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CLEANUP PROPOSAL FOR INSTALLATION RESTORATION AT SITE 10 NCBC GULFPORT  
MS  
6/1/2007  
NCBC GULFPORT

# Parade Field Ditch (Site 10) Cleanup Proposal

## NCBC GULFPORT INSTALLATION RESTORATION PROGRAM

### Summary

This Fact Sheet summarizes the Navy's proposal to clean up PCB-contaminated soil on the Parade Field Ditch, Site 10, located on NCBC Gulfport. This cleanup will follow source removal actions that were completed in 1999. Samples collected at the completion of the source removal action showed that PCB contamination remained in the subsurface soil. In response, the Navy initiated a Remedial Investigation and Feasibility Study to further define the nature and extent of the contamination, evaluate potential risks to human health and the environment, and assess possible remedies for cleaning up the site. As a result of these studies, the Navy is proposing to excavate the PCB-contaminated material on the site and transport it to a permitted Treatment, Storage, and Disposal Facility.



Site 10 is located just southwest of the McDonalds parking lot on NCBC Gulfport. The most noticeable site feature is a footbridge connecting the Parade Field on the left side of the bridge to the parking lot on the right.

### The Canal Road Dredge Piles

#### Background

Site 10, the Parade Field Ditch, is an 80-foot section of drainage ditch located in the south-central section of NCBC Gulfport. The site is bordered to the north by a parking area and to the south by the Parade Field.

The drainage ditch is approximately 10 feet wide and four feet deep. The most noticeable feature on the site is a pedestrian bridge that connects the Parade Field to a parking lot to the north. The ditch drains to the west into Canal No. 1 which ultimately flows off-base at Outfall 1, located near the intersection of Canal Road and 28<sup>th</sup> Street.

Polychlorinated biphenyls (PCBs) were discovered at this location during a base-wide surface water and sediment study in 1997. The PCB contamination

was found to be restricted to the bottom of the ditch and to extend about 80 feet west (or downstream) from the footbridge.

The types of PCBs found indicated that the source of the contamination was old electric utility transformer oils. The transformer oils were likely spilled into the ditch near the footbridge.

The initial PCB finding resulted in the excavation of approximately 200 tons of sediment from the site in 1999. Sampling completed after the removal showed that PCBs remained in the deeper sediments near the footbridge. A more comprehensive Remedial Investigation and Feasibility Study followed as part of the Navy's cleanup process.

#### The Remedial Investigation

The Remedial Investigation included collecting and analyzing soil, sediment, surface water, and groundwater samples to evaluate the nature and extent of PCBs and other possible contaminants on Site 10.

The study showed that PCB contamination remained in soil and sediment at depths of up to 14 feet below the bottom of the ditch at concentrations requiring further cleanup. The study estimates that approximately 450 cubic yards of contaminated soil and sediment containing 33 pounds of PCBs is present at Site 10. The study also showed that surface water and groundwater do not require cleanup. No other contaminants of concern were identified.

## Evaluation of the Cleanup Alternatives

### The Feasibility Study and Proposed Plan for Site 10

A Feasibility Study (FS) was completed to evaluate possible cleanup remedies. Four alternatives were analyzed in the study as follows:

#### Alternative 1: No Action

A No-Action alternative is always used as a baseline for comparison with other alternatives. This option assumes that no changes would be made to the existing conditions at the site.

#### Alternative 2: Restricted Access

This alternative would restrict access to the site by using fencing or similar controls to prevent exposure to PCB-contaminated sediment. Site controls would include prohibiting residential development and posting signs to warn against unauthorized digging.



#### Alternative 3: Concrete Cover

Alternative 3 would involve covering the site with concrete. Site controls would again include prohibiting residential development and posting signs to prevent unauthorized digging. Periodic inspections and annual monitoring would be required to check the integrity of the concrete barrier, and would simply restrict access to the site by using fencing or similar controls to prevent exposure to PCB-contaminated



sediment. Site controls would include prohibiting residential development and posting signs to warn against unauthorized digging. Periodic inspections and monitoring would be used to check the integrity of the concrete barrier.

### — The Preferred Remedy —

#### Alternative 4: Excavation and Disposal

Alternative 4 would remove nearly 450 cubic yards of PCB-contaminated soil from the ditch. The



excavated soil would be transported to a permitted off-site Treatment, Storage, and Disposal Facility. The action would be completed by rebuilding the pedestrian bridge and restoring the site by backfilling with clean soil and replanting the area.

## The Proposed Plan

Alternative 4, Excavation and Disposal, was selected as the preferred remedy because it will adequately protect human health and the environment, attain all federal and state requirements (including ARARs), and is cost effective, implementable, and effective.

## The Public Comment Period

The Site 10 Proposed Plan is available for your review and comments during the Public Comment Period from June 12 through July 12, 2007.

Comments on this proposal may be provided in writing to:

*Mr. Gordon Crane  
Installation Restoration Program Manager  
2401 Upper Nixon Avenue  
Gulfport, MS 39501*

## The Information Repository

The NCBC Gulfport Information Repository contains the Parade Field Ditch (Site 10) Proposed Plan and supporting documents. The Information Repository is temporarily located at the:

*Orange Grove Branch Library  
12031 Mobile Avenue  
Gulfport, MS 39503  
(228) 832-6924*

For more information please contact Gordon Crane at:

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