by providing information to the insurance company.
- The facilities management contract with J.A. Jones is operational and in effect for 2 more years.
- A long-term forestry management plan is in place. Timber harvesting has begun, and in September, hunting will again be permitted on the north side of the facility, north of Normandy Boulevard.

Major efforts underway include:

- Infrastructure upgrades, including design and construction of roads, utilities, and drainage systems.
- Leasing – Approximately 80% of buildings to be reused have been leased.
- The stormwater permit was approved by the Saint John's River Water Management District (SJRWMD) in November 2001. The stormwater system is in the design phase. One part of the plan is to expand Lake Fretwell. The system in the north is being designed as allow tenants to tie into it.
- Negotiations are underway for the TriLegacy Group Master Developer contract.
- The concurrency/comprehensive plan, dealing with allowable traffic capacity, has been updated. The City negotiated with the State to increase the number of trips allowed for the area by approximately 10 times the previously approved level.
- The Equestrian Center, part of the Parks & Recreation Parcel development, will be opening soon.
- Various permitting processes are underway. The recently established Architectural Review Board will issue architecture guidelines to ensure that the Center will have a standard look throughout. The wetlands permitting process has taken about 2 years and will be completed soon. Environmental permits include National Pollution Discharge Elimination System (NPDES), SJWRMD, and Consumptive Use Permit (CUP).

Current facilities uses (City and JAA):

- 20 tenants lease 23 buildings; 11 of the buildings are City-owned.
- Over 1,200 people are employed at the Center.
- Meadowbrook Golf Course is operating.
- All units at the "Front Porch" (Internext) housing complex have been leased.
- Other occupants include Federal and State agencies, Rae's Diner, U.S. Post Office, and Florida Community College of Jacksonville.

Target industry sectors for the Center include:

- Aviation and aerospace

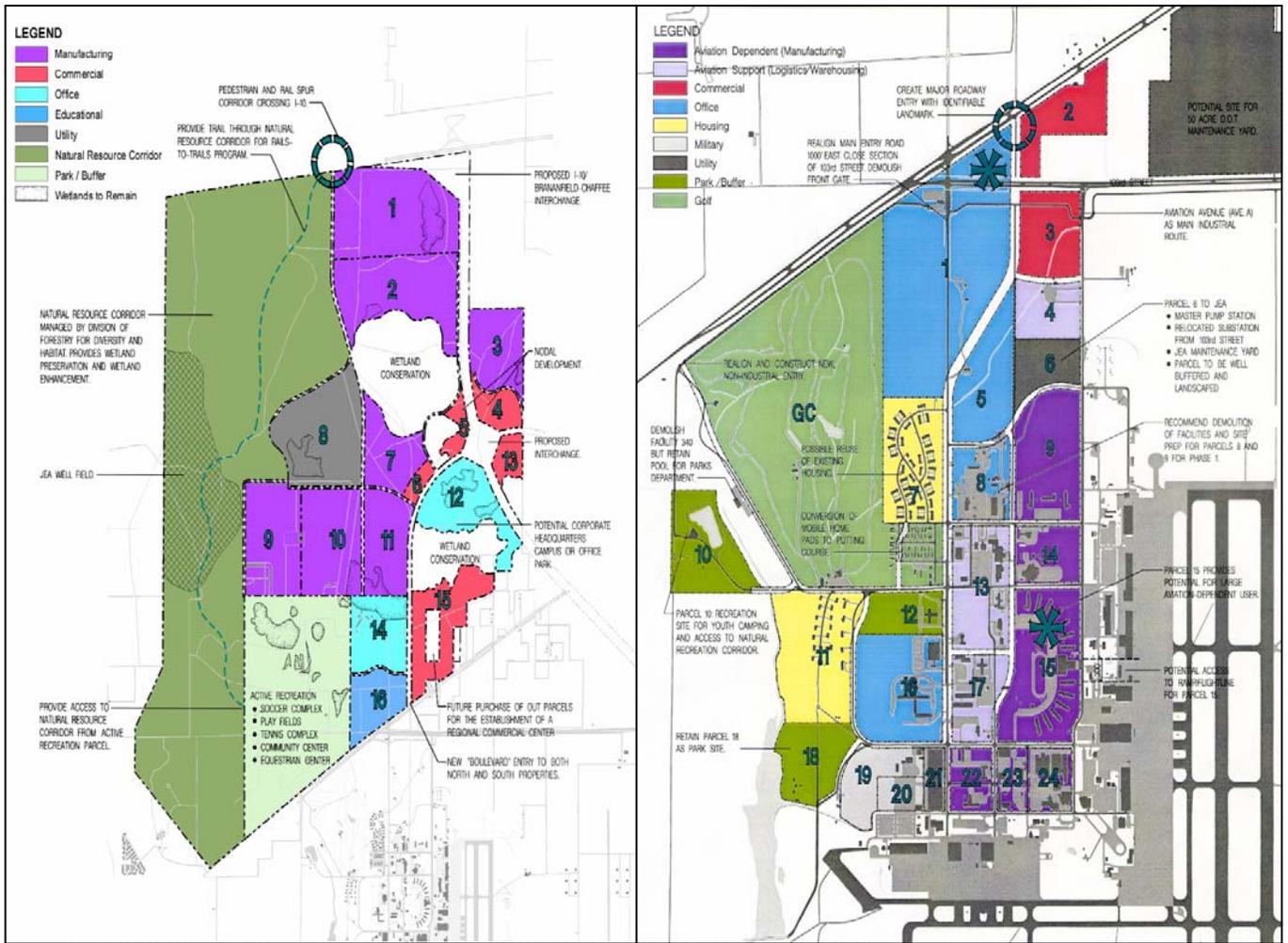
- Medical equipment and technologies
- Pharmaceuticals and biotechnology
- Office, customer support, and tech support
- Motor vehicle parts and accessories
- Electronics and semi-conductors
- Software and electronic commerce

Development in the South Parcel (south of Normandy) is “infill” development among existing developed areas. Changes include:

- Realignment of Mainside entry road (“industrial entrance”).
- New access for residential and recreational users.
- Transition from flightline users to residential and recreational users.

SOUTH PARCELIZATION

NORTH PARCELIZATION



- Jacksonville Electric Authority (JEA) utility site with access to a potential new wet field.
- Flexible “big box” parcels for manufacturing businesses with the ability to subdivide or aggregate.
- FCCJ campus site.
- 883-acre regional park site.
- Wetlands preservation and enhancement area.

As stated earlier, the demolition plan is complete. A fast track grant for \$6 million was used to demo the buildings and lines associated with the former steam plant (Building 11). A \$2.9 million grant from the Department of Commerce Economic Development Administration (EDA) will fund demo of other buildings.

\$35 million has been programmed for infrastructure development in the southern area, including \$13.7 million from JEA, and \$21.3 million from City grants. \$66 million has been programmed in the northern area with \$55 million from JEA and \$11.6 million from City, FDEP, and EDA grants.

Projects include:

- 3 demolition projects (south)
- JEA utilities combined with roads/drainage (south and north)
- Master stormwater system (south and north)

Future efforts will concentrate on the following:

- Marketing
- Continued infrastructure upgrades
- Master Developer efforts
- Forestry management
- Stormwater system construction
- Wetlands creation.

Bob Simpson of JAA provided the update on the JAA side of the facility. The boundaries between JAA and City property include Aviation Avenue (with JAA property to the west) and Crossover Street (with JAA property to the north) JAA is focused on getting new tenants, not so much on building demolition. The airfield has transitioned from a military to a civilian airport, and they are working with the Federal Aviation Administration (FAA) to bring life to the airport. As a functioning airport, they can attract tenants like Boeing, Northrup-Grumman, and the National Guard. There is more pavement at this airfield than at the other three local commercial airports combined.

Currently, the airport is a visual sight only facility -- planes can land only if weather conditions allow sufficient visibility. JAA is finalizing the systems necessary to allow instrument only landings – instrument landing standing (ILS). This will help attract more users because they could then land in any weather conditions, unlike before, when that could not guarantee the ability to land in all weather conditions. They expect to have the systems online in mid-November. Future projects include removing electrical vaults and updating the lighting systems. This project, including new lights on runways and taxiways, is a multi-year.

Of the eight hangars turned over to JAA by the Navy, six have been leased. Phase I renovations on the remaining two hangars is complete, and Phase II renovations are scheduled to begin in October. The Naval Aviation Depot (NAD) is moving in where Northrup-Grumman was previously. There is approximately 1.1 million square feet of usable space on the JAA side of the property, including 807,000 square feet of hangars and 350,000 square feet of other buildings. 585,000 square feet, 72.5 %, of the hangar space is leased, and 300,000, or 84% of the non-hangar space is leased.

The facility had 48,000 airport operations (one operation for each takeoff and landing) in the first year and 62,000 in the second year. They project 70,000 to 75,000 in Year 3 and 70,000 to 90,000 in future years. The addition of ILS capabilities is expected to add operations beginning next year.

The area to the west of the northern section of the north-south runway is slated for aviation-related industrial development, and the area west of the intersection of the north-south and east-west runways is for military tenants. Plans for the area southeast of the intersection include general aviation (small plane) development. A new road is planned northeast of the runway intersection to open up that area for development. Also, based on future needs, there is room for construction of additional runways in this area.

Q: How much of this information is available on the web?

A: Both the City and JAA website information is currently being updated. Hopefully, the information will be up to date within a month.

Partial Deletion Update

Dawn Taylor of U.S. EPA provided a brief update on the status of the partial deletion of Cecil Field sites from the National Priorities List (NPL). When it was originally listed, all of NAS Cecil Field was on the NPL. Dawn showed a map associated with the partial deletion application. The majority of the facility will

be deleted from the NPL and so, will no longer be associated with CERCLA/Superfund. FDEP has concurred on the list of sites to be deleted, and now it is at U. S. EPA headquarters for approval. Headquarters has ok'd the concept – now it has to get final approval at that level. After headquarters approval, the 30-day comment notice will be published in the Federal Register. If no problems are encountered in the process, the partial deletion should be finalized by October 2002.

Sites Update

Installation Restoration (IR) Sites

FDEP and their consultants from the University of Florida (UF) are developing an acute toxicity number for children's exposure to lead at Site 15. This threshold number would represent the level that would not cause unacceptable risk to a child from a one-time exposure. The number needs to be protective in the worst-case scenario at the site – a child eating lead-contaminated dirt from the site. A child that eats dirt is called a "pica child." The acute toxicity number will be considered in the development of preliminary remediation goals (PRGs) for the site.

- Q: Lead exposure evaluations are typically based on the scenario of a child eating lead-based paint chips. Are there soil lead concentrations at Site 15 that would be comparable to that situation?
- A: Some of the experts working on the issue think so, and that is why it is being further evaluation.

The plan is to come up with an overall cleanup concentration (PRG) that will be protective for exposure across the entire site. Cleanup to the PRG for site-wide exposure would leave some hot spots for which risk averages out across the site. The current work FDEP/UF is to come up with a "ceiling" – a lead concentration above which a one-time exposure would be acutely toxic to children. U. S. EPA is also coming up with an acute toxicity value.

At Operable Unit 8, Site 3, the air sparging (AS) system had been turned off for approximately 18 months after trichloroethene (TCE) concentrations decreased to less than the remedial system goal of 1,255 parts per billion (ppb). During semi-annual monitoring in May 2002, the TCE concentration in one well increased to 1,790 ppb. The well was resampled in June, and the concentration was 2,450 ppb. Based on these results, the BCT decided to restart the AS system to reduce the TCE level back below the system goal. It is expected to take approximately a month for the concentration to decrease to less than 1,255 ppb. The next sampling event will be in late July.

At OU 9, Sites 36 and 37, construction of the AS system is finished, and the system is now operating. The Remedial Action Contractor (RAC) is still tweaking the flow rates to optimize performance. The next quarterly sampling event is in late July.

Petroleum Sites

The biosparging remediation system has been operating at the South Fuel Farm (SFF) site since 1996-1997. The performance of system is currently being evaluated, and modifications to the system may be needed. The additional evaluation is scheduled to begin in mid-August.

Based on total recoverable petroleum hydrocarbon (TRPH) data for Building 82, Tank G82, the BCT has decided to install an active remediation system. An AS pilot-scale treatability study has been proposed for the site.

The BCT also decided to reevaluate soils at Day Tank 1. A redelineation of soil contamination will be conducted, and then, based on those results, a decision will be made if further work is required. Possible options include putting land use controls (LUCs) on soil at the site, excavating to industrial criteria, or excavating to residential criteria. The investigation work is scheduled to begin in mid-August.

Along the 103rd Street pipeline, small sites with soil contamination on Florida Department of Transportation (FDOT) rights-of-way will require LUCs to prevent exposure and to avoid digging up the street. Negotiations with FDOT are ongoing.

At the BP Wells site, a treatability study will be conducted using a new technology called in-situ oxygen curtain (ISOC). The plume at this site is small, with contamination in one well only. It is hoped that the well will be remediated quickly, and preparation of a Remedial Action Plan (RAP) for the site can be avoided.

Base Realignment and Closure (BRAC) Sites

Within approximately 2 months, work at all of the Base Realignment and Closure (BRAC) sites will be completed. Excavation has recently started at Building 635, the former railroad bed site in Yellow Water, which is the last BRAC Grey site.

Other excavations scheduled after completion of work at Building 635 include Site 49 and Site 21. At Site 49 (formerly PSC 49), the Former Skeet Range, work is expected to start in August. At Site 21, a dig to industrial criteria was already done, but a small additional dig (approximately 5 cubic yards) will be conducted to remove LUCs from that site.

Q: Can JAA take out the north-south high-speed refueler yet?

A: Not yet. The fuel lines to that facility have to be located and "pigged." That needs to be completed before the site can be demolished.

Conclusion

The next meetings are tentatively scheduled for October 15, 2002 and January 21, 2003 at the same location. Possible topics for the October meeting include an update on Sites 57 and 58 (the last large flightline plume to be investigated), Site 15, and the active golf course. Scott Glass adjourned the meeting at 9:22 P.M. If anyone has any suggestions as to future RAB agenda items, contact one of the BCT members. If the location changes, a public notice will be placed in the Florida Times-Union announcing the new location.