



FACT SHEET

Alameda Point OU-1 IR Sites 6, 7, 8, and 16 Remedial Design/Remedial Action

Alameda Point, California
November 2009

PROJECT CONTACTS

If you have any questions or concerns about environmental activities at OU-1 IR Sites 6, 7, 8, and 16, please contact any of the project representatives:

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INTRODUCTION

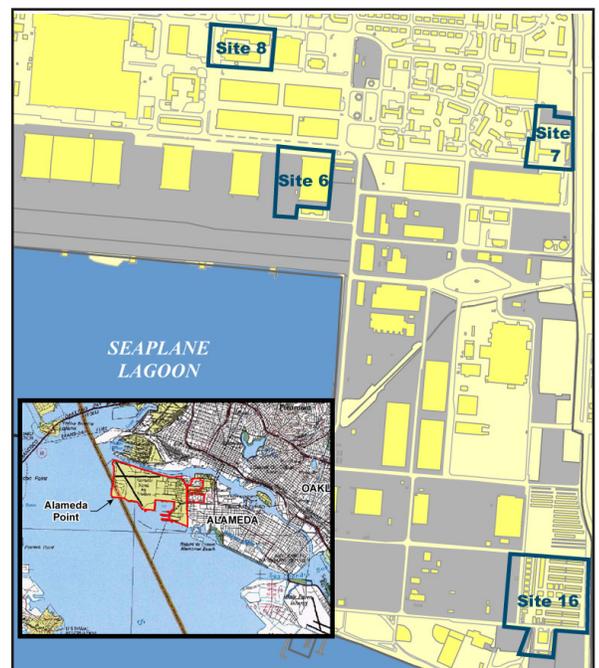
The Navy is finalizing a Remedial Design (RD) and Remedial Action Work Plan (RAWP) for the remediation of soil and groundwater utilizing technologies selected in the Record of Decision (ROD) for Operable Unit 1 (OU-1), Installation Restoration (IR) Sites 6, 7, 8, and 16 at the former Naval Air Station (NAS) Alameda (Alameda Point) in Alameda, California.

This Fact Sheet describes the scope of the remedial actions to reduce the concentration of metals in shallow soil at Site 7; metals and/or organic chemicals in shallow soils at Sites 8 and 16; and volatile organic compounds (VOCs) in shallow groundwater at Sites 6 and 16. The Navy is conducting environmental actions at OU-1 Sites 6, 7, 8, and 16 in accordance with the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

After completing a Remedial Investigation (RI) in 2004, the Navy conducted a Feasibility Study (FS) in 2005 to evaluate potential remedial alternatives for OU-1 Sites 6, 7, 8, and 16 and prepared a ROD to document the selected remedy. The selected remedy, described in the Proposed Plan in 2006, consists of excavation and off-site disposal to address contaminated soil and in-situ chemical oxidation (ISCO), accelerated in-situ bio-remediation (ISB), Monitored Natural Attenuation (MNA), and short term institutional controls (ICs) to address contaminated groundwater.

SITE HISTORY

NAS Alameda was an active military installation from 1940 to 1997. IR Sites 6, 7, 8, and 16 were historically used for a variety of support activities; specifically, Site 6 (also known as Building 41) was the Aircraft Intermediate Maintenance Facility; Site 7 was the Navy Exchange Service Station and housed an incinerator; Site 8 (also known as Building 114) was a Public Works Department storage area; and Site 16 was used for aircraft parking and chemical storage.



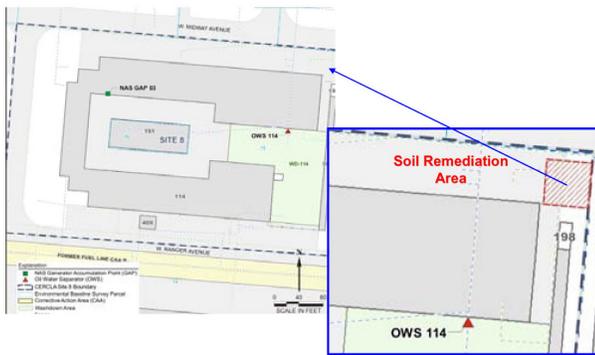
Alameda Point OU-1 IR Sites 6, 7, 8, and 16

Continued from page 1

Potential sources of contamination at each site include chemical use and storage, waste disposal, washdown areas, oil water separators, generator accumulation points, underground storage tanks, aboveground storage tanks, or other structures and uses.

INVESTIGATION RESULTS

Results of investigations at OU-1 IR Sites 6, 7, 8, and 16 have demonstrated that various chemicals in shallow soil at Sites 7, 8, and 16 pose a potential risk to human health through the possibility for direct contact or incidental ingestion, while VOCs in shallow groundwater at Sites 6 and 16 pose a potential risk to human health through domestic use of groundwater or the inhalation of vapors accumulating in indoor air.



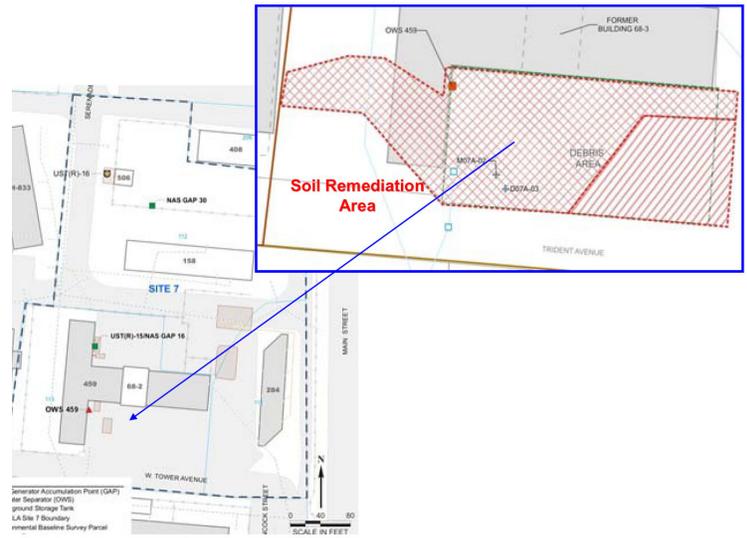
Soil Remediation Area at OU-1 IR Site 8

Concentrations of metals and benzo(a)pyrene (a polycyclic aromatic hydrocarbon), exceed remediation goals (RGs) in shallow soil at Site 7. Concentrations of lead, dieldrin (a pesticide), and polychlorinated biphenyls (PCBs) exceed RGs in shallow soil at Site 8. Concentrations of lead, and dieldrin, chlordane, heptachlor, and heptachlor epoxide (pesticides) exceed RGs in shallow soil at Site 16.

VOCs exceed RGs in shallow groundwater at Site 6 (depths between two and 10 feet) and at Site 16 (depths between three and 15 feet). A single plume area has been defined at Site 6 and two discrete plume areas have been defined at Site 16. Chlordane exceeding the relevant RG has also been observed in groundwater in isolated locations in the southern portion of Site 16. Based on the sampling completed, groundwater remediation is not required at Sites 7 and 8.

CLEANUP ACTIONS

The selected remedy for soil at Sites 7, 8, and 16 consists of excavating soil where metal or chemical concentrations exceed the RGs, collecting post-excavation samples to verify the adequacy of soil removal, disposing excavated soil at off-site disposal facilities, and backfilling and restoring excavation areas. Structures at Site 7 will be

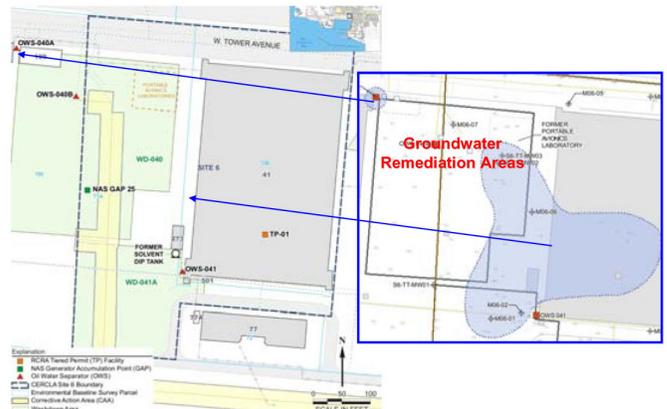


Soil Remediation Area at OU-1 IR Site 7

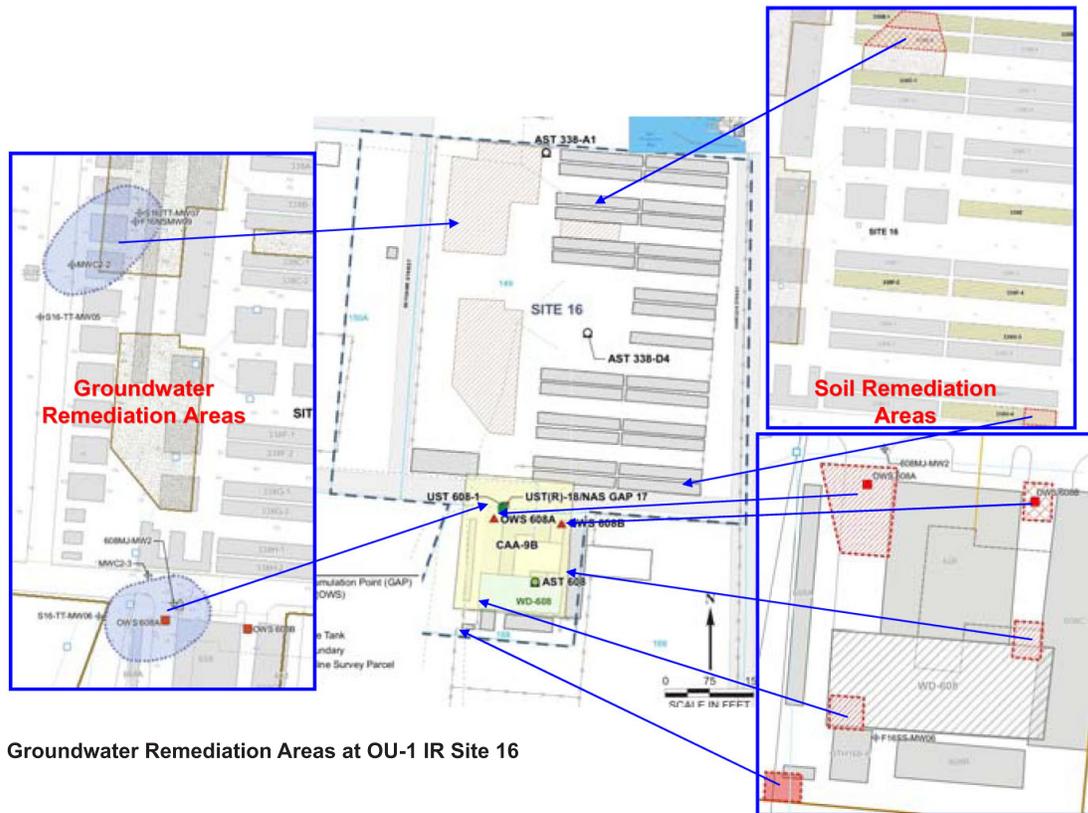
demolished and structures at Site 16 will be modified and/or temporarily relocated to facilitate excavation activities. No demolition or relocation will be necessary for Sites 6 or 8.

The selected remedy for the groundwater plume is at Sites 6 and 16 consists of ISCO using sodium persulfate amended with ferrous sulfate. Previous investigations indicate that groundwater conditions support the application of this technology. Accelerated ISB and MNA may also be implemented if groundwater monitoring conducted during and after in-situ treatment using ISCO indicates that contaminant concentrations are progressing towards RGs in an acceptable timeframe. Short-term ICs will also be implemented in the form of land use controls to limit human exposure to groundwater during the period of time prior to achieving groundwater cleanup goals, including during actual implementation of the remedy.

The objective of the groundwater remedial actions at Sites 6 and 16 is to reduce the concentrations of VOCs in groundwater to levels that no longer pose a risk to humans from chemical exposure.



Groundwater Remediation Areas at OU-1 IR Site 6



Soil and Groundwater Remediation Areas at OU-1 IR Site 16

Continued from page 2

TRAFFIC IMPACTS

It is anticipated that the remedial actions at OU-1 IR Sites 6, 7, 8, and 16 will not have a notable impact on traffic conditions at and around Alameda Point. The most significant increase in traffic will occur during waste disposal activities when dump trucks will be used to collect and transport project wastes to off-site disposal facilities. These activities are anticipated to last only a matter of weeks, and only a limited number of trucks per day are expected to access Alameda Point during that time. Moreover, strict traffic controls will be followed throughout the project, including scheduling all incoming and outgoing truck traffic for non-rush hour times and staggering truck arrivals and departures. Overall, this is expected to have a negligible influence on local and regional traffic conditions.

PROJECT SCHEDULE

It is anticipated that the RD and RAWP will be finalized and approved by late 2009. The anticipated time to complete the field activities associated with the remedial actions at OU-1 IR Sites 6, 7, 8, and 16 is approximately three years.

Public Participation Opportunities

A Restoration Advisory Board (RAB) made up of community members and Navy, regulatory agency, and City of Alameda representatives meets regularly at Alameda Point to discuss the progress of environmental remediation projects at former NAS Alameda. You are welcome to attend these meetings, which are open to the public. The Navy will specifically present information on the OU-1 Sites 6, 7, 8, and 16 RD and RAWP at a future RAB meeting. For more information about the RAB, please contact:

Ms. Dale Smith
RAB Community Co-chair

Public comments on the RD and RAWP are invited by the Navy, and will be accepted between November 18, 2009 and December 18, 2009. Written comments must be mailed to the Navy BRAC Environmental Coordinator, and postmarked by the closing date of the public comment period.

INSIDE...

Remedial Design/Remedial Action Fact Sheet
Operable Unit 1 Installation Restoration Program
Sites 6, 7, 8, and 16
Former Naval Air Station Alameda

FOR MORE INFORMATION

Documents that detail activities associated with this remedial action, including the remedial design and remedial action work plan, are available at the following locations:

Alameda Main Public Library
(Historic Alameda High School)
2220-A Central Avenue
Alameda, California

Alameda Point, Former NAS Alameda
950 West Mall Square, Suite 240
Alameda, California

This fact sheet has been prepared in accordance with the NCP, 40 CFR 300.435(c)(3).

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