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BASE REALIGNMENT AND CLOSURE MINI RECORDS OF DECISION AND FACT SHEETS
FOR STUDY AREAS 17, 18, 23, 35, 36, 37, 40 AND 42 WITH FINAL DECISION FOR STUDY
AREA 35 ATTACHED NTC ORLANDO FL
5/13/1999
HARDING LAWSON ASSOCIATES

Harding Lawson Associates



May 13, 1999
Commanding Officer
SOUTHNAVFACENGCOM
2155 Eagle Drive
North Charleston, SC 29419-9010

ATTN: Ms. Barbara Nwokike, Code 187300

Subject: **BRAC mini-RODs and Fact Sheets**
Study Areas 17, 18, 23, 35, 36, 37, 40 and 42
NTC, Orlando
Contract: N62467-89-D-0317

Dear Barbara:

Enclosed for your review are the (draft) mini-RODs (Decision and Response to Comments) for Study Areas 17, 18, 23, 35, 36, 37, 40 and 42. Also enclosed is the (draft) fact sheet for Study Area 36. The mini-ROD and fact sheet for Study Area 36 should be considered very preliminary, as the site screening report is still being reviewed by the OPT, and the conclusions and recommendations may change somewhat based on comments HLA receives from the Team. Fact sheets have previously been issued for all of the other study areas listed above.

Should you have any questions or need additional information, please call me at (904) 772-7688.

Very Truly Yours,

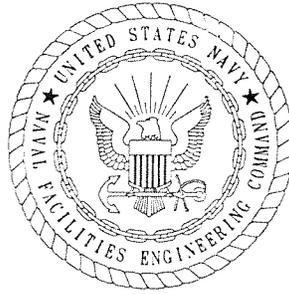
Harding Lawson Associates

A handwritten signature in cursive script that reads "Richard P. Allen".

Richard P. Allen
Project Technical Lead

Attachments

CC: Wayne Hansel, Southern Division
Nancy Rodriguez, USEPA Region IV
David Grabka, FDEP
LT G. Whipple, NTC-Public Works Officer
Robin Manning, BEI
Steve McCoy, TetraTech NUS
Al Aikens, CH2M Hill
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file



Department of the Navy, Southern Division
Naval Facilities Engineering Command
2155 Eagle Drive
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FINAL DECISION AND RESPONSE TO COMMENTS

Study Area 35, Former Vehicle Maintenance Facility
Naval Training Center, Orlando
Orlando, Florida

Introduction

Study Area 35 is part of the Main Base, Naval Training Center (NTC) Orlando (Figure 1). The study area occupies the southern part of the block formed by Langley and Iwo Jima Streets and Mitscher and Leahy Avenues. Most of the site is a large paved parking area fringed with grassy swales and lawn (Figure 2). Two buildings (2078 and 2079) are included in the study area. Building 2078 is a former aircraft hangar used since 1968 for vehicle maintenance. There were eight hydraulic lifts used for vehicle repair, seven inside the building and one outside the building. The outside lift and six of the inside lifts were constructed in long narrow pits approximately eight feet deep. Building 2079 was used to store tires, batteries and hazardous materials.

Environmental studies at SA 35 were conducted to evaluate areas of the site where automotive repair operations may have resulted in releases of hazardous materials to the environment. Investigations included

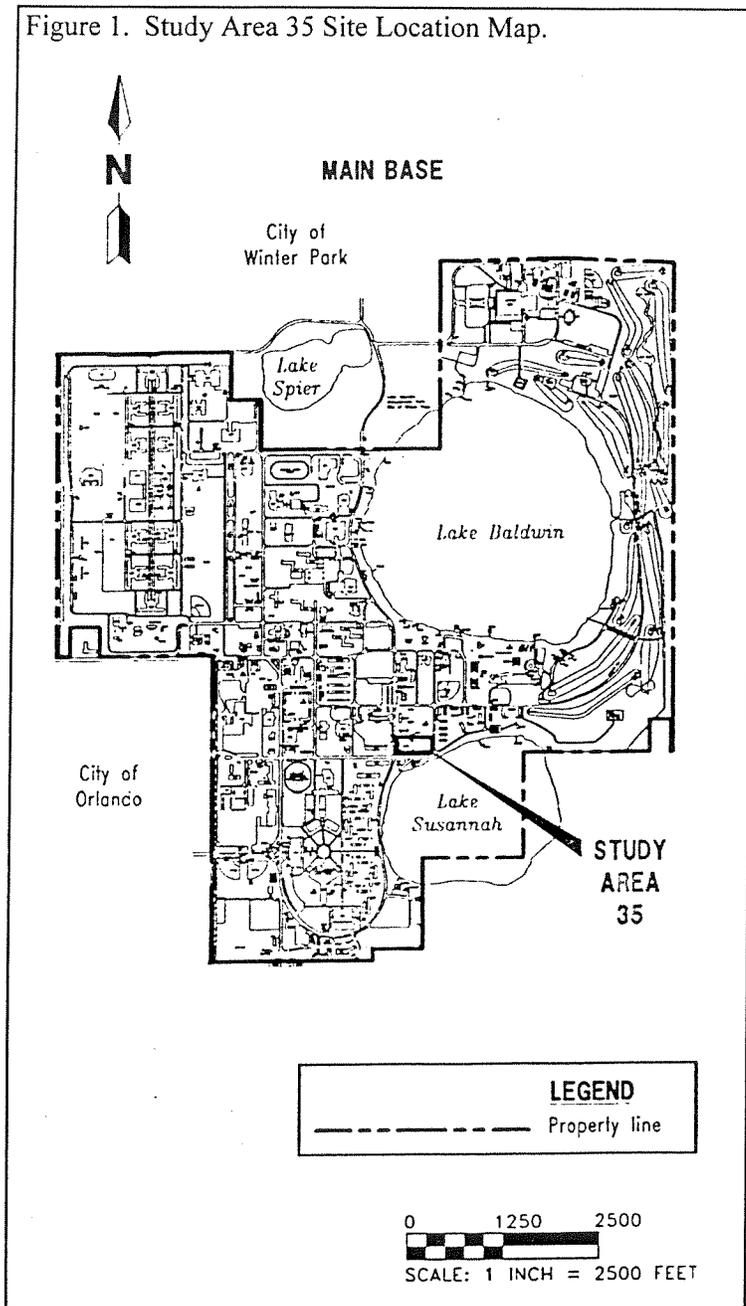
- a site walkover
- review of historical documents
- review of aerial photographs
- a soil gas survey
- soil and groundwater sampling

Several compounds, including lead, arsenic and total recoverable petroleum hydrocarbons (TRPHs), were detected at concentrations exceeding State of Florida criteria for soils intended for residential use. The arsenic, lead, and TRPH exceedances occurred in either surface soil or in soil lining the floor of the former lift pits. Groundwater samples collected from beneath the site meet Florida drinking water standards.

Selected Remedy for Soil

To identify the selected remedy for SA 35, applicable regulations and guidance documents were considered. Based on this review and the recommendations of the site screening report, a remedial approach has been selected for SA 35. The approach consists of an interim remedial action (IRA) that will include soil removal of soil contaminated with TRPHs, arsenic, and lead. These actions are discussed below.

Figure 1. Study Area 35 Site Location Map.



Proposed Interim Remedial Action. The Navy, U.S. Environmental Protection Agency, and Florida Department of Environmental Protection have determined that a limited remedial action is appropriate at SA 35 to protect human health and the environment. Eight areas have been identified where TRPH, arsenic or lead concentrations exceed residential limits (Figure 2). The sample locations outside of Building 2078 will require excavation of surface soil only, whereas the excavations of the lift pits will require removal of clean soil before excavation of the contaminated subsurface soil that lines the floors of the lift pits.

This approach is consistent with remedial actions at several other SAs that had minor exceedances of Florida guidelines for one or more compounds. Removal of soil from this site will allow unrestricted use for future property owners. The volume of soil to be excavated is estimated to be approximately 984 cubic yards, of which 667 are anticipated to be uncontaminated (removed from uncontaminated areas around lift pits), and 318 cubic yards are anticipated to require disposal. However, these volumes may change if confirmation sampling indicates more or less contaminated soil than has been estimated.

Community acceptance of the selected remedy was evaluated through presentations to the facility's Restoration Advisory Board (RAB). RAB meetings are open to the public and their bimonthly meetings are publicized in the *Orlando Sentinel*. The public was given an opportunity to comment on the remedy selected for SA 35 via distribution of a fact sheet in early December 1998 to the NTC, Orlando Community Mailing List, comprised of more than 300 interested citizens and community leaders. The public was also invited to attend the RAB meeting on January 20, 1999. The fact sheet summarized the selected remedy and

invited written comment from the public until January 20, 1999. A public availability session would have been held following the January 20 cutoff date if there had been sufficient community interest. However, there were no comments from the public on the selected remedy.

Declaration

Based on the administrative record compiled for this corrective action, the Navy has determined that the remedy selected for SA 35 is appropriate and protective of human health and the environment and complies with Federal and State regulatory requirements. The FDEP and USEPA concur with the remedy selected.

SIGNATURE.

Wayne Hansel, P.E.
Base Realignment and Closure Environmental Coordinator

Date

Figure 2. Study Area 35 Site Plan.

