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NSB NEW LONDON
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EMAIL REGARDING RECEIPT OF U S EPA REGION I COMMENTS ON LETTER REPORT
FOR INNER PIER 1 PRE DESIGN INVESTIGATION NSB NEW LONDON CT
11/30/2009
NAVFAC MID ATLANTIC

Wagner, Glenn

From: Conant, Richard CIV NAVFAC MIDLANT [richard.conant@navy.mil]
Sent: Monday, November 30, 2009 8:22 AM
To: Keckler.Kymberlee@epamail.epa.gov; Meagher, Stephen S CIV NAVFAC MIDLANT
Cc: Sullivan, Dan B.; gkemp@gfnet.com; Wagner, Glenn; Gravette, James CIV NAVFAC; Trepanowski, John; Ken.Finkelstein@noaa.gov; Lewis, Mark; Clarke, Roxanne; rtfinlayson@gfnet.com; Rich, Corey
Subject: RE: Letter Report for Inner Pier 1 Pre-Design Investigation, NSB-NLON, Groton, Connecticut
Signed By: There are problems with the signature. Click the signature button for details.

Kymberlee,

Thanks for the comments...Working a response. Please start copying Steve Meagher, the SUBASENLON construction project manager on all e-mails so we keep everyone one in the loop as we head into this.

Dick

-----Original Message-----

From: Keckler.Kymberlee@epamail.epa.gov [mailto:Keckler.Kymberlee@epamail.epa.gov]
Sent: Wednesday, November 25, 2009 10:10 AM
To: Rich, Corey
Cc: Sullivan, Dan B.; gkemp@gfnet.com; Wagner, Glenn; Gravette, James CIV NAVFAC; Trepanowski, John; Ken.Finkelstein@noaa.gov; Lewis, Mark; Conant, Richard CIV NAVFAC MIDLANT; Clarke, Roxanne; rtfinlayson@gfnet.com
Subject: Re: Letter Report for Inner Pier 1 Pre-Design Investigation, NSB-NLON, Groton, Connecticut

EPA is pleased that the SAP was followed (except for the validation as noted in the letter report).

1) It appears from the photos that free product is present in several of the sediment samples. Please confirm. If correct, EPA is concerned about the plan to allow liquid to drain back into the river after only passing through a geotextile. This should be monitored closely when excavation begins. Excavation may have to be stopped and an alternative plan developed to treat the water before discharge or sample the surface water before opening the turbidity curtain.

2) Please consider segregating sediment based on the presence of free product or heavily contaminated sediment. For example, sediment formerly located under the pier was apparently isolated from the Inner Pier 1 sediment by the sheet piles and is likely less impacted by the former railroad activities. Also, sediment farther south in the Pier 1 Inner Area is also likely less contaminated. Mixing the sediment may create problems or increased costs for disposal.

3) Table 1 indicates that at SD-014 sediment was penetrated to 8 feet even though a sample was only required from the 0-1 foot interval. Please confirm whether the 8-foot penetration is correct. If it is, the depth to bedrock may be greater than expected in some areas, but also that the bedrock gradients could be severe requiring greater care and effort to remove all sediment from the Pier 1 Inner Area. Please make the pre-excavation bathymetry survey results available to EPA before excavation begins (preliminary form OK).

Please let me know if you want to have a call on any of this.

Kymberlee Keckler, Chemical Engineer
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