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NSY PORTSMOUTH  
5090.3a

DRAFT MINUTES FROM TECHNICAL REVIEW MEETING FROM 12 DECEMBER 2001 WITH  
TRANSMITTAL LETTER NSY PORTSMOUTH ME  
1/16/2002  
NAVFAC NORTHEAST



**DEPARTMENT OF THE NAVY**

ENGINEERING FIELD ACTIVITY, NORTHEAST  
NAVAL FACILITIES ENGINEERING COMMAND  
10 INDUSTRIAL HIGHWAY  
MAIL STOP, #82  
LESTER, PA 19113-2090

IN REPLY REFER TO

5090  
Code EV23/FE  
January 16, 2002

\* Ms. Meghan Cassidy  
U.S. Environmental Protection Agency, Region I  
1 Congress Street  
Suite 1100  
Mail Code HBT  
Boston, MA 02114-2023

Mr. Iver McLeod  
Maine Department of Environmental Protection  
State House Station 17  
Augusta, ME 04333-0017

Dear Ms. Cassidy/Mr. McLeod:

SUBJECT: DECEMBER 12, 2001 MEETING MINUTES OPERABLE UNIT 3;  
INSTALLATION RESTORATION PROGRAM, PORTSMOUTH NAVAL  
SHIPYARD, KITTERY, ME

Enclosed are the draft technical meeting minutes for on the  
landfill consolidation for Operable Unit 3.

If additional information is required please contact Mr. Fred  
Evans at (610) 595-0567 x159.

For the Community Restoration Advisory Board (RAB) members;  
if you have any comments or questions on these issues, they can  
be provided to the Navy at a RAB meeting, by calling the Public  
Affairs Office at (207) 438-1140 or by writing to:

Portsmouth Naval Shipyard  
Code 106.3R Bldg 44  
Attn Marty Raymond  
Portsmouth, NH 03804-5000

Sincerely,

Frederick J. Evans  
Remedial Project Manager  
By Direction of the  
Commanding Officer

5090  
Code EV23/FE  
16 January 2002

Copy to:

NOAA (K. Finkelstein)  
USFWS (K. Munney)  
MEDMR (D. Card)  
NHFG (Dr. C. McBane)  
Mr. Doug Bogen  
Mr. Peter Britz  
Mr. Jeff Clifford  
Mr. Alan Davis  
Ms. Michele Dionne  
Mr. James Horrigan  
Ms. Mary Marshall  
Mr. Phil McCarthy  
Mr. Jack McKenna  
Ms. Diana McNabb  
Mr. Onil Roy  
Dr. Roger Wells  
Ms. Carolyn Lepage  
PNS (Code 106.3R)  
TtNUS (D. Cohen)  
PNS Code 100PAO (w/out encl)  
COMSUBGRU TWO (R. Jones) (w/out encl)

Technical Meeting Minutes  
Landfill Consolidation  
December 12, 2001

List of attendees:

Fred Evans – Navy Remedial Project Manager - EFANE  
Jim Briggs – EFANE Design - Navy Technical Representative (NTR)  
Meghan Cassidy - EPA Remedial Project Manager  
Iver McLeod – MEDEP Remedial Project Manager  
Harrison Bispham – MEDEP landfill engineer  
Carolyn Lepage – TAG advisor to Seacoast Anti-Pollution League  
Jim Horrigan – Seacoast Anti-Pollution League representative to RAB  
Peter Britz – RAB member – City of Portsmouth  
Alan Davis – RAB member  
Jim Conroy – US Army Corps of Engineers Design Manager  
Dan Sullivan - FWENC  
George Gray – PNS Public Works Office  
Jeff Hoyt - PNS Public Works Office  
Ken Plaisted – PNS Environmental Office  
Marty Raymond - PNS Environmental Office

Fred Evans opened the meeting by explaining the purpose of the technical meeting was to discuss consolidation of portions of the Jamaica Island Landfill. The Record of Decision (ROD) for Operable Unit 3 (Jamaica Island Landfill) included a requirement for the Navy to evaluate two areas for possible consolidation. It is estimated the first area, Jamaica Cove, will cost approximately \$1.6 million to consolidate but there would be better reuse than the second area, the boat storage area where the Mercury Burial II was removed. If the waste were consolidated from the MBII site, the area would need to be backfilled with clean soil and covered with asphalt to restore use as a boat storage area. For consolidation at MBII, cost is a consideration but also there are health and safety concerns because there is known asbestos waste. The waste at MBII is also deeper than in Jamaica Cove with more waste below the water table, and there are concerns with shoring up the sidewalls of the excavation because the waste is primarily sandblast grit. Based on these issues, the Navy has determined it is not feasible to consolidate the boat storage area..

Fred explained the discussion at this meeting will assist the Navy in refining the costs of consolidation. At the 35% design stage the Navy will provide a schematic of the wetlands to be constructed after the waste is removed from Jamaica Cove will be included. Fred explained that during the public comment period on the Proposed Remedial Action Plan for OU3 the Navy received comments on wetlands construction. The Navy agreed as part of the ROD for OU 3 to evaluate the feasibility of consolidation and wetlands construction. The goal is to minimize impact to the existing natural resources. Rather than using sheet piles which was evaluated during the OU3 Feasibility Study, the Navy looked into using turbidity curtains which helped lower the cost of consolidation.

Jim Conroy explained the Cone Penetration Testing (CPT) done during the pre-design investigation exceeded expectations by the number of tests obtained and also that it showed very good correlation with the soil borings. The CPT clearly showed the transition from one layer to another. This data assists ACOE in better quantifying the amount of waste. The design will bring the Jamaica Cove area back up to the final elevation depending on the final intended

use. The plan is to scrape off the top surface and stockpile it for later use as the foundation layer under the cap. The waste will be removed as well as one foot of the mudflats. Foster Wheeler Environmental Corporation will write a water management plan as part of the work plan for consolidation.

The two options for the wetlands construction were discussed as put forth in the handout, attached. In option 1, the existing revetment would be removed when the waste is removed but would be reconstructed where it currently exists to decrease wave action. There would be a culvert or constructed opening in the revetment to allow the water to flow in and out with the tide.

The second alternative shows the existing revetment removed with the waste. There a new revetment would be placed along the edge of the wetlands which would expose the wetland to open water. There was a discussion on the turbidity curtain. The company FWENC normally uses will custom design the turbidity curtains and because of the volume of work FWENC does with them the unit cost is better. During consolidation FWENC would use two of turbidity curtains. FWENC explained the curtain lays down on itself when low tide exposes existing tidal mudflats.

There was a discussion on the two options for the revetment after consolidation. Jim Horrigan asked if would be feasible to remove the waste, place some sort of shoreline erosion protection but not plant any salt marsh grasses. This would allow the marsh to vegetate naturally.

Meghan asked where will the Navy would put forth its evaluation of consolidation and the two options for wetlands construction. The Navy asked what documentation is needed so the work can begin in June or July of 2002. A question was raised about permit requirements. The Navy However, the Navy will be required to meet the substantive requirements of the permits.

Foster Wheeler Environmental Corporation's Master Site Health and Safety Plan will be submitted for review and comment by the RAB and the regulatory agencies in January 2002.

Meghan suggested the focus of the January 31, 2002 RAB be on the work the Navy plans to complete during the 2002 construction season. Since it appeared the wetlands construction would occur this year evaluation of the two different options for the wetlands construction and why the Navy selected one over the other.

Other suggestions were to build a revetment temporarily until the salt marsh is established, use of the turbidity curtain vice rip rap, and use of more natural-looking boulders for the revetment. There was a discussion on when is the optimal time (season) to plant the salt marsh. The Navy will need to do research for information on when to plant. Wetlands establishment could be done at a later time after the consolidation work is completed. FWENC estimates it will take 3-4 months to do the consolidation in Jamaica Cove. If the work is started in July it would be completed in October or November timeframe which may not be the optimal time to plant. Jim Horrigan indicated he would prefer option 2 because it would appear more natural. He thinks it would be better even if it might have a higher risk of failure.

ACOE touched on contents of the 35% design noting will a complete design, but it will include the grading plan, cross-section, slopes liner selection, type of drainage pipe, HELP model analysis, etc.

EPA asked what information on the consolidation will be included the 35% design. The Navy will include a schematic design of the wetlands, extent of the excavation, where the excavated material will be placed on the landfill. The technical memorandum for the evaluation of the two areas that were considered for consolidation will be a Feasibility Study type report.

Meghan suggested the Navy's cover letter for submittal of the design documents explain the process such as what is the intent of the 35% design, etc. She also suggested the cover letter point out which sections of the documents pertain to the consolidation and wetlands construction. This will assist the RAB community members that interested in this particular topic to read only the pertinent sections.

The remainder of the meeting was spent developing the schedules for the Landfill Cover Design, the Consolidation Technical Memorandum, and the Phase I Construction – Design and Work Plan.

The Navy will need to write an Explanation of Significant Difference (ESD) to the ROD. EPA indicated unless there is regulatory driver for replanting the salt marsh should it not establish itself, the ESD should be written so it does not contain success criteria for the salt marsh.