

N83447.AR.000189
NAS FORT WORTH
5090.3a

MINUTES FROM BASE REALIGNMENT AND CLOSURE CLEANUP TEAM MEETING FROM
10 NOVEMBER 1994 NAS FORT WORTH TX
11/10/1994
BRAC TEAM



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

**ADMINISTRATIVE RECORD
COVER SHEET**

AR File Number 241

**Air Force Base Conversion Agency
Base Realignment and Closure
Cleanup Team Meeting**

MINUTES OF 10 NOVEMBER 1994

REGULAR MONTHLY MEETING

A regular monthly meeting of the Air Force Base Conversion Agency (AFBCA), Base Realignment and Closure (BRAC) Cleanup Team (BCT), was held on Thursday, 10 November 1994. The meeting was called to order by Mr. Frank Grey, AFBCA Base Environmental Coordinator, at 0900 hours in the Civil Engineering Large Conference Room (Bldg. 1215) at the Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB).

IN ATTENDANCE:

Felix Amerasinghe, AFBCA/SW	LCR Michael W. S. Hayel, Com Nav Res For
Randi Audelo, AFBCA/OL-H	Bobby Hernandez, AFBCA/OL-H
Jonathan Bartku, South Div. NAVFAC	Chris Hobbins, HQ AFCEE/ERB
Joe Bauer, Parsons Engineering Science	Shamaine Chambers King, Informatics Corp
Gary A. Baumgarten, EPA Region 6	Lance Key, 301 SPTG/CEV
Claire Biunno, AFBCA/LD	Marshall Knight, South Div. Nav Fac Eng Com
Mike Botwin, AFBCA/OL-H	Geof Meyer, TNRCC/Corr. Actions
Alvin Brown, AFBCA/OL-H	Ken Palka, South Div. Nav Fac Eng Com
Sharon Carnal, Nav Fac Eng Com	Ron Pena, BAH/RG
CDR H.E. Cox, NAS Dallas, Ft. Worth Envir.	CPT J. G. Rogers, CHRF
Cathy Dee, AFBCA/OL-H	Liz Scaggs, TNRCC/PST
CPT Joe Feaster, HQ AFCEE/ERB	Lynn Schuetter, Jacobs Engineering
Alan Flolo, AFBCA/OL-H	Gary Seiler, Law Environmental
Frank Grey, AFBCA/OL-H	Tim Sewell, TNRCC Region 4
Larry Hancock, Informatics Corp.	Fred Sharpe, Law Environmental
Rob Harrell, South Div. Nav Fac Eng Com	Brian Vanderglas, Parsons Engineering Science

REPORT FROM CARSWELL AFBCA

Mr. Grey opened at 0900 hours by presenting an agenda for the meeting.

Mr. Grey indicated that he was aware of confusion for where responsibility resided for the environmental program at Carswell. He stated that, even though the base is transferring to the Navy, the Air Force Base Conversion Agency (AFBCA) remains the responsible organization and is the contact for environmental concerns and administration of the environmental program at Carswell.

Mr. Grey presented and discussed projects for cleanup that have been funded and can now be accomplished. Included in the list of projects are the following:

1. Hydrant fueling system removal which will remove all piping and remaining underground storage tanks.
2. RCRA facility investigations in conjunction with the TNRCC, which is planning to add some sites to the project.
3. The lead-based paint survey to determine the extent of the problem at Kings branch, identify problem areas but perform no remediation at this time.
4. Interim removal action for low level radioactive waste which includes three underground containers of materials such as valves, dials, etc. bearing minimal levels of radiation, which are to be shipped to a low level radioactive storage site in Utah.
5. Characterization and risk assessment of fire training area 2, which is to be closed out under the Texas risk reduction rules.
6. Investigation/characterization of the Air Museum and Grounds Maintenance Yard which identifies the extent of environmental problems in these two areas, but does not provide for remediation.
7. Asbestos and chlordane survey of the Kings branch base housing to determine the extent of any contamination and recommendations for further action.
8. Basewide well monitoring to develop a comprehensive map of all the wells on base. This is planned to extend for two years in order to occur concurrently with the groundwater investigation work.

Mr. Grey indicated that these are all the projects that have been awarded at this time, and continued with a discussion of the Airfield groundwater site characterization. This project is being performed mainly around the hydrant fueling system to determine whether or not there are hydrocarbons or TCE in the groundwater. The Phase I investigation indicated some possible contamination and it was decided to extend this investigation in order to obtain an accurate reading of the extent of TCE and hydrocarbons present. A major concern is the proximity of these contaminants to the Trinity River. A report is due in January. At that time a meeting will be held with the Regulators to review the actions required based on the reported facts.

Mr. Grey reported that Landfill No. 6 was reported to have been cleaned up, but following additional investigation, it was determined that there was evidence of hydrocarbons and a definite boundary had not been established. This is undergoing re-investigation at present and plans are under consideration for remediation in FY 95. The Navy has been asked not to utilize that area for any installations prior to acceptance of the site as "clean". This project has been approved but not funded at this time.

Mr. Grey reported that the east area groundwater project for remedial action has been approved and this will include the groundwater under most of the golf course.

Mr. Grey discussed additional environmental compliance projects that haven't been funded as yet, including:

1. Wherry housing CFC removal, asbestos survey and pesticide/herbicide survey. Wherry housing includes the Aster circle housing area.
2. Golf course maintenance area remediation.
3. Clean up of the oil/water separators, all of which will be retained on the base. Earlier estimates were that as many as eleven would be transferred off base, but that is no longer the situation. There are possibly a total of 29, all of which should remain under the jurisdiction of the Department of Defense (DOD).
4. Mr. Brian Vanderglas, Parsons Engineering Science, presented a review of activities performed for groundwater analysis under Carswell ST 14. Mr. Vanderglas stated they were putting in approximately 18 vent wells through the tank farm and fuel loading area, in the groundwater direction, east-southeast. A few other wells were available from previous testing and additional wells were added southeast of the fuel loading area. They are also attempting to determine how the french drain affects the area groundwater. They are using a risk-based model type approach to analyze the soil and keep the groundwater from entering the stream. The model type includes no risk. Testing so far has indicated only fuel contamination, but no TCE contamination. They are presently concentrating on the french drain and how it affects the oil/water, and a tracer test which will provide information on the movement of the groundwater. The fuel contamination noted so far is not serious, only odor and some sheen on the water. One problem detected is the of additional sources of contamination, which complicate the modeling process of identifying areas of contamination. It is becoming increasingly clear that more of the area is contaminated than originally reported. He indicated that he did not believe the base service station north of the site was contributing to the contamination problem, as they did not detect contamination from the northern vent wells.

A number of persons were concerned with the proximity of the contaminated plume or plumes with the Trinity river and the speed that the contamination is approaching the river. It was apparent from the discussion that insufficient data is available at this time to accurately determine the seriousness of the situation. The results of the survey should supply the data required to determine an appropriate plan to prevent contaminants from entering the Trinity River.

Mr. Grey made reference to the base service station and requested an update from Capt. Feaster. Capt. Feaster explained that there have been numerous studies and that he would like to see all the studies merged and reviewed internally in order to suggest subsequent action. The project is funded but the reports to date are inadequate to present a clear action plan. More characterization will be required prior to the initiation of any remediation. It is expected that all this can take place in FY 95.

Ms. Liz Scaggs, TNRCC/PST, indicated that there are separate rules for petroleum storage tanks (PST) and industrial hazardous waste. Combining projects can be effective, however if PST and industrial hazardous waste are both present, the rules for industrial hazardous waste take precedence. It may be advantageous therefore to combine like projects under the separate categories of PST and industrial hazardous waste.

It was reported by Marshall Knight, that there are presently negotiations in progress to determine how and when the transfer of responsibility for plant administration issues will become effective from the Air Force to the Navy. He assured everyone that at such time, the Navy will continue to provide for the restoration within all applicable regulations and guidelines as is being presently performed.

Mr. Grey indicated that the future monthly BCT meetings will be more technical and will not require persons to attend who would not be necessary to the positive outcome of the meeting or who would not desire to attend such a meeting. He also stated that it was desired to include Plant 4 in these meetings as a partner in the cleanup process. This was being done before, but there is no one available on site at present to represent Plant 4 and it is hoped that something can be re-established in the near future.

Captain Rogers stated that the Commander, Navai Reserve has been assigned as the regional environmental coordinator for region VI.

ADJOURNMENT

The meeting was adjourned by Mr. Grey at 1130 hours.

FINAL PAGE

ADMINISTRATIVE RECORD

FINAL PAGE

FINAL PAGE

ADMINISTRATIVE RECORD

FINAL PAGE