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NAS FORT WORTH
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LETTER REGARDING REVISIONS TO THE DESIGN BASIS FOR SITE 13 FLIGHT LINE
DRAINAGE DITCH NAS FORT WORTH TX
3/12/1991
RADIAN CORPORATION

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**NAVAL AIR STATION
FORT WORTH JRB
CARSWELL FIELD
TEXAS**

**ADMINISTRATIVE RECORD
COVER SHEET**

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DATE

19 MAR 1991

DER

Revised Design Basis for Carswell AFB IRP Site 13 (Your Ltr, 12 Mar 91)

Mr Stephen Scott
Radian Corp.
8501 Mo-Pac Blvd
P.O. Box 201088
Austin, TX 78720-1088

1. In regard to subject letter, the following comments are provided:

a. Pipes F and C as shown on the site plan must be either left in place or rerouted. Per telephone conversation between Mr Stephen Scott (Radian) and Mr Frank Grey (Carswell) it was decided that pipe F would remain in place while pipe C would be rerouted to discharge into the ditch.

b. We confirm the responsibilities regarding deliverable items for IRP sites 12 and 13 as stated in your letter.

c. There will be no changes to the scope of work regarding a slope stability analysis or hydraulic study. As stated in your letter, both Radian and Carswell believe that the placement of structural backfill around culvert will provide sufficient slope stability.

2. Please direct any questions Mr Frank G. Grey, 7 CSG/DMEV, (817) 782-6265.

RAM

DANIEL B. MOONEY, CM-13
Chief, Engineering and
Environmental Planning

cc: HSD/YA/QI
Brooks AFB, TX
Attn: Karl Ratzlaff

SYMBOL	NAME AND DATE
CINC/CC	
VCINC/CV	
CS	
CSA	
AC	
CG	
CK	
DA	
DE	
DET	
DF	<i>RAM</i>
DIV	<i>RAM</i>
DOTS	
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IN	
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PA	
SC	
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XP	

Doc Det
3/27/91

RAM

12 March 1991

8501 Mo-Pac Blvd.
P.O. Box 201088
Austin, TX 78720-1088
(512)454-4797Mr. Karl Ratzlaff
HSD/YAQC
Bldg. 624 West
Brooks AFB, Texas 78235-5501ACTION DATE:
Receipt of Letter
Plus 5 Days

Re: Revised Design Basis for Carswell AFB IRP Site 13

Dear Mr. Ratzlaff:

The purpose of this letter is to revise the design basis that is being used to prepare the plans and specifications for the remediation of Carswell AFB IRP site 13 (flightline drainage ditch). Radian sent an earlier letter on 4 January 1991 establishing the design basis. This letter supersedes that letter for Site 13 and as you read this, you will notice that the intent of the plans and specifications remains the same (remediation of the Flightline Drainage Ditch), but the scope and complexity of construction has increased (culvert design, pipe removals and pipe rerouting).

IRP Site No. 13 - Flightline Drainage Ditch Design Basis

Two feet of material along the bottom and sides of the ditch, as well as any visually contaminated material, will be excavated along the channel between the existing culvert at the headwaters of the site and the concrete-lined portion of the ditch inside the POL facility. The excavated material will be disposed in a municipal waste landfill.

The upper reaches of the excavated channel between the existing headwall at Haile Drive and just past the Oil/Water separator facility will be replaced with a culvert extending from Line A-A' to Line B-B' as shown on the attached figure. This culvert will be backfilled and a new headwall will be constructed just past the Oil/Water separator facility at the location of Line B-B' on the attached figure. The old headwall will probably be demolished. The remaining portion of the excavated channel (beginning at the new headwall and ending at the existing concrete-lined portion of the channel inside the POL facility) will be lined with concrete along the bottom and sides. The cross section of the new lining will be designed to match that of the existing concrete lining inside the POL facility.

The removal and relocation of the pipes in the ditch will be required. The attached figure is a plot plan of the site, showing the location of the pipes identified during the recently completed survey by Radian, Everage Consultants (the survey subcontractor), and Carswell AFB. The pipes to be removed were identified during the site visit to

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Mt. Kato Ratzaff

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Carswell AFB on 31 January 1991. The decision to remove or relocate these pipes were made by Carswell AFB during Radian's site visit. Table 1 is a summary of the field decisions concerning these pipes. It is important that you and Carswell AFB review this table for accuracy. During Radian's site visit, representatives from Southwestern Bell visited the site and gave Frank Grey and Radian their approval to remove pipes shown at location H in Figure 1. These are the four pipes supported on the wooden trestle which used to house communications lines. Two pipes (F and G) were located on old editions of Carswell Base maps belonging to Everage Consultants after the site visit. The existence of these pipes has not been physically confirmed and Carswell AFB should investigate if these pipes exist and determine if they can be removed or if they must remain in place. Radian requires a decision within five working days of receipt of this letter for these two pipes to avoid delays in the design process.

Having summarized the design basis for the site, there are two out-of-scope items to be addressed. The first is a hydraulic study of the Flightline drainage ditch. The changes being proposed as part of this environmental remediation project will alter the hydraulic characteristics of the ditch. It is important that Carswell AFB review these changes and determine if they will adversely affect any downstream properties or structures, as well as determine if the changes will adversely alter the upstream drainage patterns. It is not in Radian's Scope of Work to perform this analysis. The second item is the remaining question of the slope instability of the channel at the location of the rock rubble on the southwest side of the ditch. Radian identified this instability in a previous letter and has recommended that a qualified engineer investigate the site. This recommendation still holds, even though a culvert and backfill will be placed in this area. It is thought by both Radian and Carswell AFB that the backfill around the culvert will increase the stability in this area, but as with the drainage issue discussed above, it is not in Radian's Scope of Work to perform the required engineering analysis to confirm this.

Finally, I would like to confirm that Radian will only be submitting a 90 percent deliverable as identified in Contract Variation No. 2 dated 10 December 1990. This deliverable will include the following:

- A set of engineering drawings detailing the remediation and construction to be performed;
- A written set of specifications for the project. These specifications will include the technical specifications for the remediation/reconstruction of IRP sites 12 and 13. Radian will not prepare the bid package for the project. It will be the Air Force's responsibility to make the changes required to develop Radian's 90 percent plans and specs into the 100 percent version, and then to develop the bid package (contract documents, bid sheets, etc.); and,

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- An engineers cost estimate for the project. This cost estimate should be used for the Air Forces's budgeting purposes only. This estimate will be prepared using historical cost data, and published cost data such as Means, ENR, Dodge, etc.

If you have any questions, or need additional information, please do not hesitate to call me at 512-454-4797. If there are any discrepancies in your or Carswell AFB's understanding of the design basis, or the other items discussed in this letter, please address those items in writing, and an amendment to this letter will be prepared. If Radian does not receive any written notice within five working days, Radian will assume that the Air Force is in agreement with the items discussed above.

Sincerely,



Stephen L. Scott, P.E.
Project Engineer

enclosures

cc: Frank Grey - Carswell AFB
W.L. Boettner
D.L. Richmann
File

Table 1
Summary of Pipe Removal and
Relocation for IRP Site 13

Pipe No.	Pipe Description	Action
A	Six inch drain pipe from washracks. Originally thought to be JP4 pipeline.	Remove from ditch and relocate as shown in clouded area No. 1 on Figure 1.
B	Four inch abandoned water main, no longer in service according to Carswell AFB personnel.	Remove. No relocation or replacement required.
C	Four inch abandoned drain line.	Remove. No relocation or replacement required.
D	Fifteen inch pipe. Overflow from vault with valve shown on Figure 1.	Remove. No relocation or replacement required.
E	Six inch drain from clarifier/holding tank.	Remove and relocate as shown in clouded area No. 2 on Figure 1.
F	Drain pipe of unknown dimension and use. Existence not confirmed in field. Location plotted from Carswell AFB Base Maps.	Need confirmation on existence from Carswell AFB.
G	Drain pipe of unknown dimension and use. Existence not confirmed in field. Location plotted from Carswell AFB Base Maps.	Need confirmation on existence from Carswell AFB.
H	Four communication pipes/housings supported on wooden trestle.	Remove pipes including the trestle. No relocation or replacement required.

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