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NAS CECIL FIELD, FL
5090.3a

UNDERGROUND STORAGE TANK ASSESSMENT REPORT FOR DAY TANK 2 AT SOUTH
FUEL FARM NAS CECIL FIELD FL
8/29/1997
ENVIRONMENTAL DETACHMENT CHARLESTON

DAY TANK 2 (TANK 342DT2)

SPORTENVDETHASN
SUPSHIP PORTSMOUTH ENVIRONMENTAL DETACHMENT CHARLESTON
1899 NORTH HOBSON AVENUE
NORTH CHARLESTON, S.C. 29405-2106
Underground Storage Tank (UST) Assessment Report

I OWNERSHIP OF UST(S)

Agency/Owner: Naval Air Station, Cecil Field				DER Facility No. 168507293	
Mailing Address: Commanding Officer, Staff Civil Engineer, Environmental Division, P.O. Box 108, Code 184, NAS Cecil Field.					
City: Jacksonville		State: FL		Zip Code: 32215	
Area Code: 904		Telephone Number: 778-5620		Contact Person: Lloyd Cruz	

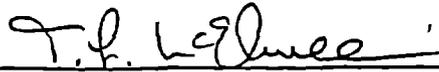
II SITE IDENTIFICATION AND LOCATION

Site I.D. #:		South Fuel Farm, Day Tank # 2			
Facility Name:		Naval Air Station Cecil Field			
Street Address:		Day Tank # 2, Near 2nd Street & Avenue "A"			
City:		Jacksonville, 32215-0101		County: Duval	

III CLOSURE INFORMATION

Closure Started: 8/11/97		Closure Completed: 8/29/97	
Number of USTs Closed: 3			
N/A		SPORTENVDETHASN	
Consultant		UST Removal Contractor	

IV. CERTIFICATION (Read and Sign after completing entire submittal)

<small>I certify that I have personally examined and am familiar with the information submitted in this and all attached documents and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate and complete.</small>	
T.L. McElwee - Project Manager	
Name (Type or Print)	
	
Signature	

V. UST INFORMATION

- A. Product.....
- B. Capacity(gallons).....
- C. Age.....
- D. Construction Material.....
- E. Month/Year of Last Use.....
- F. Depth (ft.) To Base of Tank.....
- G. Spill Prevention Equipment Y/N.....
- H. Overfill Prevention Equipment Y/N.....
- I. Method of Closure Removed/Filled.....
- J. Visible Corrosion or Pitting Y/N.....
- K. Visible Holes Y/N.....

	Tank 1	Tank 2	Tank 3	Tank 4	Tank 5	Tank 6
JP5						
200,000						
41 yrs						
steel						
1997						
2'						
Y						
Y						
R						
N						
N						

- L. Method of disposal for any USTs removed from the ground (attach disposal manifests)

Day Tank # 2 was unearthed, drained, cleaned, and removed. It was then cut up for recycling as scrap metal and delivered to the Cecil Field Recycling Center (See Attachment III). In addition to Day Tank #2, the concrete Skim Tank and Fuel Return Pit were emptied of all liquids, piping and components, the piping penetrations blanked and access openings sealed. The Skim Tank and Fuel Return Pit were not filled with sand (See Site Map 2). Inside the Fuel Return Pit was the 600 gallon steel Fuel Return Tank. The tank was removed, with all of its piping, from the Fuel Return Pit, cut up for recycling as scrap metal and delivered to the Cecil Field Recycling Center (See Attachment III).

- M. Method of disposal for any liquid petroleum, sludges, or waste waters removed from the USTs (attach disposal manifests)

The residual fuel was pumped out of the tank by contractor and transported offbase. The disposal manifest is included in Attachment III. The oily rinse water was recycled through the oil/water separator at the Transportation Office, Building 80, NAS Cecil Field. There was no sludge.

- N. If any corrosion, pitting, or holes were observed, describe the location and extent for each UST

The tank had no areas of corrosion or pitting.

VI. PIPING INFORMATION

- A. Construction Material.....
- B. Distance from UST to Dispenser.....
- C. Number of Dispensers.....
- D. Type of System P/S.....
- E. Was Piping Removed from the Ground? Y/N....
- F. Visible Corrosion or Pitting Y/N.....
- G. Visible Holes Y/N.....
- H. Age.....

Tank 1	Tank 2	Tank 3	Tank 4
Steel			
2700 feet see note 1			
see note 1			
S			
Y See Note 2			
N			
N			
41 yrs			

Note 1: The tank provided JP5 fuel to Dispenser Islands on the flight line.

Note 2: All Day Tank #2 piping was removed from the ground with the exception of some sections of piping to the Fuel Return Pit and Skim Tank, which were left in place for possible future reuse. The piping removed to the Fuel Return Pit and Skim Tank was the 4" Fuel piping from the Skim Tank to the Fuel Return Tank, the 4" Fuel Return piping from the Day Tank, the 14" Fuel supply piping from the Day Tank and the 4" pressure line from the Day Tank sump pump (See Site Map 1 & 2).

- I. If any corrosion, pitting, or holes were observed, describe the location and extent for each line.

The piping for Day Tank # 2 was in good condition and had no holes or pitting.

VII. BRIEF SITE DESCRIPTION AND HISTORY

Day Tank # 2 was an earthen mounded steel tank located at the South Fuel Farm on NAS Cecil Field. The tank was 53'6" in diameter and 13' high. The tank was buried beneath 4' of soil and had a 9" concrete slab poured on top of the tank. The concrete was reinforced by rebar and steel flatbar welded to the top of the tank, 8" on center. The walls of the tank were constructed of 5/16" steel plate with six 4" T-bar stiffener rings welded all the way around the inside of the tank at varying intervals. The top and bottom of the tank was 1/4" plate supported by ten 8" vertical I-beams around the perimeter of the tank and twelve 8" vertical I-beams that were spaced evenly throughout the tank. The perimeter I-beams were welded to the top and bottom plates. The inside I-beams were welded to the bottom plate and 15" horizontal support beams at the top. Underneath the tank bottom plate was a 15" concrete slab reinforced by steel rebar.

The Skim Tank is constructed of 10" thick concrete with rebar and is nine feet by eleven feet by nine feet deep. The Fuel Return Pit is constructed of 10" thick concrete with rebar and is thirteen feet by eighteen feet by sixteen feet deep with a three foot deep sump in the bottom. Inside the Fuel Return Pit was the Fuel Return Tank: It was a 600 gallon steel tank that was removed. Closure in place was discussed and approved by all parties including Southern Division and Cecil Field Environmental to be the most cost and labor effective method of closure. However, plans for emptying, cleaning and filling the Fuel Return Pit and the Skim Tank with sand were changed on August 21, 1997 @ 0745 hrs by SouthDiv's Brian Kizer and The BTC's Rich Donahue. The Fuel Return Pit and Skim Tank were emptied of all equipment, tank & piping, pipe ends blanked inside tank/pit, tank/pit cleaned and left empty for future reuse. These out of service tanks were removed/closed due to base closure.

VIII. SITE CONDITIONS

Yes No Unk

		Yes	No	Unk
A.	<p>Were any petroleum-stained or contaminated soils found in the UST excavation, soil borings, trenches, or monitoring wells?</p> <p>If yes, indicate depth and location on the site map.</p> <p>[UST excavation below Day Tank #2 Slab, under filter slab & near fuel return pit]</p>	X		
B.	<p>Were any petroleum odors detected in the excavation, soil borings, trenches, or monitoring wells?</p> <p>If yes, indicate location on site map and describe the odor (strong, mild, etc.) [Throughout UST excavation below Day Tank #2 Slab, moderate to strong]</p>	X	-	
C.	<p>Was water present in the UST excavation, soil borings, or trenches?</p> <p>If yes, how far below land surface (indicate location and depth)?</p> <p>_____</p>		X	
D.	<p>Did contaminated soils remain stockpiled on site after closure?</p> <p>If yes, indicate the stockpile location on the site map.</p> <p>_____</p>		*X	
E.	<p>Was a petroleum sheen or free product detected on any excavation or boring waters?</p> <p>If yes, indicate location and thickness on the site map.</p>		N/A	

*Per agreement with SouthDiv, Cecil Field Environmental, and FDEP, clean soil (<50 ppm) from the top of Day Tank # 2 earthen mound was used as backfill at the Jet Engine Test Cell Site. Soil not moved to Jet Engine Test Cell site was graded out over the area. IAW Alternate Procedure issued by FDEP, raked and seeded. Contaminated soil at the Day Tank site will be addressed in the RAP.

IX. SAMPLING METHODOLOGY

Provide a detailed description of the methods used to collect the samples.

Prior to removal of Day Tank #2, soil was removed from the earthen mound on the top and sides of the tank. Soil to be taken to the Jet Engine Test Cell site was taken from the north & northeast sides of the tank mound. Approximately every third Trackhoe bucket of soil was screened by OVA Headspace Analysis with an Organic Vapor Analyzer-Flame Ionization Detector (PE PHOTOVAC MicroFid, Serial Number CZEF215) for petroleum hydrocarbon vapors. Soil that had OVA-FID readings of <50 ppm was loaded into dump trucks and transported to the Jet Engine Test Cell site to be used as backfill (approximately 1800 cubic yards). OVA Headspace Analysis readings taken during soil screening for the Jet Engine Test Cell were not recorded since none of the readings exceeded 5 ppm.

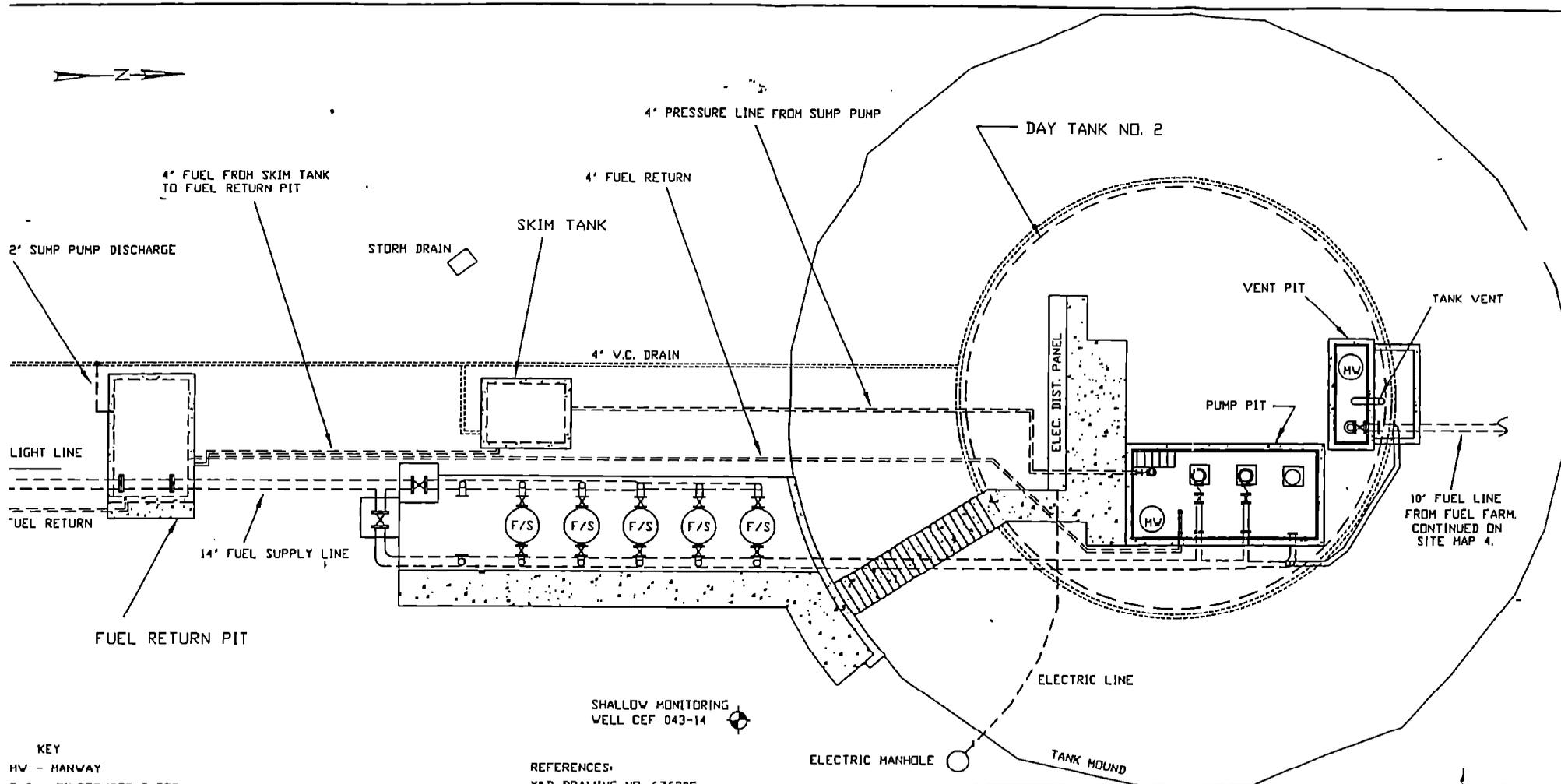
After the removal of Day Tank # 2 and the 15" thick concrete slab underneath, an OVA-FID was used to screen the soils for petroleum hydrocarbon vapors. OVA headspace samples were taken 1' below the 15" tank slab at the North, South, East and West quadrants of the tank slab and one in the center of the excavation (See Site Map 3). In this excavation, the bottom of the 15" concrete slab was at 3' below GSL. OVA headspace soil samples were extracted using the Trackhoe bucket and sampled from the middle of the bucket. Sampling was performed in accordance with the FDEP Pollutant Storage Tank Closure Assessment Requirements and the FDEP Quality Assurance Standard Operating Procedures for Petroleum Storage System Closure Assessments.

No ground water samples were collected since no groundwater was encountered and the area had already been identified as a petroleum contaminated site.

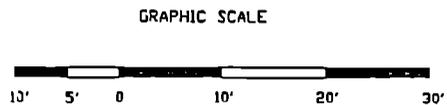
SITE MAPS/PHOTOGRAPHS

- Site Map 1- Day Tank 2 Site Layout
- Site Map 2 - Day Tank 2 Site after demolition
- Site Map 3 - Day Tank 2 OVA/FID sample locations
- Site Map 4 - Day Tank 2 Fuel piping Removal

Photographs 1 thru 36



KEY
 HW - MANWAY
 F/S - FILTER/SEPARATOR

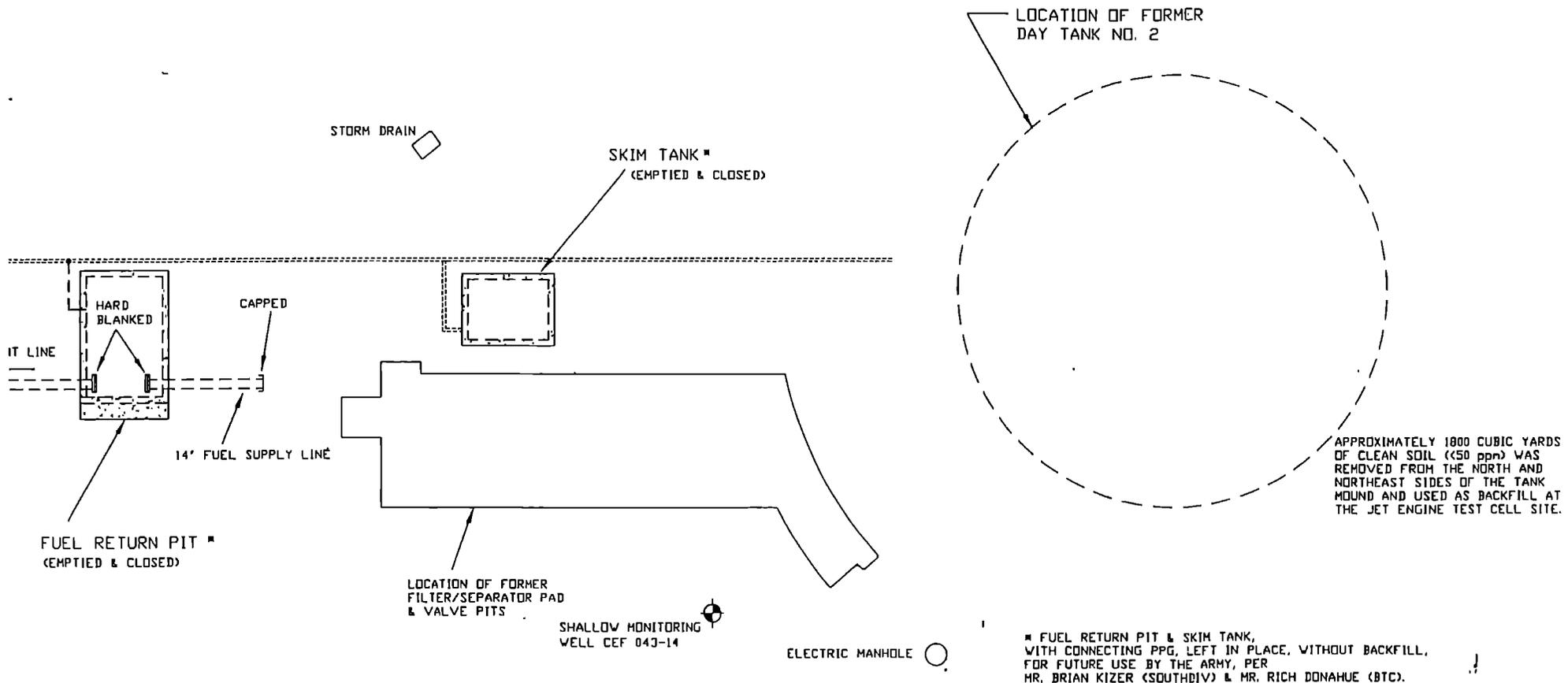
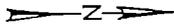


REFERENCES:
 YLD DRAWING NO. 676305
 HIGH SPEED REFUELING FACILITIES
 PIPELINE PROFILE
 YLD DRAWING NO. 676304 (FILE 12110-027)
 HIGH SP. REF. FAC.
 5,000 BBL DAY TANK PIPING
 SITE SURVEY CONDUCTED BY DET PERSONNEL

SPORTENVDETHASN
 1899 North Hobson Ave.
 North Charleston, SC
 29405-2106
 Ph. (803) 743-6777

Site Map 1
 Day Tank 2 Site Layout
 Naval Air Station Cecil Field
 Jacksonville, FL

DWG DATE: 2 DEC 97 DWG NAME: CF-DYTK1



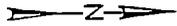
APPROXIMATELY 1800 CUBIC YARDS OF CLEAN SOIL (<50 ppm) WAS REMOVED FROM THE NORTH AND NORTHEAST SIDES OF THE TANK MOUND AND USED AS BACKFILL AT THE JET ENGINE TEST CELL SITE.

■ FUEL RETURN PIT & SKIM TANK, WITH CONNECTING PPG, LEFT IN PLACE, WITHOUT BACKFILL, FOR FUTURE USE BY THE ARMY, PER MR. BRIAN KIZER (SOUTHDIV) & MR. RICH DONAHUE (BTC).

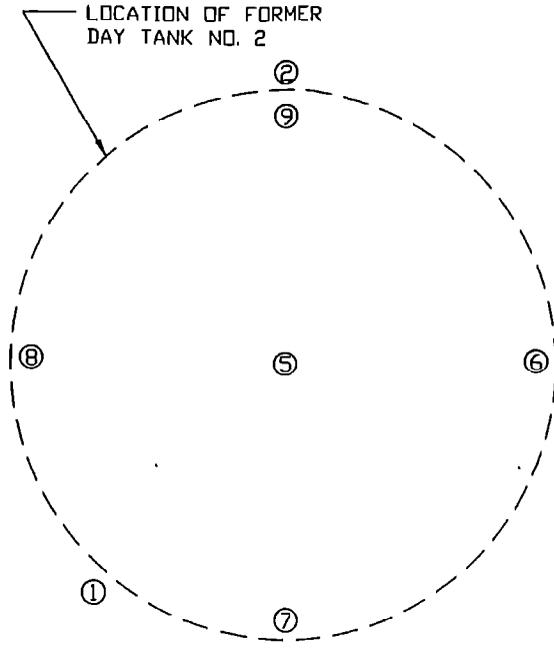
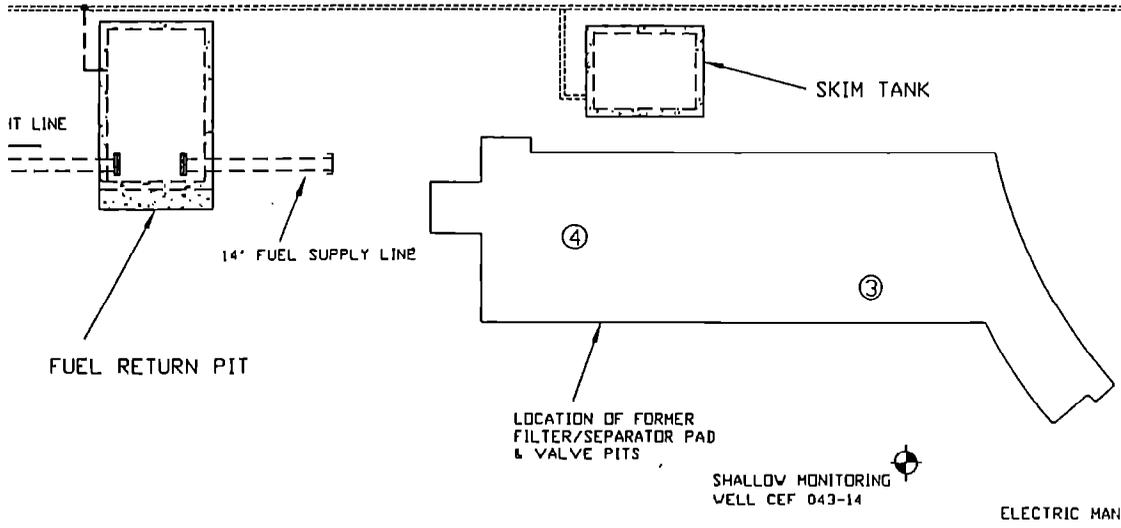
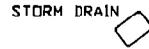
GRAPHIC SCALE



SPORTENVDETHASN 1099 North Hobson Ave. North Charleston, SC 29405-2106 Ph. (803) 743-6777	Site Map 2 Day Tank 2 Site After Demolition Naval Air Station Cecil Field Jacksonville, FL	
	DWG DATE: 2 DEC 97	DWG NAME: CF-DYTK2

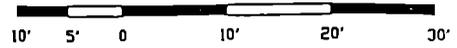


SAMPLE #	DEPTH BGSL	DATE	TIME	READING (ppm)
1	1' 6'	8/13	1030	3,791
2	1' 6'	8/22	1430	250
3*	1'	8/24	1120	7,828
4*	1'	8/24	1130	7,350
5	4'	8/27	0815	385
6	4'	8/27	0820	6,583
7	4'	8/27	0825	6,563
8	4'	8/27	0830	3,639
9	4'	8/27	0835	4,529

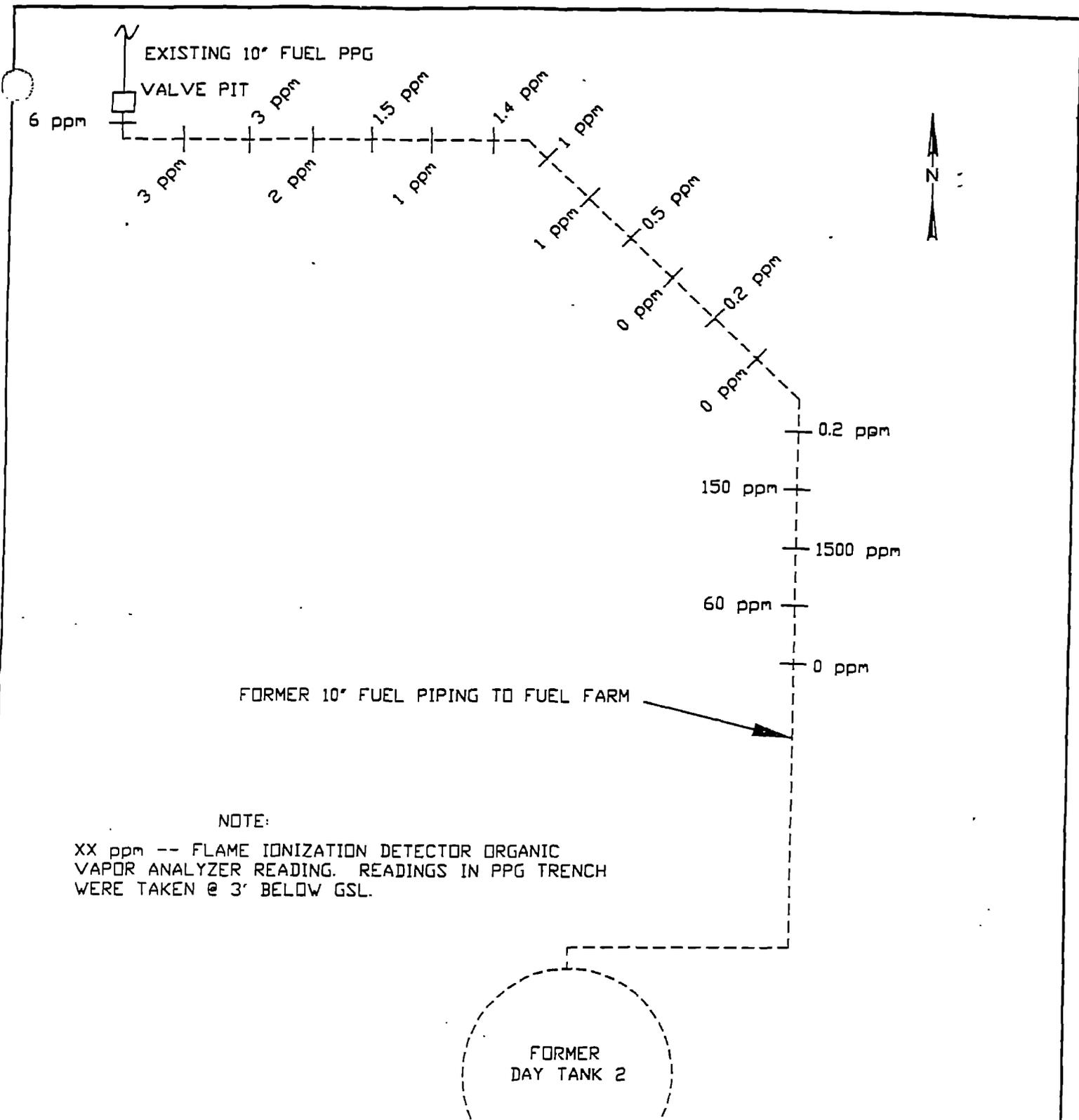


* READINGS 3 & 4 WERE TYPICAL OF THE SOIL IN THE FUEL RETURN PIT/SKIM TANK AREA. ALL SOIL HAD A VERY STRONG PETROLEUM ODDOR.

GRAPHIC SCALE



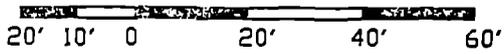
SPORTENVDECHASN 1899 North Hobson Ave. North Charleston, SC 29405-2106 Ph. (803) 743-6777	Site Map 3 Day Tank 2 OVA/FID Sample Loc. Naval Air Station Cecil Field Jacksonville, FL	
	DWG DATE: 2 DEC 97	DWG NAME: CF-DYTK3



NOTE:

XX ppm -- FLAME IONIZATION DETECTOR ORGANIC VAPOR ANALYZER READING. READINGS IN PPG TRENCH WERE TAKEN @ 3' BELOW GSL.

GRAPHIC SCALE



SPORTENVDETHASN
 1899 North Hobson Ave.
 North Charleston, SC 29405-2106
 Ph. (803) 743-6777

Site Map 4
Day Tank 2 Fuel PPG Removal
 Naval Air Station Cecil Field
 Jacksonville, FL

DWG DATE: 2 DEC 97 | DWG NAME: CF-DYTK4

Removal of Day Tank # 2 and associated equipment

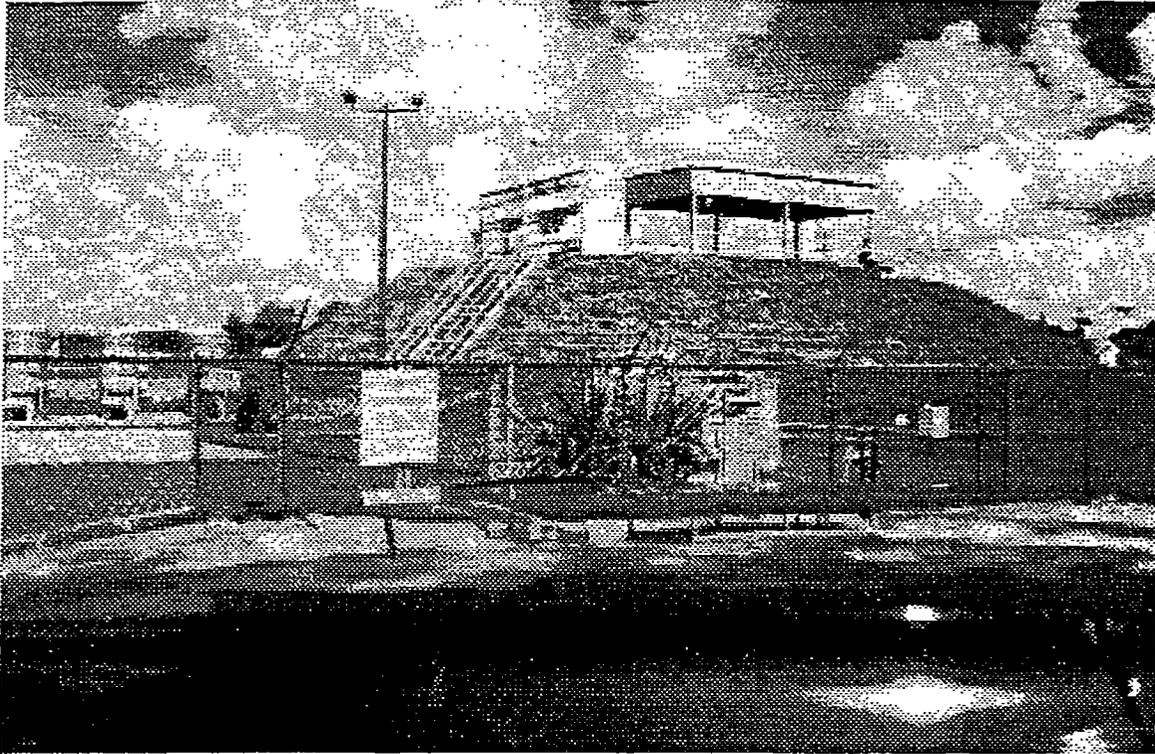


Photo 1: Day Tank #2 prior to commencement of work.

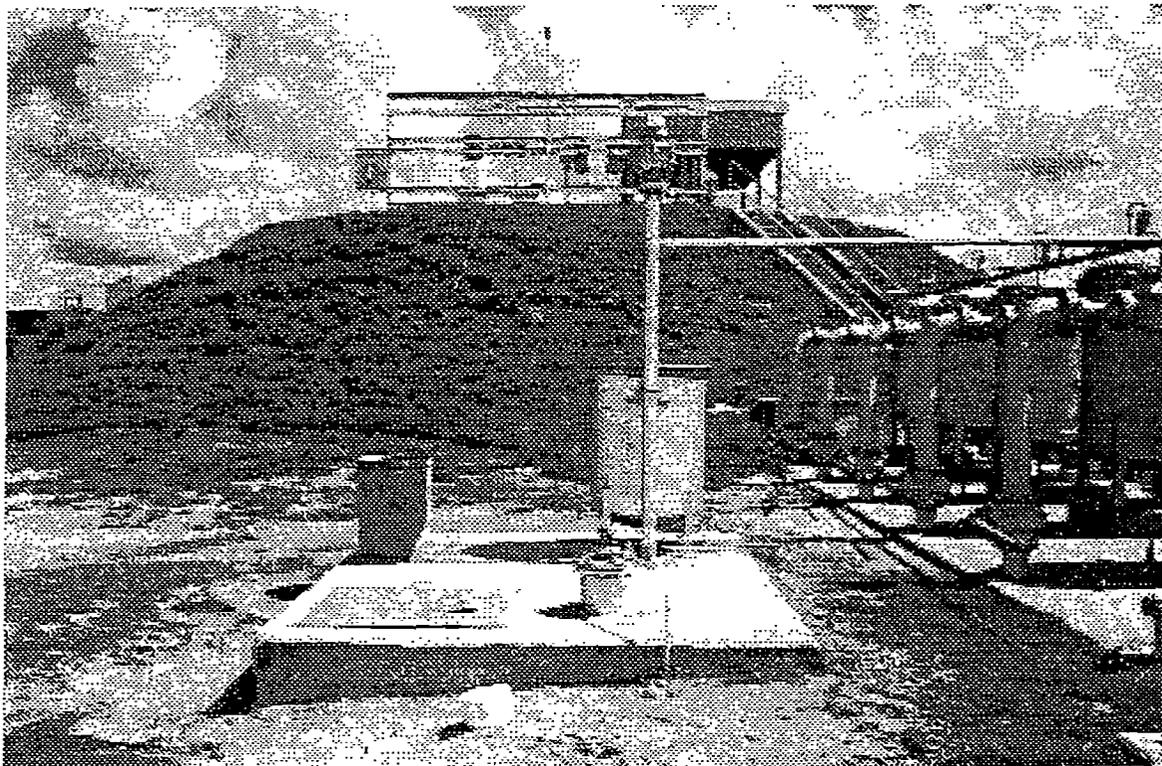


Photo 2: Day Tank Skim Tank and filter assembly. Skim tank was emptied, cleaned and abandoned in place (empty).

Removal of Day Tank # 2 and associated equipment

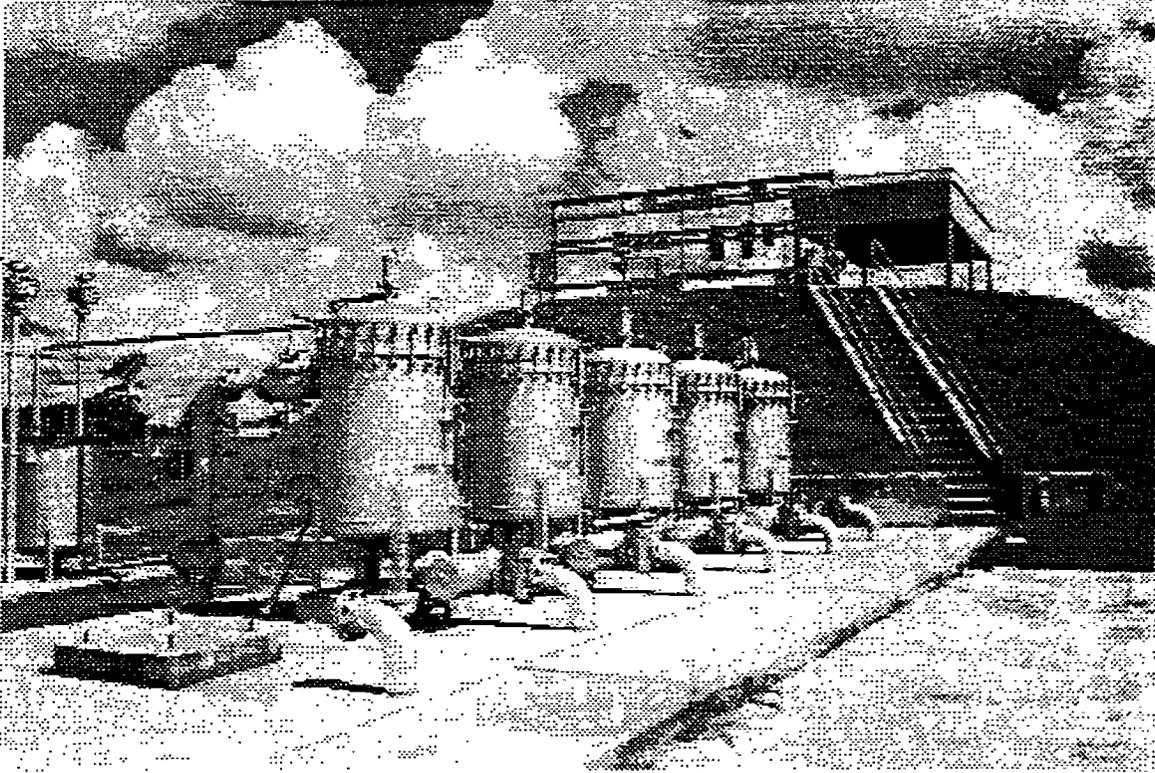


Photo 3: Day tank filters. Filters, concrete slab and piping were removed and recycled.

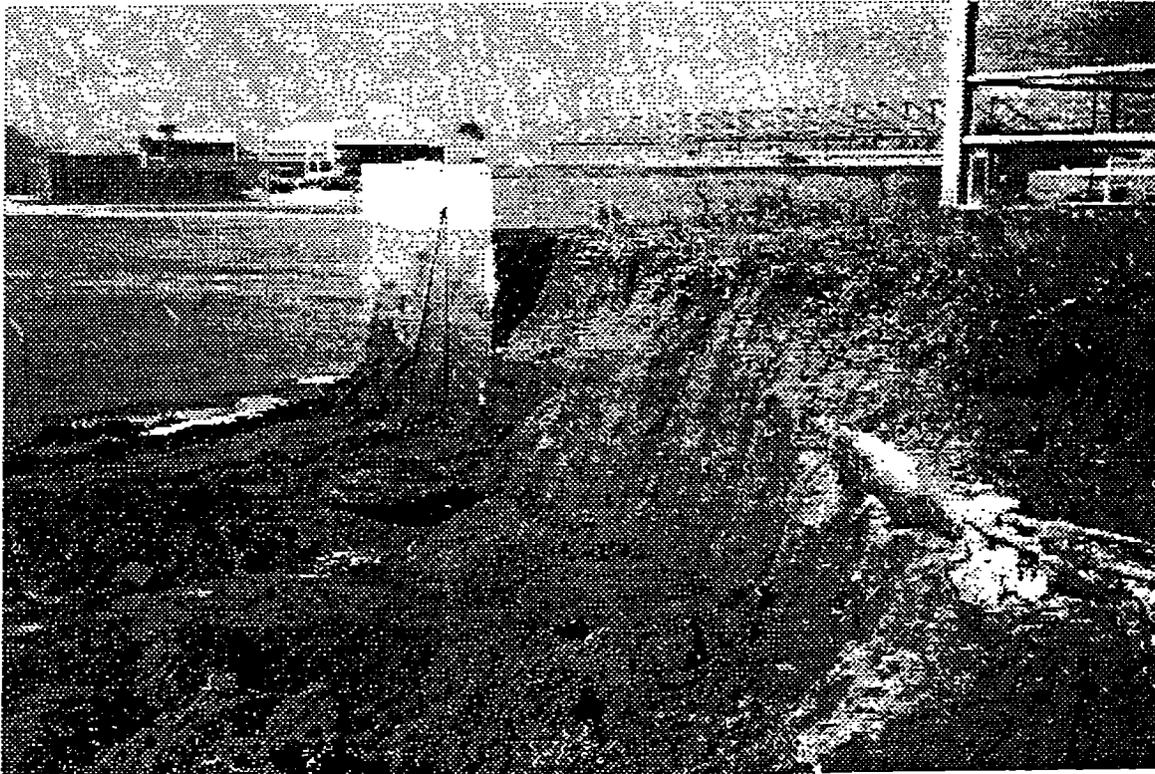


Photo 4: Additional manways under 4' of soil on top of Day tank. Concrete encased conduit ran from vent pit manway to electrical manifold.

Removal of Day Tank # 2 and associated equipment



Photo 5: Southeast side of Day tank exposed. Note 14" fuel supply line from pump pit and area cleaned for tank access.

Removal of Day Tank # 2 and associated equipment



Photo 6: Demolition of Day tank concrete filter pad after filter removal. Note valve pits and pump pit cover over fuel return pit. Valve pits and valves were removed with piping.

Removal of Day Tank # 2 and associated equipment



Photo 7: Demolition of Day tank filter piping after removal.

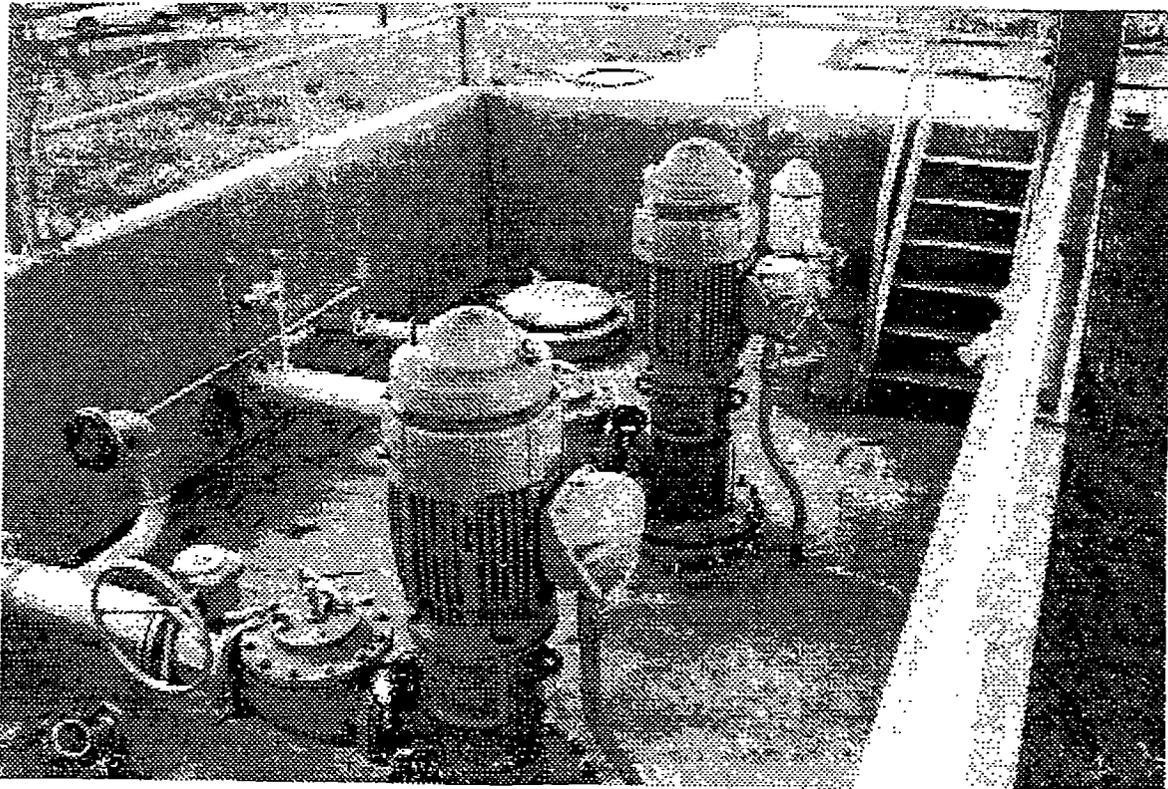


Photo 8: Day tank pump pit on top of tank prior to removal of cover, pumps and motors.

Removal of Day Tank # 2 and associated equipment



Photo 9: Removal of pump & motor from pump pit.

Removal of Day Tank # 2 and associated equipment

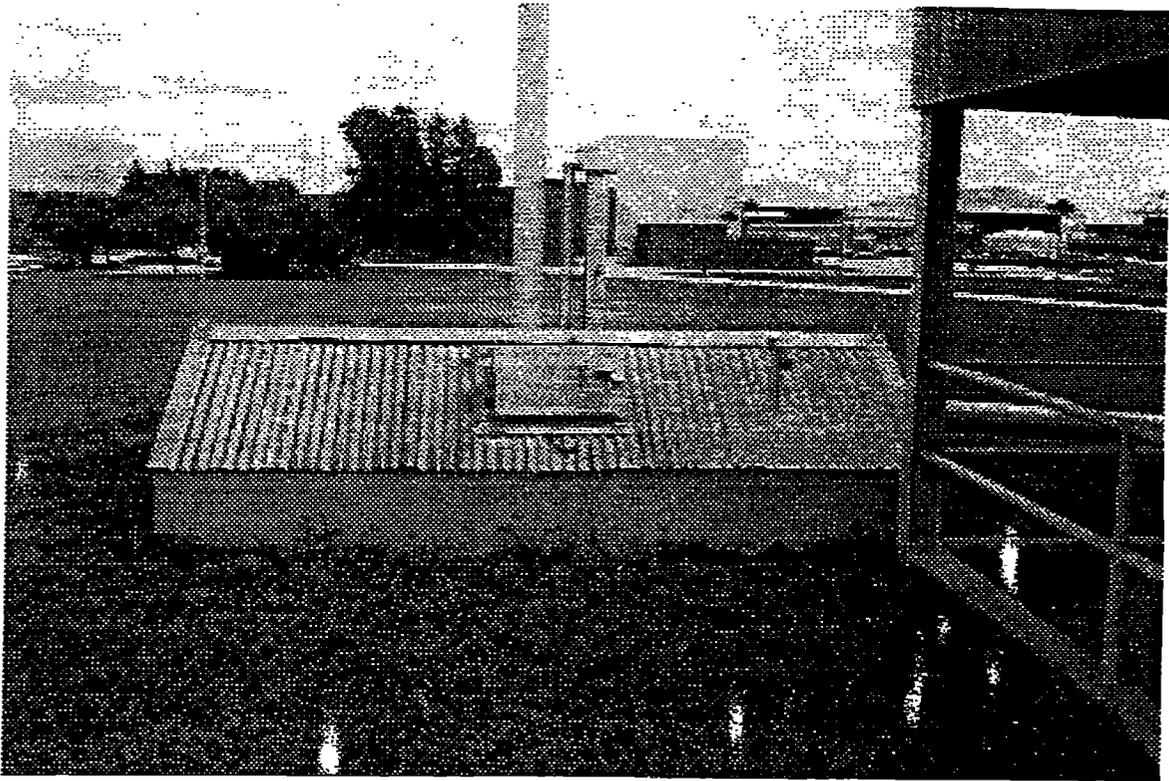


Photo 10: Vent pit with cover prior to commencement of work.

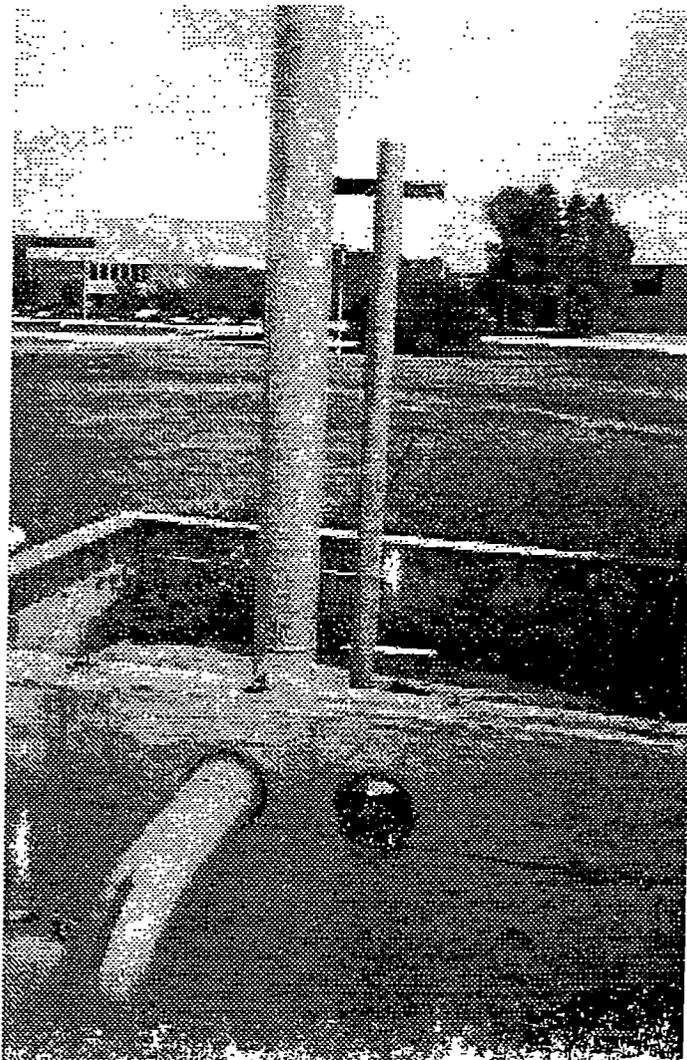


Photo 11: Vent pit after cover removal showing tank and pit vent piping.

Removal of Day Tank # 2 and associated equipment



Photo 12: Demolition of 9" concrete slab on top of tank. Note 9" steel lip that extends above tank top. Flatbar was welded to tank top and concrete poured over it.



Photo 13: Continuation of 9" concrete slab demolition with hydraulic hammer. Manways shown were in pump pit.

Removal of Day Tank # 2 and associated equipment



Photo 14: Day tank top after concrete removal.



Photo 15: Day tank internals after access cut.

Removal of Day Tank # 2 and associated equipment



Photo 16: Day tank internal support structure. Note pump pit manway and pump/motor penetrations.



Photo 17: Day tank top removal.

Removal of Day Tank # 2 and associated equipment

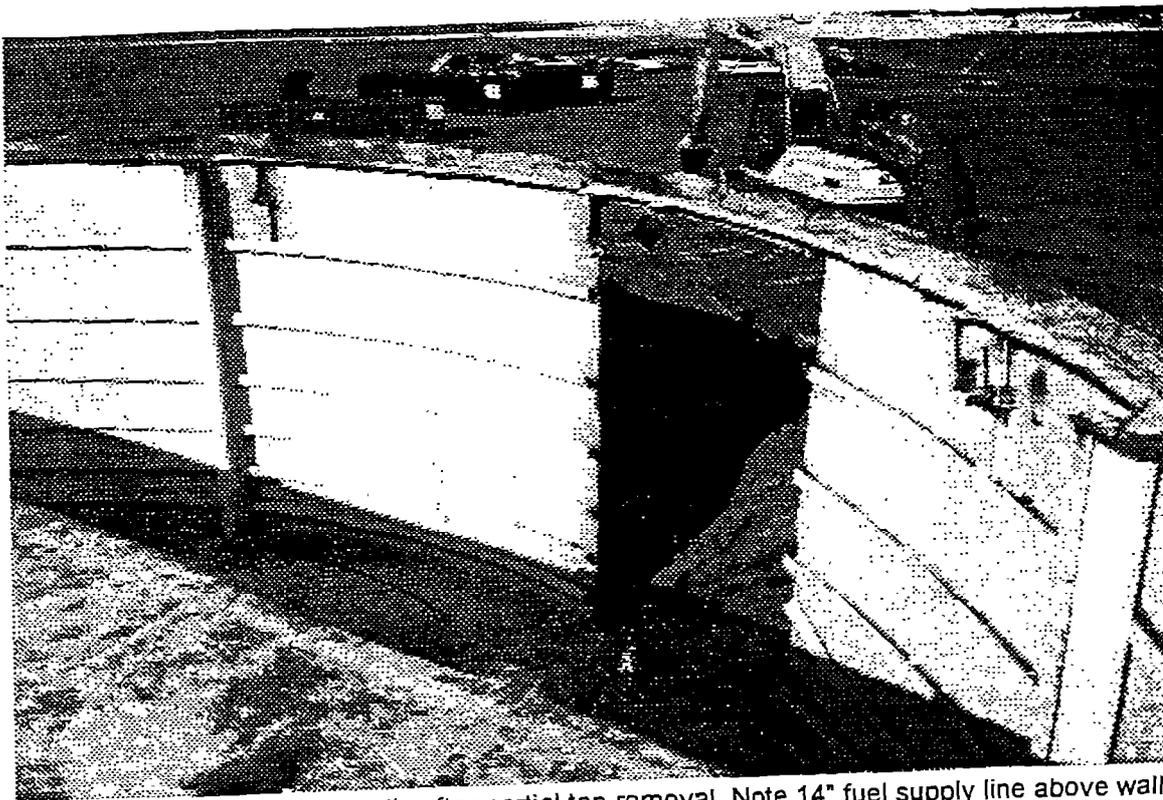


Photo 18: Day tank internal walls after partial top removal. Note 14" fuel supply line above wall near access.

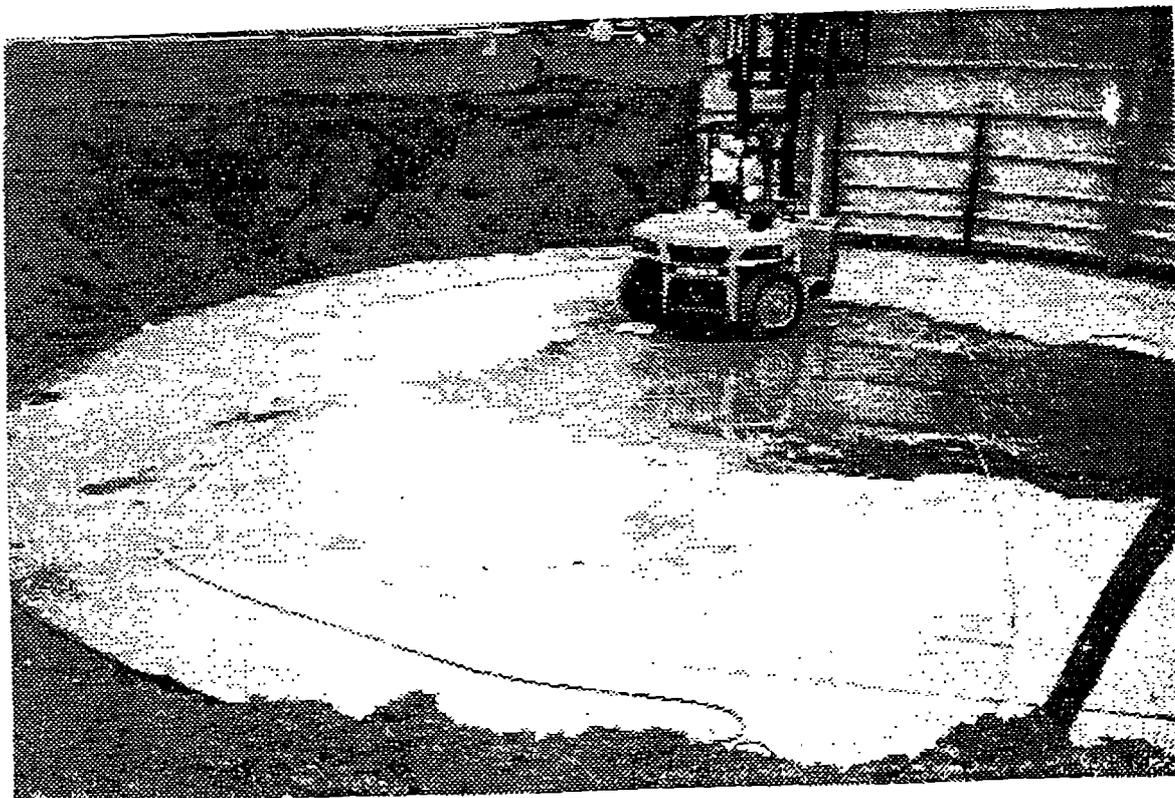


Photo 19: Steel bottom of Day tank prior to removal.

Removal of Day Tank # 2 and associated equipment.

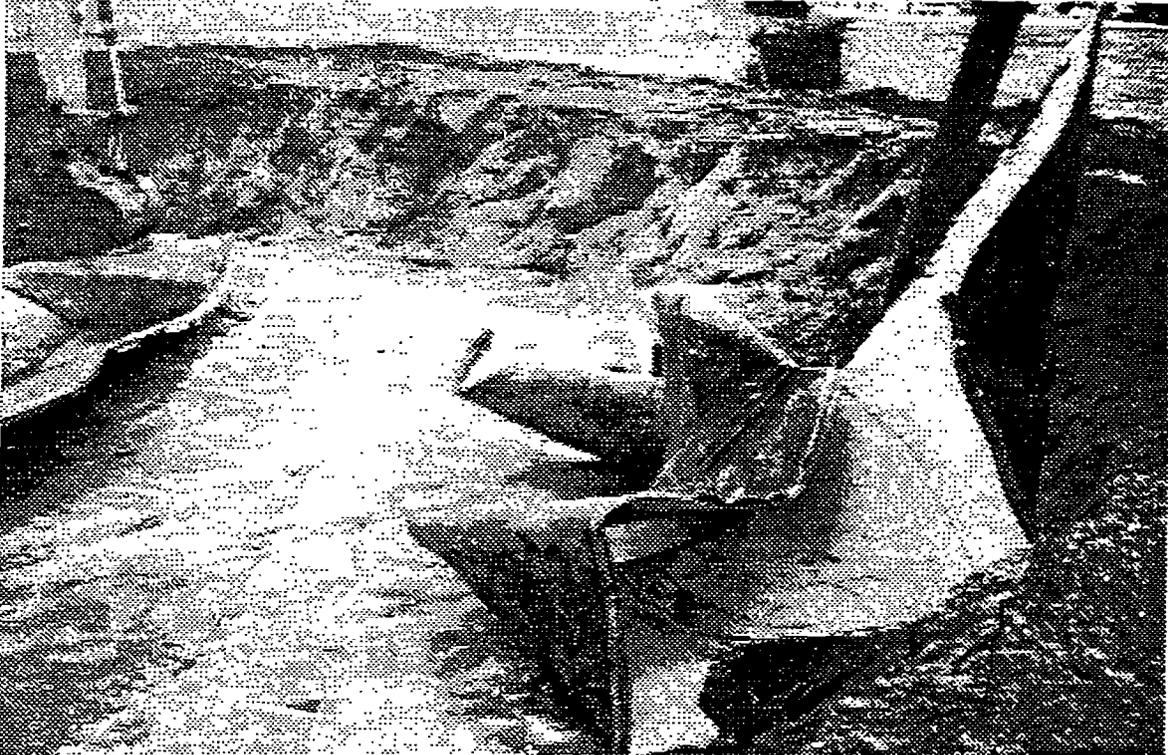


Photo 20: Steel tank bottom during removal.

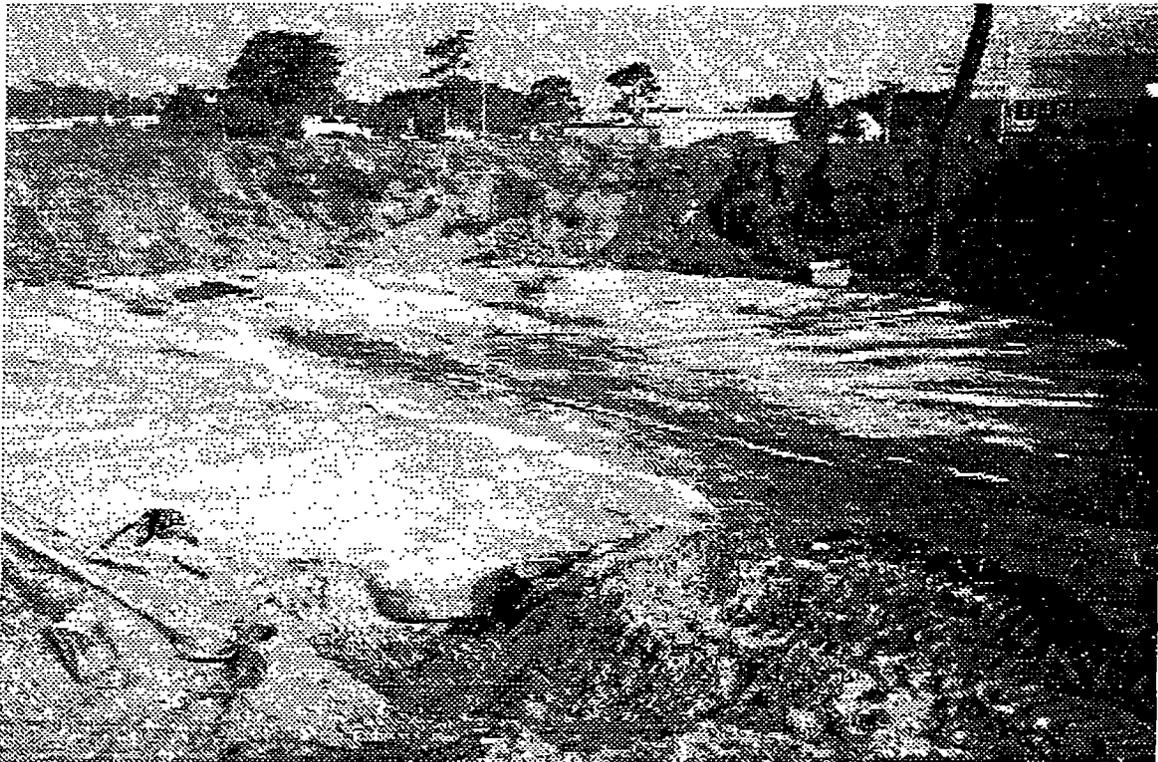


Photo 21: 15" concrete slab under Day tank. Note 14" fuel supply line cut off next to slab.

Removal of Day Tank # 2 and associated equipment



Photo 22: Day tank slab being removed from excavation.



Photo 23: Excavation after concrete slab removal. Bottom of excavation was 3' below ground surface level.

Removal of Day Tank # 2 and associated equipment

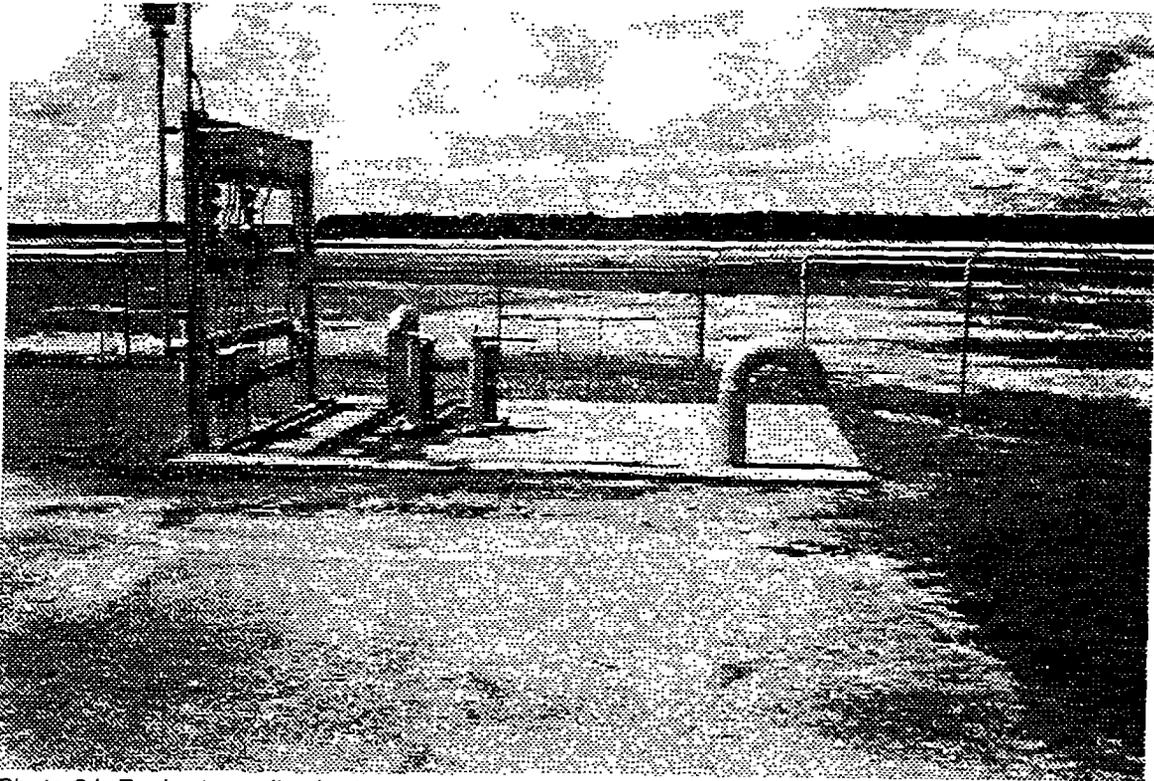


Photo 24: Fuel return pit prior to commencing work.

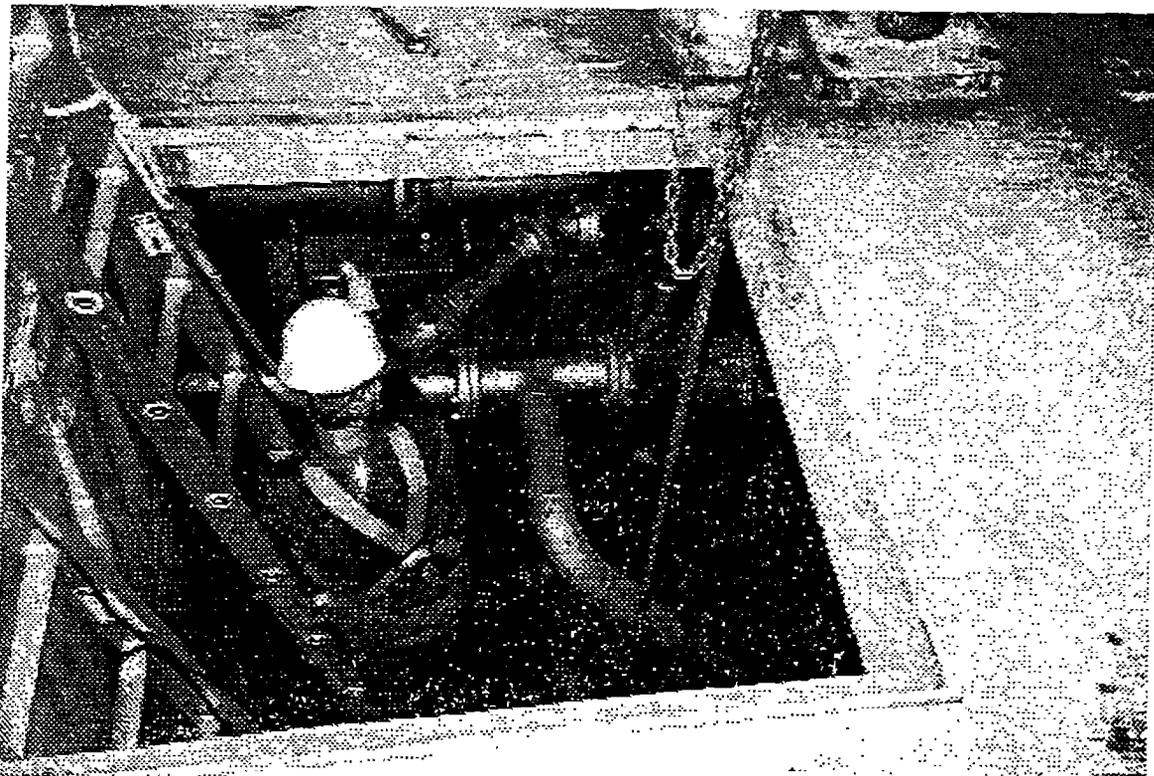


Photo 25: Removal of piping and components from fuel return pit.

Removal of Day Tank # 2 and associated equipment

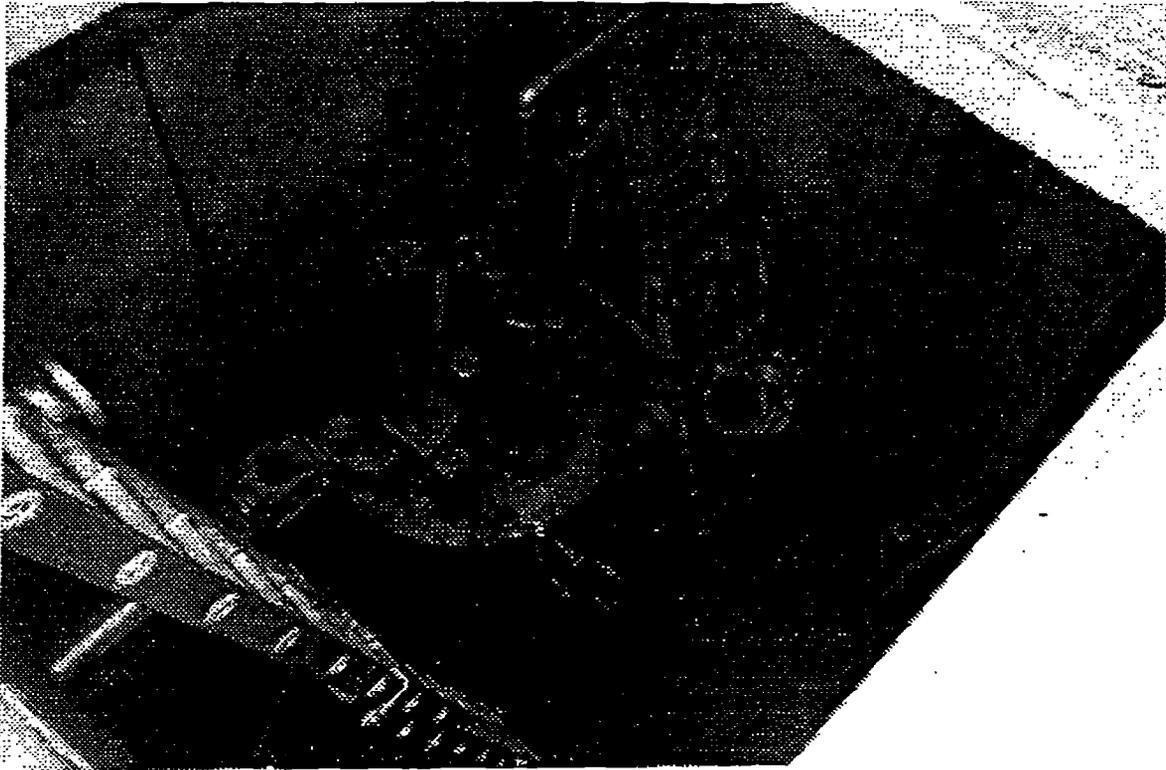


Photo 26: Fuel return tank prior to removal from return pit. All components were removed, the pit cleaned and closed in place (empty).

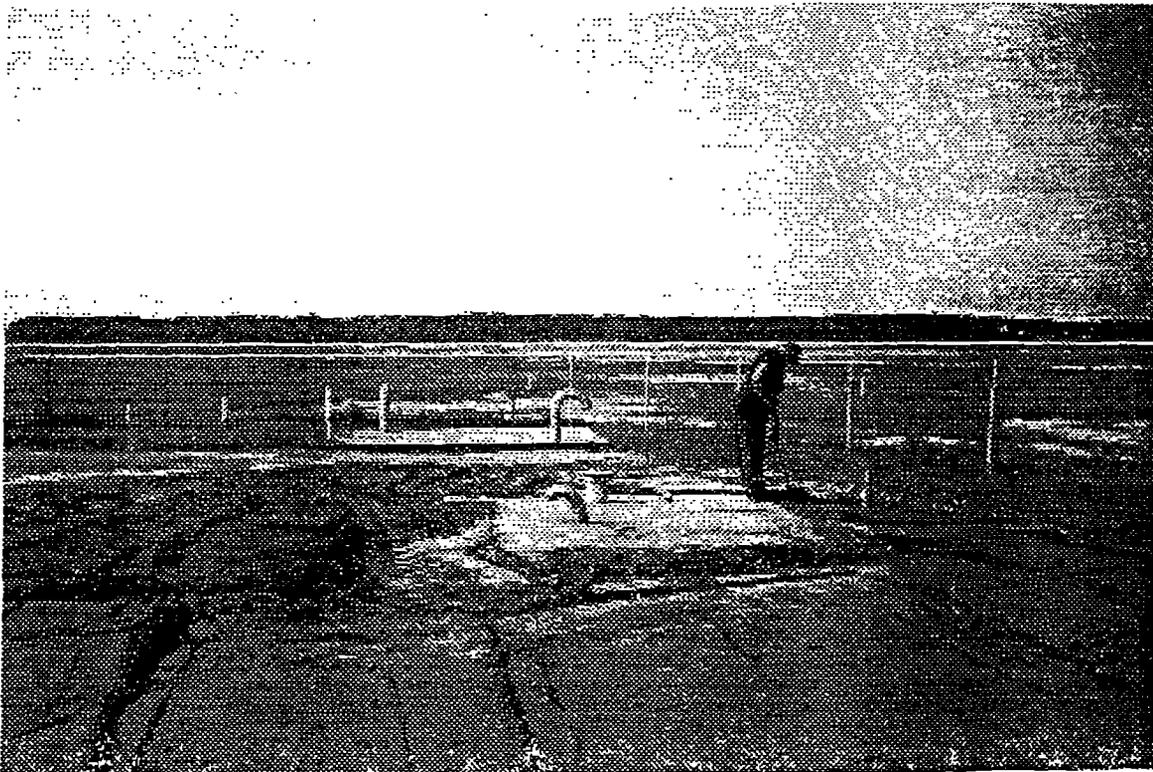


Photo 27: Skim tank and fuel return pit after closure and during site restoration.

Removal of Day Tank # 2 and associated equipment



Photo 28: View of Day tank from 10" fuel line valve pit. 10" piping from valve pit to Day tank was removed.

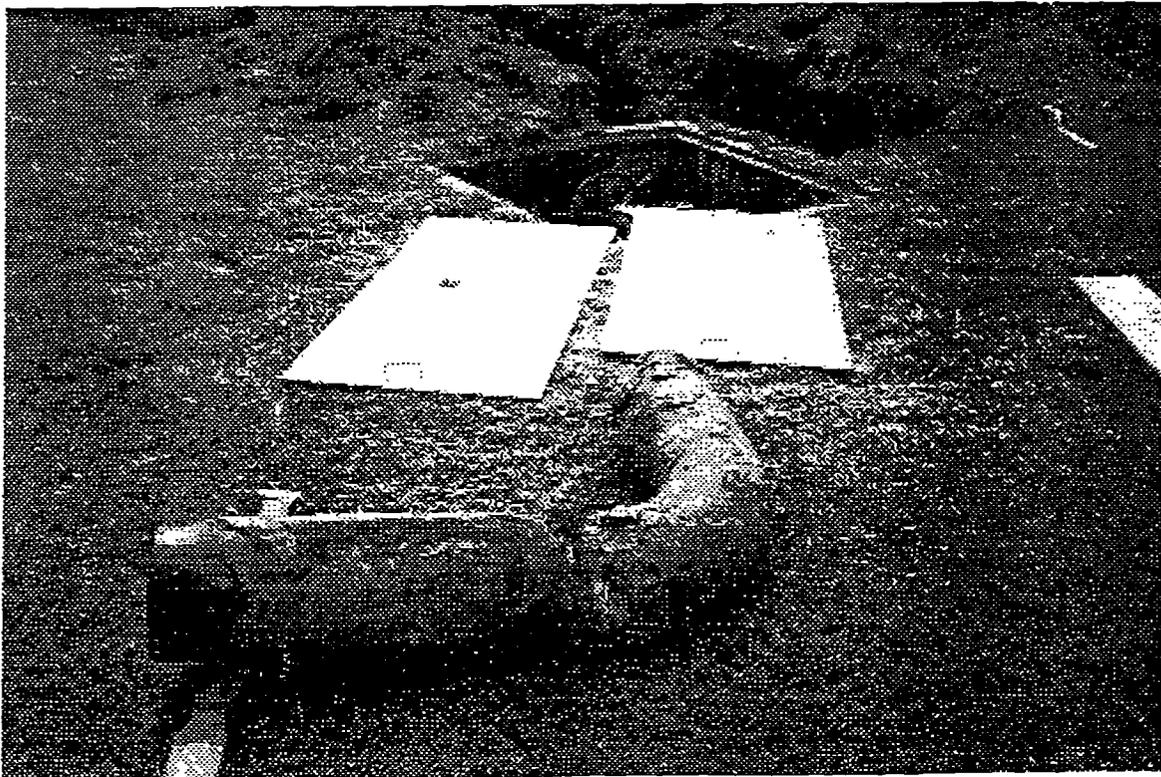


Photo 29: 10" coated steel pipe removed from valve pit and trench. Piping was in good shape.

Removal of Day Tank # 2 and associated equipment



Photo 30: Piping trench heading east from valve pit. See Site Map 4 for FID readings in the trench.

Removal of Day Tank # 2 and associated equipment

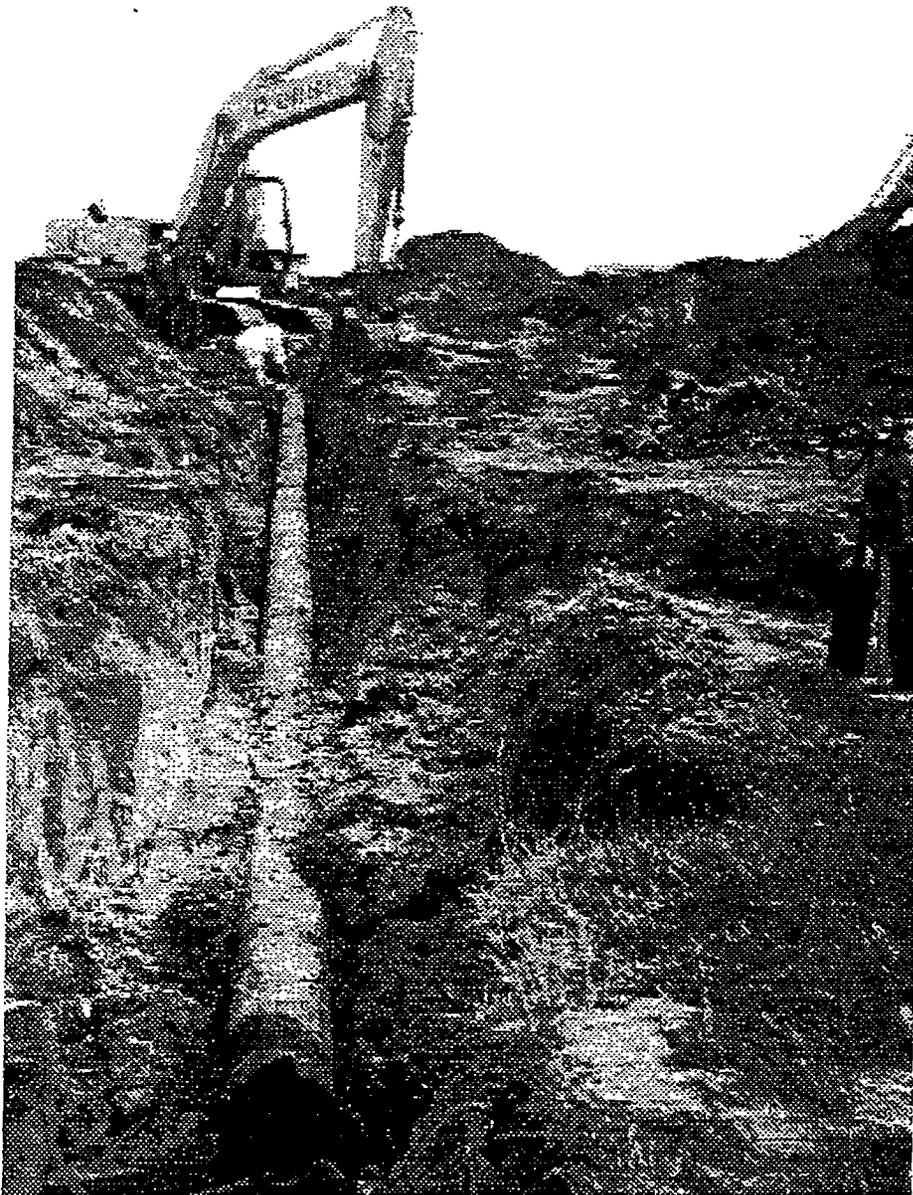


Photo 31: Removal of 10" fuel supply line heading south towards Day tank.
FID readings in this trench ranged from 60 ppm to 1500 ppm.

Removal of Day Tank # 2 and associated equipment

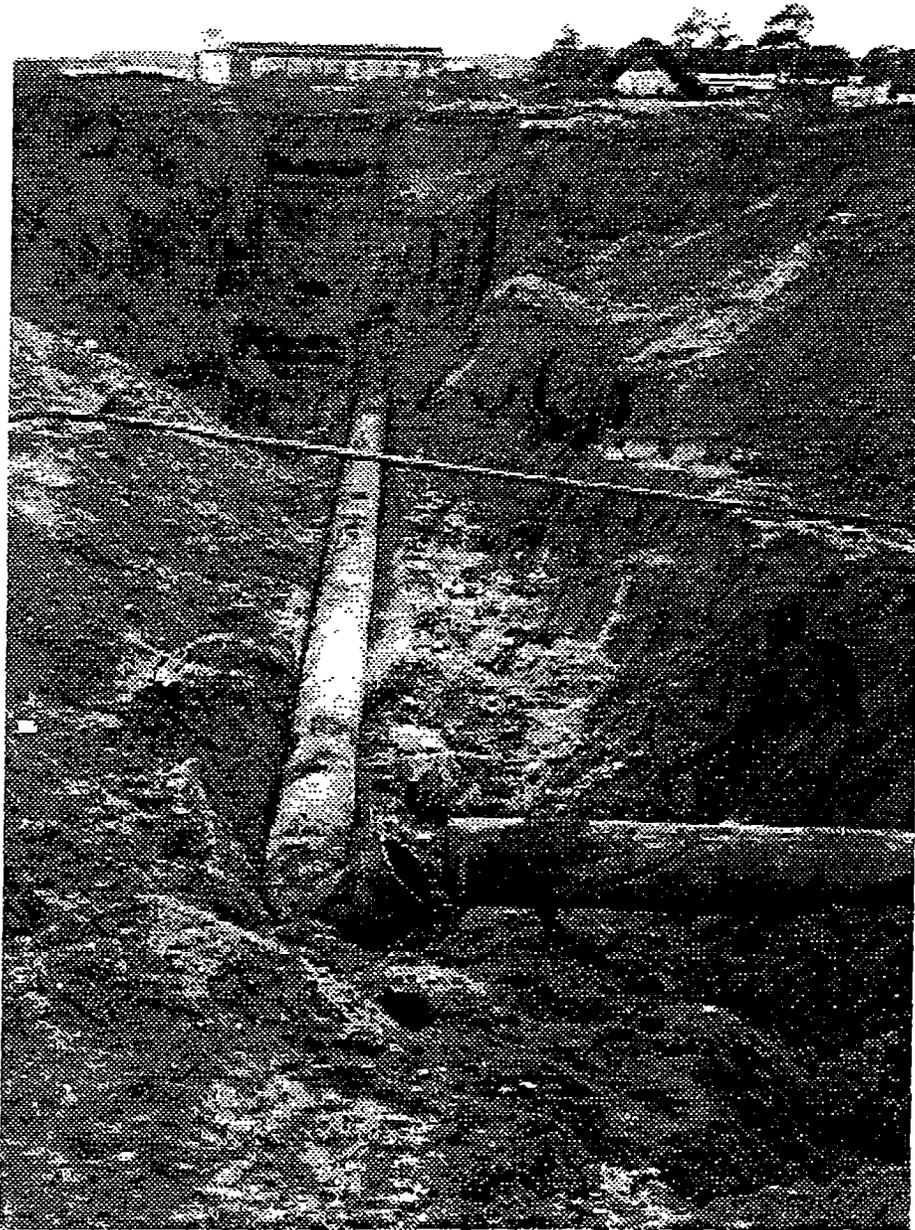


Photo 32: Removal of 10" fuel supply line heading west towards Day tank.

Removal of Day Tank # 2 and associated equipment

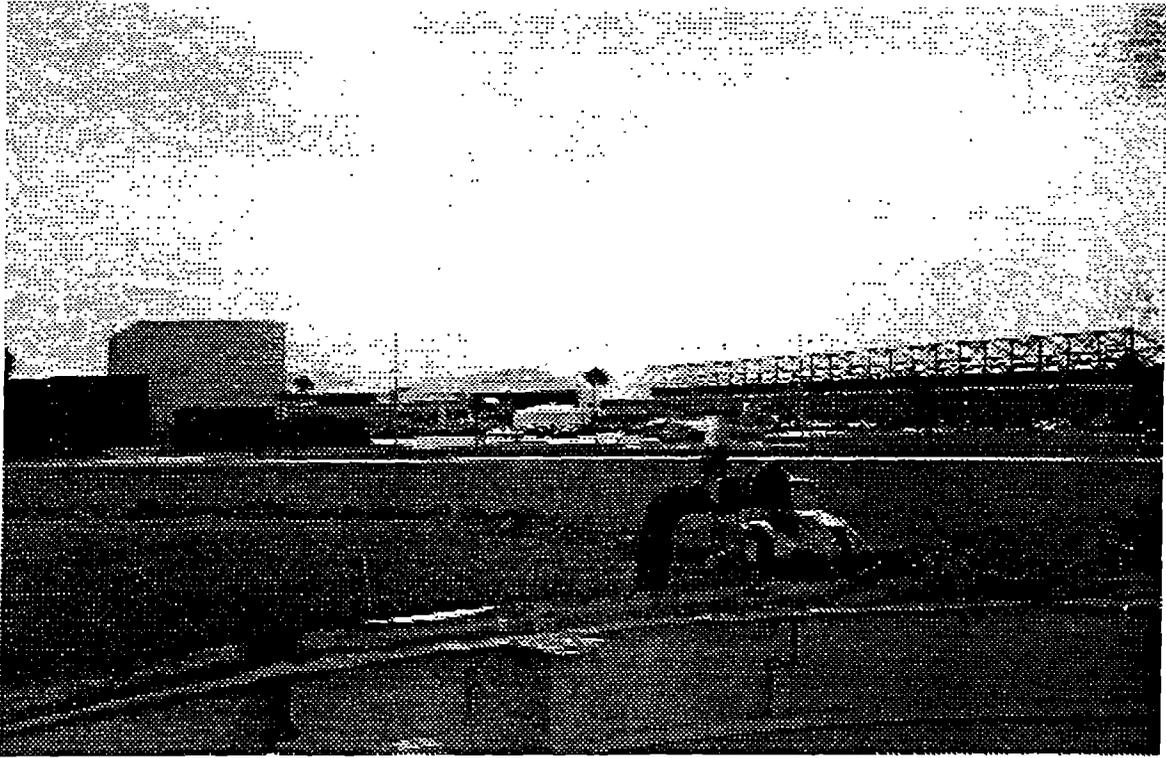


Photo 33: View of 10" piping over tank wall as well as piping trench in the background.



Photo 34: Steel sections of tank and piping being loaded on flatbeds for recycling.

Removal of Day Tank # 2 and associated equipment



Photo 35: The Day tank site. looking northeast, during restoration.

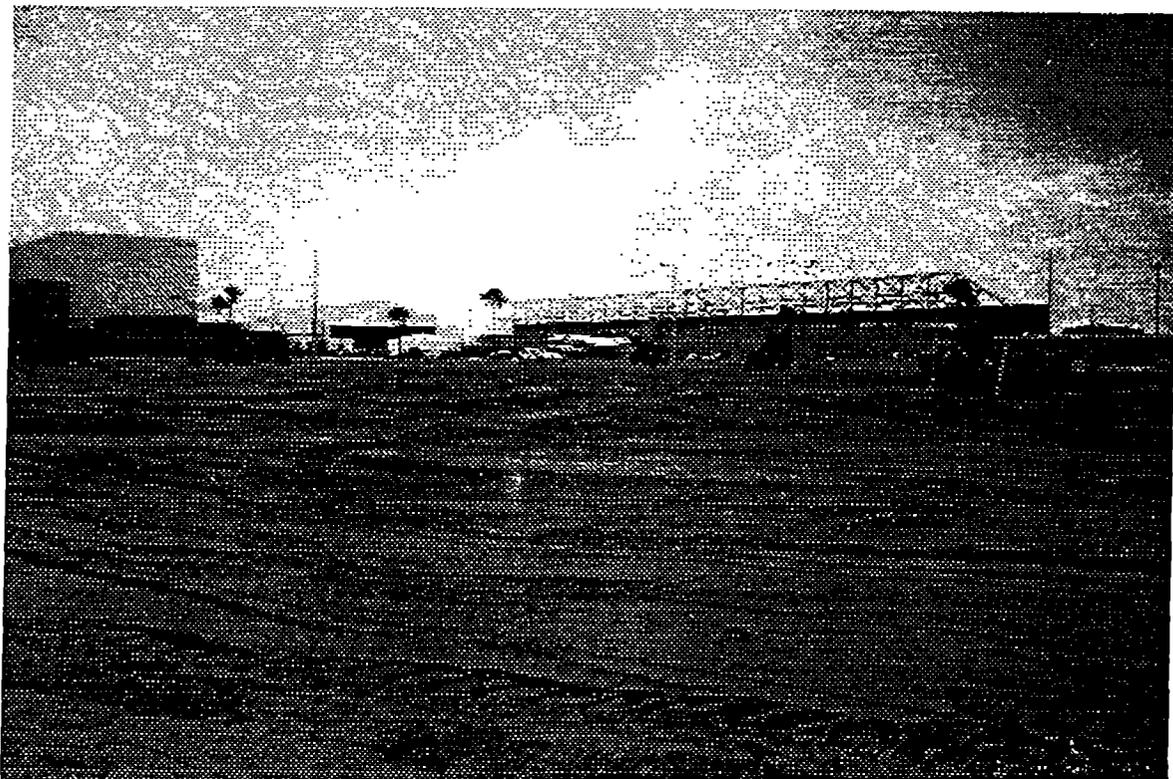


Photo 36: The Day tank site. looking north, during restoration.

ANALYTICAL RESULTS

OVA headspace samples were the only analytical performed (see Site Map 3).

Attachment III

Certificate of Disposal (Day Tank #2, all piping, Fuel Return Tank)
Disposal Manifest (fuel oil)

UST Certificate of Disposal

CONTRACTOR

Supervisor of Shipbuilding, Conversion and Repair, USN
Portsmouth, VA
Environmental Detachment Charleston
1899 North Hobson Avenue
North Charleston 29405-2106

Telephone (803) 743-6482

TANK ID & LOCATION

Day Tank # 2 & all piping, NAS Cecil Field, Jacksonville, Florida

DISPOSAL LOCATION

Recycling Center
NAS Cecil Field, Jacksonville

TYPE OF TANK

SIZE (GAL)

Steel

200,000

CLEANING/DISPOSAL METHOD

The tank, piping and equipment were unearthed, cut open, cleaned with a steam cleaner, cut into sections, and disposed of at the Base Recycling Center.

DISPOSAL CERTIFICATION

I certify that the above tank, piping and equipment has been properly cleaned and disposed of.

T. L. L. L. L. / 10/24/97
(Name) (Date)

UST Certificate of Disposal

CONTRACTOR

Supervisor of Shipbuilding, Conversion and Repair, USN
Portsmouth, VA
Environmental Detachment Charleston
1899 North Hobson Avenue
North Charleston 29405-2106

Telephone (803) 743-6482

TANK ID & LOCATION

Day Tank # 2 Fuel Return Tank, NAS Cecil Field, Jacksonville, Florida

DISPOSAL LOCATION

Recycling Center
NAS Cecil Field, Jacksonville

TYPE OF TANK

Steel

SIZE (GAL)

600

CLEANING/DISPOSAL METHOD

The tank was removed from the Fuel Return Pit, cut open, cleaned with a steam cleaner, cut into sections, and disposed of at the Base Recycling Center.

DISPOSAL CERTIFICATION

I certify that the above tank has been properly cleaned and disposed of.

T. L. Loggins / 10/24/97
(Name) (Date)



Georgia Petroleum, Inc.

NON-HAZARDOUS WASTE MANIFEST

1. Generator's US EPA ID No. GAR 000010 884

Manifest Document No.

2. Page 1 of 1 8-19-97

3. Generator's Name and Mailing Address: AFG. Oil Services Blakely Ga. Rt. 5 Box 2350 31723

4. Generator's Phone: 912 372-4550

5. Transporter 1 Company Name: AFG. Oil

6. US EPA ID Number: GAR 000010 884

Credit

7. Transporter 2 Company Name: [Blank]

8. US EPA ID Number: [Blank]

Paid 2629

9. Designated Facility Name and Site Address: Georgia Petroleum, Inc. 1612 James P. Rogers Circle Valdosta, Georgia 31601

10. US EPA ID Number: GAD 051222433

A. Transporter's Phone: 912-222-4550

B. Transporter's Phone: [Blank]

C. Facility's Phone: 912-244-0110

11. Waste Shipping Name and Description: Non-Haz. Used Oil

12. Containers No. Type: 15

13. Total Quantity: 1095 Gal

14. Unit: [Blank]

15. Special Handling Instructions and Additional Information: Tommy DAVIS Estimated 800 gals (AK)

16. Additional Descriptions for Materials Listed Above: GEORGIA Petroleum Received 1095 total gals

17. Handling Codes for Wastes Listed Above: API 33.9, VIB 50, BSW 590, OIL OR 2100

18. Special Handling Instructions and Additional Information: In the event of an emergency call 912-244-9110 Mon-Fri 8-5 or 912-242-0601 anytime. G. 1095, H2O 55, N 1040, H2O .15, 156.00

19. GENERATOR'S CERTIFICATION: I certify the materials described above on this manifest are not subject to federal regulations for reporting proper disposal of Hazardous Waste. Printed/Typed Name: Tommy DAVIS, Signature: Tommy DAVIS, Month/Day/Year: 08/19/97

20. Transporter 1 Acknowledgement of Receipt of Materials: Printed/Typed Name: Tommy DAVIS, Signature: Tommy DAVIS, Month/Day/Year: 08/19/97

21. Transporter 2 Acknowledgement of Receipt of Materials: Printed/Typed Name: [Blank], Signature: [Blank], Month/Day/Year: [Blank]

22. Discrepancy Indication Space: [Blank]

23. Facility Owner or Operator: Certification of receipt of waste materials covered by this manifest except as noted in Item 19. Printed/Typed Name: Gene Cobless, Signature: Gene Cobless, Month/Day/Year: 08/19/97

TRANSPORTER #2

GENERATOR

TRANSPORTER

FACILITY



Florida Department of Environmental Regulation

Twin Towers Office Bldg • 2600 Blair Stone Road • Tallahassee, Florida 32399-2400

DER Form # 17-761.900(6)
Title: Closure Assessment Form
Revision Date: December 10, 1990
DER Application No. _____

Closure Assessment Form

Owners of storage tank systems that are replacing, removing or closing in place storage tanks shall use this form to demonstrate that a system closure assessment was performed in accordance with Rule 17-761 or 17-762, Florida Administrative Code. Eligible Early Detection (EDI) and Reimbursement Program sites do not have to perform a closure assessment.

Please Print or Type
Complete All Applicable Blanks

- 1. Date: 10/24/97
2. DER Facility ID Number: 168507293
3. County: Duval
4. Facility Name: Day Tank #2
5. Facility Owner: Naval Air Station Cecil Field
6. Facility Address: South Fuel Farm, 2nd St. @ Avenue "A"
7. Mailing Address: P.O. Box 108, Code 184, NAS Cecil Field, Jacksonville, Fla 32215
8. Telephone Number: (904) 778-5620
9. Facility Operator: Lloyd Cruz
10. Are the Storage Tank(s): (Circle one or both) A. Aboveground or B. Underground
11. Type of Product(s) Stored: JP5
12. Were the Tank(s): (Circle one) A. Replaced B. Removed C. Closed in Place D. Upgraded
13. Number of Tanks Closed: Three
14. Age of Tanks: 41 Yrs

* Day Tank #2 was removed, Skim Tank & Fuel Return Pit were closed in place w/o backfill. (See Site Map 2)
Facility Assessment Information

Table with 3 columns: Yes, No, No: Applicable. Rows 1-11 containing assessment questions and checkboxes.

DER Form	17-761.900(5)
Form Title	Closure Assessment Form
Effective Date	December 10, 1990
DER Application No.	

12. A detailed drawing or sketch of the facility that includes the storage system location, monitoring wells, buildings, storm drains, sample locations, and dispenser locations must accompany this form.
13. If a facility has a pollutant storage tank system that has both gasoline and kerosene/diesel stored on site, both EPA Method 602 and EPA Method 610 must be performed on the ground water samples obtained.
14. Amount of soils removed and receipt or proper disposal.
15. If yes is answered to any one of questions 5-9, a Discharge Reporting Form 17-761.900(1) indicating a suspected release shall be submitted to the Department within one working day.
16. A copy of this form and any attachments must be submitted to the Department's district office in your area and to the locally administered program office under contract with the Department within 60 days of completion of tank removal or filling a tank with an inert material.

Signature of Owner

Date

T. L. Maslowe

Signature of Person Performing Assessment

10/24/97

Date

Environmental Specialist

Title of Person Performing Assessment

State Ground Water Target Levels That Affect A Pollutant Storage Tank System Closure Assessment

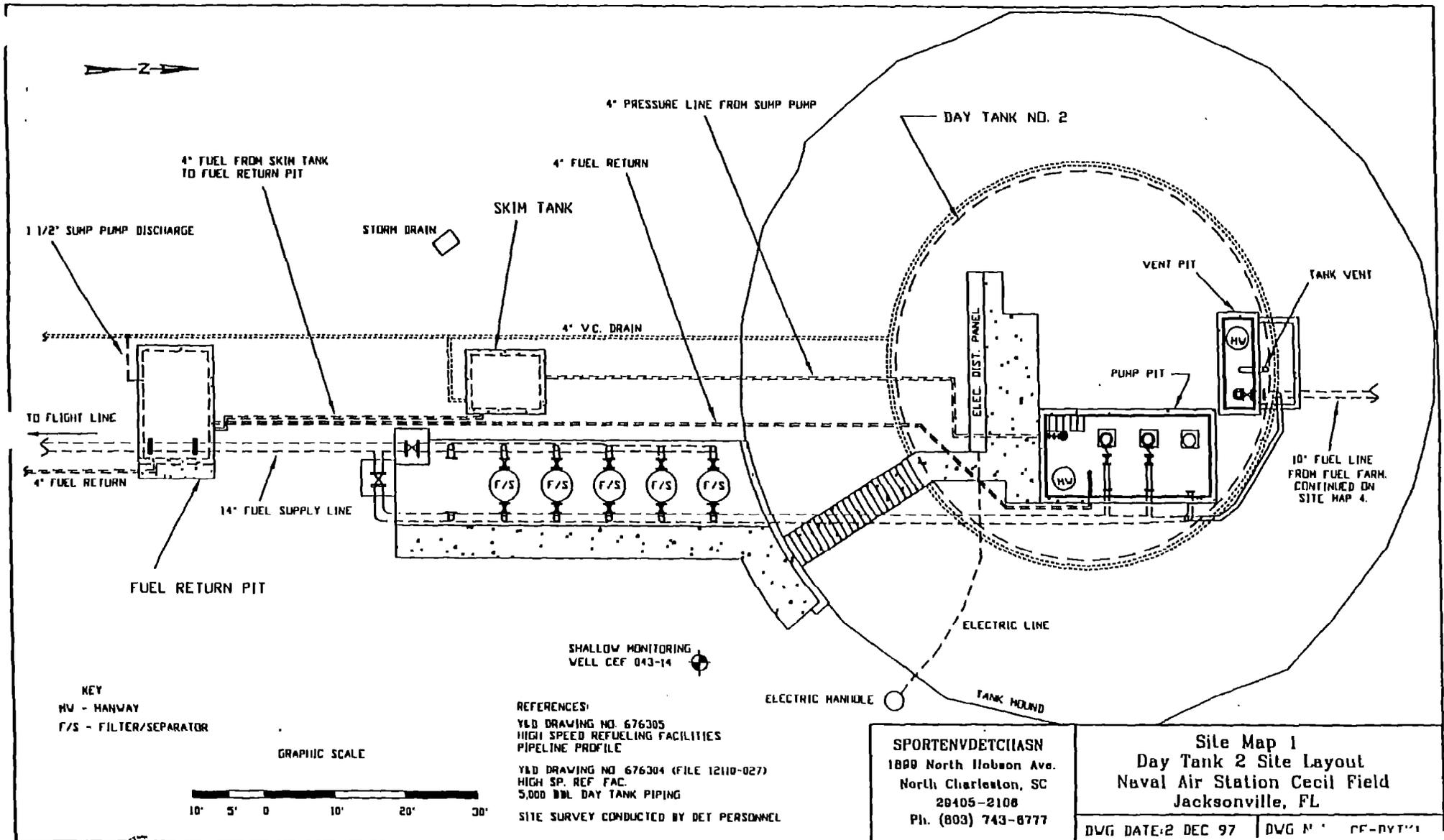
State ground water target levels are as follows:

1. For gasoline (EPA Method 602):

- a. Benzene 1 ug/l
- b. Total VOA 50 ug/l
 - Benzene
 - Toluene
 - Total Xylenes
 - Ethylbenzene
- c. Methyl Tertiary Butyl Ether (MTBE) 50 ug/l

2. For kerosene/diesel (EPA Method 610):

- a. Polynuclear Aromatic Hydrocarbons (PAHS)
(Best achievable detection limit, 10 ug/l maximum)



1 1/2" SUMP PUMP DISCHARGE

4" FUEL FROM SKIM TANK TO FUEL RETURN PIT

STORM DRAIN

SKIM TANK

4" FUEL RETURN

4" PRESSURE LINE FROM SUMP PUMP

DAY TANK NO. 2

4" V.C. DRAIN

VENT PIT

TANK VENT

TO FLIGHT LINE

PUMP PIT

4" FUEL RETURN

10" FUEL LINE FROM FUEL FARM. CONTINUED ON SITE MAP 4.

14" FUEL SUPPLY LINE

ELECTRIC LINE

FUEL RETURN PIT

SHALLOW MONITORING WELL CEF 043-14

ELECTRIC HANDLE

TANK MOUND

KEY
MV - MANWAY
F/S - FILTER/SEPARATOR

GRAPHIC SCALE



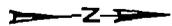
REFERENCES:
Y&D DRAWING NO. 676305
HIGH SPEED REFUELING FACILITIES
PIPELINE PROFILE

Y&D DRAWING NO. 676304 (FILE 12110-027)
HIGH SP. REF FAC.
5,000 BBL DAY TANK PIPING

SITE SURVEY CONDUCTED BY DET PERSONNEL

SPORTENVDETCIIASN
1800 North Hobson Ave.
North Charleston, SC
29405-2108
Ph. (803) 743-8777

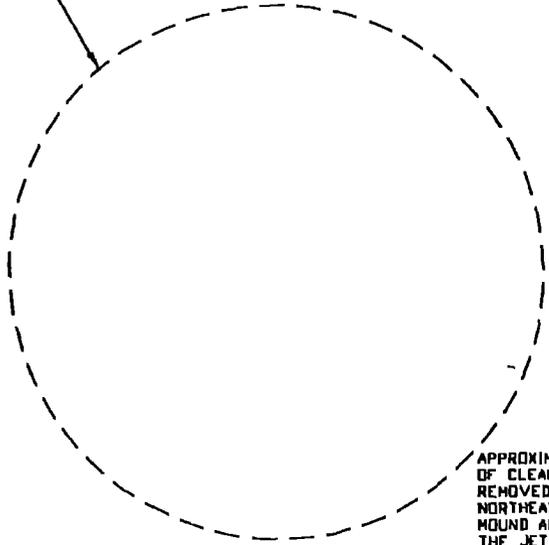
Site Map 1
Day Tank 2 Site Layout
Naval Air Station Cecil Field
Jacksonville, FL
DWG DATE: 2 DEC 97 | DWG NO: CE-DYT-1



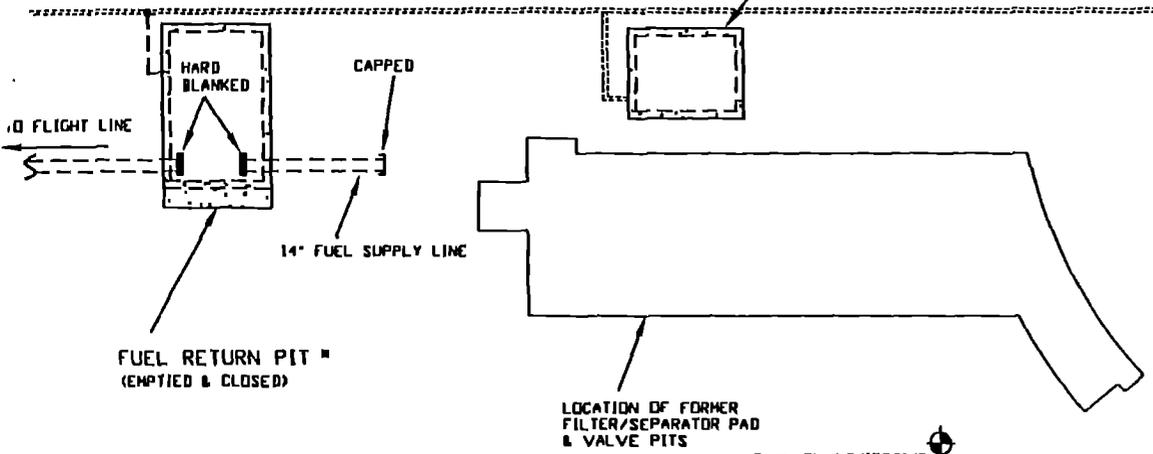
STORM DRAIN

SKIM TANK *
(EMPTIED & CLOSED)

LOCATION OF FORMER
DAY TANK NO. 2



APPROXIMATELY 1800 CUBIC YARDS
OF CLEAN SOIL (<50 ppm) WAS
REMOVED FROM THE NORTH AND
NORTHEAST SIDES OF THE TANK
MOUND AND USED AS BACKFILL AT
THE JET ENGINE TEST CELL SITE.



FUEL RETURN PIT *
(EMPTIED & CLOSED)

14" FUEL SUPPLY LINE

LOCATION OF FORMER
FILTER/SEPARATOR PAD
& VALVE PITS

SHALLOW MONITORING
WELL CEF 043-14

ELECTRIC HANDLE ○

* FUEL RETURN PIT & SKIM TANK,
WITH CONNECTING PPG, LEFT IN PLACE, WITHOUT BACKFILL,
FOR FUTURE USE BY THE ARMY, PER
MR. BRIAN KIZER (SOUTHDIV) & MR. RICH DONAHUE (BTC).

GRAPHIC SCALE



SPORTENVDETCHASN
1800 North Hobson Ave.
North Charleston, SC
29405-2106
Ph. (803) 743-8777

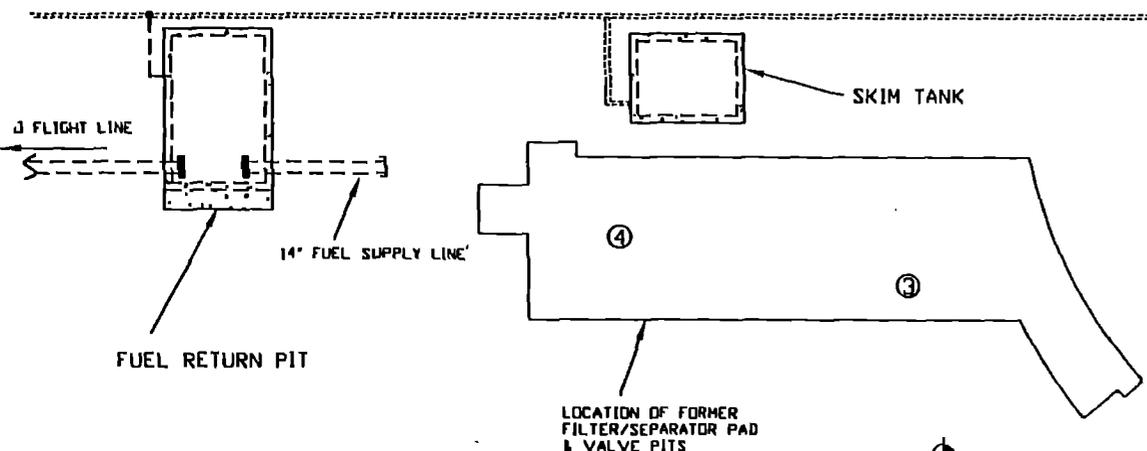
Site Map 2
Day Tank 2 Site After Demolition
Naval Air Station Cecil Field
Jacksonville, FL

DWG DATE: 2 DEC 97 | DWG NO: CEF-DYT-2



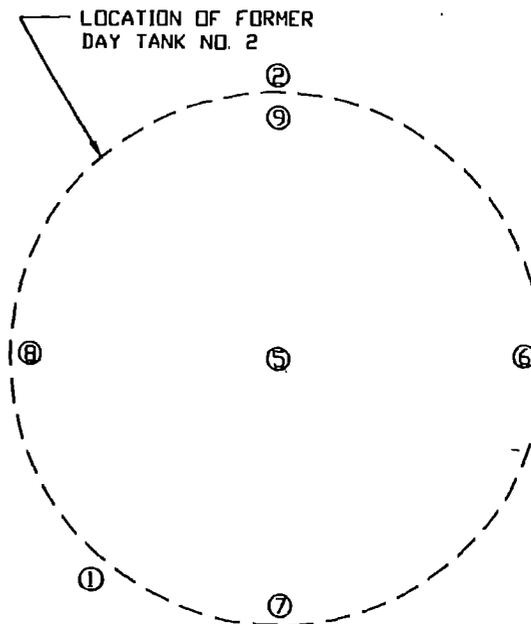
SAMPLE #	DEPTH BGSL	DATE	TIME	READING (ppm)
1	1' 6"	8/13	1030	3,791
2	1' 6"	8/22	1430	250
3 ^m	1'	8/24	1120	7,828
4 ^m	1'	8/24	1130	7,350
5	4'	8/27	0815	385
6	4'	8/27	0820	6,583
7	4'	8/27	0825	6,563
8	4'	8/27	0830	3,639
9	4'	8/27	0835	4,529

STORM DRAIN



SHALLOW MONITORING WELL CEF 043-14

ELECTRIC MANHOLE



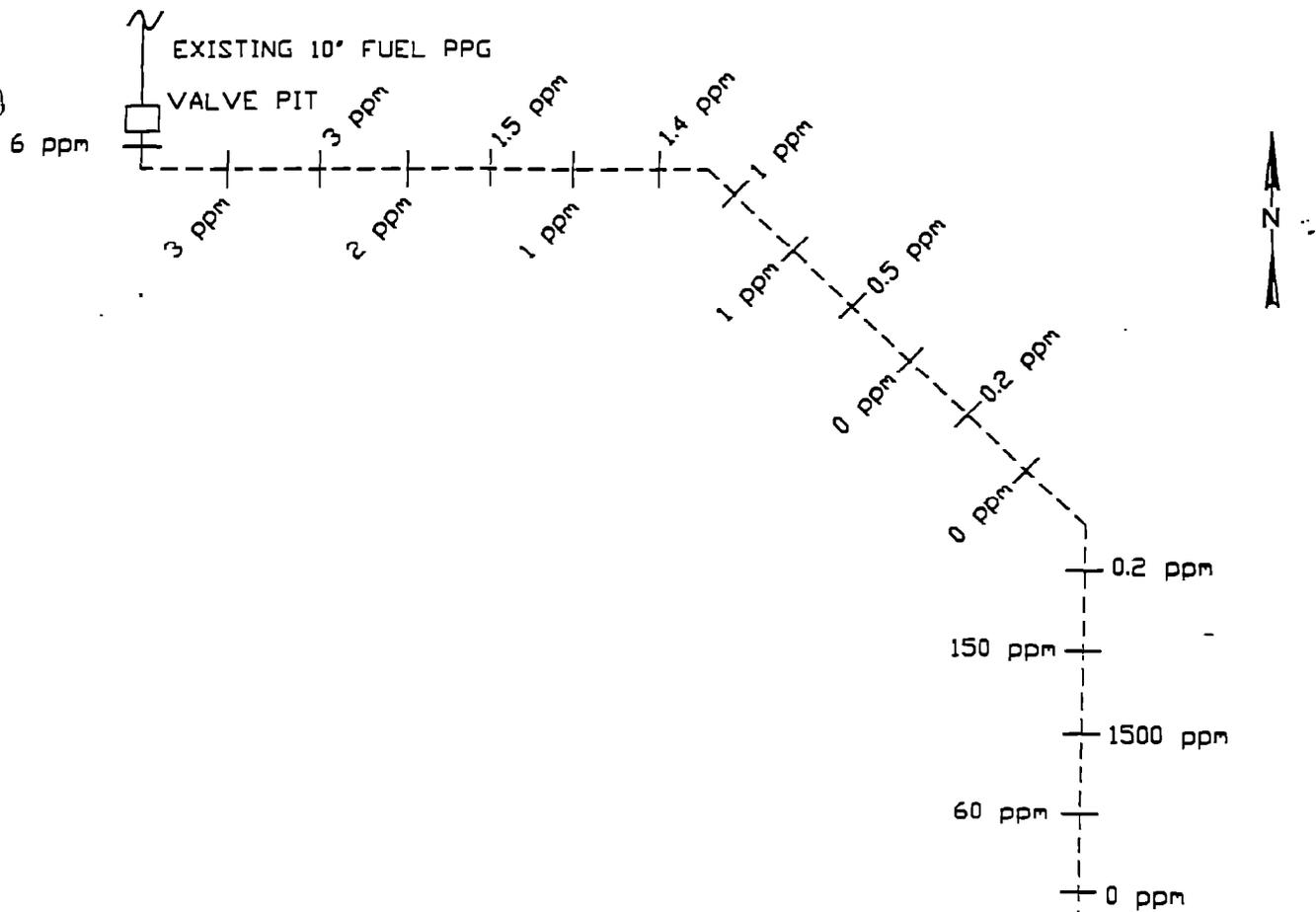
* READINGS 3 & 4 WERE TYPICAL OF THE SOIL IN THE FUEL RETURN PIT/SKIM TANK AREA. ALL SOIL HAD A VERY STRONG PETROLEUM ODOR.

GRAPHIC SCALE



SPORTENVDETHASN
1899 North Hobson Ave.
North Charleston, SC
29405-2108
Ph. (803) 743-8777

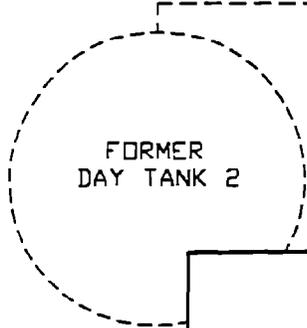
Site Map 3
Day Tank 2 OVA/FID Sample Loc.
Naval Air Station Cecil Field
Jacksonville, FL



FORMER 10' FUEL PIPING TO FUEL FARM

NOTE:

XX ppm -- FLAME IONIZATION DETECTOR ORGANIC VAPOR ANALYZER READING. READINGS IN PPG TRENCH WERE TAKEN @ 3' BELOW GSL.



FORMER DAY TANK 2

SPORTENVDETHASN
 1899 North Hobson Ave.
 North Charleston, SC 29405-2106
 Ph. (803) 743-6777

Site Map 4
 Day Tank 2 Fuel PPG Removal
 Naval Air Station Cecil Field
 Jacksonville, FL

DWG DATE: 2 DEC 97 | DWG NAME: CF-DYTK4

GRAPHIC SCALE



TANK 342-RT

Tank 342-RT is part of ongoing remedial actions at the Day Tank 2, Facility 342 site.