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NAS WHITING FIELD
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LETTER SUBMITTING U S EPA REGION IV REVIEW COMMENTS ON THE DRAFT
TECHNICAL MEMORANDUM 4 HYDROGEOLOGIC ASSESSMENT NAS WHITING FIELD FL
9/20/1994
U S EPA REGION IV



UNITED STATES ENVIRONMENTAL PROTECTIC

REGION IV

345 COURTLAND STREET, N.E.
ATLANTA, GEORGIA 30365

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Certified Mail
Return Receipt Required

Captain L. K. Tande
Commanding Officer
Naval Air Station Whiting Field
Milton, Florida 32570-5000

SUBJ: Remedial Investigation Phase II-A
Draft Technical Memorandum No. 4
Hydrogeologic Assessment
Naval Air Station (NAS) Whiting Field
Milton, Florida

Dear Captain Tande:

The Environmental Protection Agency (EPA) has completed its review of the above referenced document. This review is provided to the Navy under the provisions of Section 120 of the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA). Overall, the document is well done. However, EPA has various comments regarding the presentation of data, interpretations of data, and the conclusions based on those interpretations. You will find the comments enclosed with this letter. Comments on the Hydrogeologic Assessment need to be addressed by making the necessary changes in the document.

If you have any questions regarding these comments, please contact Mr. Craig A. Benedikt, of my office, at (404) 347-3555, ext. 6456.

Sincerely,

Jon D. Johnston, Chief
Federal Facilities Branch
Waste Management Division

Enclosure

EPA COMMENTS ON REMEDIAL INVESTIGATION PHASE II-A
TECHNICAL MEMORANDUM NO. 4
HYDROGEOLOGIC ASSESSMENT

1. Page ii, Paragraph 4:
Correct the sentence to read as follows: ...and included installing 77 monitoring wells,
2. Page 1-4, Paragraph 1:
Revise the last sentence to read as follows: The field's mission has been to train student naval aviators in the use of basic instruments, formation and tactic phases of fixed-wing, propeller-driven aircraft, and basic and advanced helicopter training.
3. Page 1-4, Paragraph 2:
Restate the purpose of the RI/FS. The RI/FS focuses on collecting data and characterizing the site in order to assess the threat(s) to human health and the environment and serves to identify a range of remedial alternatives to address any identified risks.
4. Page 1-5, Paragraph 1:
Delete the last sentence in the paragraph. The HRS is designed to assess the relative risk which a release or potential release may pose to human health and/or the environment. This information is already presented in the preceding paragraph.
5. Page 1-5, Paragraph 2:
The term HRS II is a misnomer. Although the HRS was revised, its name remains the same, the HRS. Change any reference to the HRS II to the HRS.
6. Page 1-9, Paragraph 4:
Include information pertinent to the level of EPA and State oversight taking place at OLF Barin in Foley, Alabama.
7. Page 1-17, Paragraph 2:
Rewrite the second to the last sentence in the paragraph which describes the thickness of the confining unit. The current structure of the sentence makes understanding the meaning of the information obscure.

8. Page 3-12, Table 3-3:

The day of the week of the October 1993 measurements needs to be added to the date at the top of the table. The calculated vertical gradient for well WHF-15-6S should be 0.0226 ft/ft for the measurements taken on February 8-9, 1994. The calculated vertical gradient for well WHF-16-2S should be 0.0041 ft/ft for the measurements taken on September 30, 1993 and October 1, 1993. The groundwater elevation for well WHF-16-2S should be rounded up to 43.93 in order to consistently utilize four significant figures. The vertical gradient for well WHF-16-2S should be 0.0026 ft/ft for the measurements obtained on February 8-9, 1994. The calculated vertical gradient for well WHF-16-3S should be 0.0291 ft/ft for the measurements obtained on February 8-9, 1994.

9. Page 3-13, Table 3-3 (Continued):

The calculated vertical gradient for well WHF-3-2S should be 0.0315 ft/ft for the measurements obtained on September 30, 1993 and October 1, 1993. The calculated vertical gradient for well WHF-3-2S should be 0.0363 ft/ft for the measurements obtained on February 8-9, 1994. The calculated vertical gradient for well WHF-5-8S should be 0.0184 ft/ft for the measurements obtained on February 8-9, 1994. The calculated vertical gradient for well WHF-5-9S should be 0.0007 ft/ft for the measurements obtained on February 8-9, 1994.

10. Page 3-14, Table 3-4:

The Average K (ft/min) value for well WHF-16-3S should be 0.0030. In verifying the Average K (ft/day) values, it was determined that the following corrections should be made:

WHF-1-1S	19.44
WHF-2-1	19.15
WHF-17-2	4.03
WHF-15-2S	6.62
WHF-15-21	27.93
WHF-15-31	22.03
WHF-15-6S	3.74
WHF-16-21	9.79
WHF-16-3S	4.32
WHF-16-31	5.04
WHF-16-311	46.51
WHF-11-3	4.75
WHF-14-2	8.50

In addition, since the Average K values have changed, the geometric mean values may require revision. Verify and revise these values as appropriate.

11. Page 3-15, Table 3-4 (Continued):

In verifying the Average K (ft/day) values, it was determined that the following corrections should be made:

WHF-3-3S	0.86
WHF-3-7S	3.17
WHF-5-8S	5.33
WHF-5-10S	31.10
WHF-6-1S	0.43
WHF-29-5	10.51
WHF-30-3	0.58
WHF-32-5	7.63
WHF-33-5	14.26
WHF-15-2D	0.72
WHF-15-3D	5.62
WHF-16-3D	0.29
WHF-3-3D	3.02
WHF-3-7D	41.47
WHF-5-8D	0.29
WHF-5-10D	20.30
WHF-6-1D	16.70

Again, since the Average K values require revision, the geometric mean values may also require revision. Verify and revise these values as appropriate.

12. Page 3-16, Paragraph 5:

In the first sentence of the paragraph, Table 3-2 should be changed to Table 3-1.

13. Page 3-22, Figure 3-4:

The North Field Runway and the North Field Taxiway should be relabeled the South Field Runway and the South Field Taxiway.

14. Change the hydraulic gradient, the vertical gradient, and the average hydraulic conductivity values in the text of the report based on changes made to the corresponding values in the tables.

15. Figure C-4:

The North Field Runway and the North Field Taxiway should be relabeled the South Field Runway and the South Field Taxiway.