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NAS KEY WEST
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MEMORANDUM TELEPHONE CALL REGARDING INFORMING ABB-ES OF THE NAVY'S
DESIRE TO POSTPONE ALL PLANNED WORK ON CTO 93 NAS KEY WEST FL
7/8/1993
ABB ENVIRONMENTAL SERVICES INC

ABB

An ABB
Environmental
Services, Inc.



Telephone Call

Memorandum

JULY 8, 1993

INCOMING: X OUTGOING:

PROJECT: CTO 93

SUBJECT: POSTPONEMENT OF WORK

PARTICIPANTS: ABB-ES:
J. PITTMAN
(VOICE-MAIL)
SOUTHDIV:
C. LOOP

PURPOSE OF CALL: To inform ABB-ES of the Navy's desire to postpone all planned work on CTO 93.

DISCUSSION: On July 7, I received a Voice-Mail message from Carl Loop recorded @ 12:39 PM. Mr. Loop explained that he, Luis Vazquez, and Diane Lancaster (NAS Key West Environmental Coordinator) had visited the Truck Stand Site (CTO 93) that morning and had concluded that all contamination assessment activities currently planned for this site should be postponed.

His rationale is the intent of the NAS Key West Activity to remove the current UST, that is the primary subject of the contamination assessment, and replace it with an aboveground tank (AST). The Activity's estimated time needed to contract and construct the AST and remove the UST is one year.

In a return call, made at approximately 2 PM, I spoke with Luis Vazquez who confirmed the Navy's intent to postpone the continuation of all additional CTO 93 work to 3rd/4th Qtr FY94.

ACTIONS NEEDED:

1. Notification of Project Team to administratively stop work on all CTO 93 activities pending receipt of a formal cease work order and contract modification from SOUTHDIV Contracts. (Done)
2. Formally respond to the contract modification upon receipt.

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An ABB
Environmental
Services, Inc.

MEMORANDUM

August 1, 1994

TO: Gabriel Magwood
SOUTH DIV
NAVFACENCOM

FROM: Mark C. Diblin, P.G. *MCD*
TOM, UST Dept.

PROJECTS: NAS Key West
CTOs 7, 95, 97,
98, and 99

SUBJECT: Status Update for
Per. Ending 07/29/94

INTRODUCTION

My apologies for the delay since the last update. I have traveled on several BRAC related trips and July was a busy month.

PROJECT STATUS:

CTO 7 - Key West Sites 103 & 189. Since our meeting with FDEP on July 1, 1994, we have made numerous attempts to reach FDEP personnel to clarify important issues and have met with rather limited success. We were able to clarify with Jorge Caspary (FDEP) that additional soil sampling would not be needed and that proceeding with the RAP and risk assessment for Site 103 would be acceptable. Mr. Caspary requested a letter be sent to him which would formally request permission to conduct a risk based RAP. The letter has been prepared and sent and a copy has been forwarded to you. Marland Dulaney is still attempting to reach Legia Mora-Applegate to discuss concerns she raised about the use of certain risk equations and variables. Marland will continue his efforts.

Because of the delays in getting a response from the FDEP in a timely manner I have requested that the deliverable date for the Site 103 RAP be changed to August 31 from August 5. This will allow us time to reach FDEP and discuss issues as well as complete the RAP.

The due date for Site 189 RAP was July 29 and the RAP will be delayed slightly. You should expect delivery of the RAP no later than Friday, August 5, 1994.

A cost growth request for a laboratory invoice dated 1993 is being prepared. The laboratory invoice was lost during a

personnel change and the laboratory is just now getting around to making an attempt to collect on some old invoices. I estimate the cost growth to be approximately \$2,700. If you have any questions please give me a call.

CTO 95 - Trumbo Point. We are awaiting your review comments for the PCAR sent out on April 22, 1994 and a SOW to complete the CA and CAR. The project will be closed (except for the Project Management Task) until we resume the investigation under a new SOW. All requirements of the current SOW have been completed. The July TFMR will be the last report until the new SOW and POA are in place. Also, let us know when a decision has been made concerning how the funding will work for the USCG facility.

CTO 97 - Jet Engine Test Cell. The CAR was sent to you on June 16, 1994. Upon receiving approval from you, Roger Durham forwarded a copy of the CAR to Jorge Caspary at the FDEP. We are awaiting his comments.

We have expended all funds for the CAR development because of the delays and requirements resulting from the discovery of the solvent plume. It is estimated that an additional \$5,500 will be needed to complete the Project Management, CAR and any follow-up reports or information transfer (MOP, RAP, miscellaneous). The cost growth request will be sent to you in early to mid August.

CTO 98 - Flying Club. A RAP was submitted for review by both you and the facility in mid July. After review of the RAP by the facility they have raised some concerns about the cost of the proposed pump and treat technology proposed in the RAP. In addition, the facility personnel have a desire to further investigate the possibility of using bioremediation technology at the site. The facility has requested a 120 day extension for delivery of the RAP to the FDEP. In the interim a vendor is to provide the facility with information concerning the viability of a bioremediation approach for this site.

In the meantime Mike Dunaway is preparing a brief summary position paper to assist both you and the facility in understanding how the decision was made to select the remedial technology outlined in the RAP. The paper will also provide information concerning the pros and cons of each approach to assist in the decision making process. Please call us for any assistance you may need. I would also like to suggest that sometime in the future we get together via a phone conference call to discuss the results of the bioremediation pilot study and to reach a consensus concerning the use of a remedial technology for this site.

CTO 99 - Boca Chica Tank Farm. The PCAR has been sent out as final per your request to SOUTHDIV and the facility. The project will be closed (except for the Project Management Task) until we resume the investigation under a new SOW. All requires of the current SOW have been completed. The July TFMR will be the last report until the new SOW and POA are in place.

Internal
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