
FORMER FIRE TRUCK MAINTENANCE FACILITY SS-28 (formerly AOC-32)

Joint Base Andrews

February 2013

BACKGROUND

Site SS-28 began as a combination of Building 1206, Solid Waste Management Unit (SWMU) #2 and SWMU#40. Building 1206 was a gasoline station and maintenance facility for fire trucks since 1980 and currently houses vehicles for the Executive driver's vehicle fleet.

SS-28 is located on the west side of Joint Base Andrews at the intersection of Arnold Avenue and South Dakota Avenue, has been an active military gasoline service station since 1980, and was once a maintenance facility for Base fire trucks. The site is dominated by Building 1206 and two fuel islands. It is covered with a mixture of concrete and asphalt pavement as well as unpaved, manicured areas.

Historically, the site contained a 1,000-gallon fuel oil Underground Storage Tank (UST), a 25,000-gallon gasoline UST, two hydraulic lifts, a 6,000-gallon diesel UST, a 15,000-gallon diesel UST, a 250-gallon waste oil Aboveground Storage Tank (solid waste management unit [SWMU] 2); and a hazardous waste storage area known as SWMU 40. SWMU 40 reportedly received antifreeze, transmission oil, and waste oil. In 2007, the site contained a 20,000-gallon gasoline UST and 20,000-gallon diesel UST.

SS-28 compliance activities have included: repairing a faulty fuel delivery line, upgrade of two diesel fuel USTs, building renovations in 1996 removal of two 3-ton hydraulic lifts in 1997, removal of two diesel fuel USTs and one 25,000-gallon gasoline UST in 1998, removal of a 1,000-gallon fuel oil UST, and installation of a 20,000-gallon diesel fuel UST and 20,000-gallon MOGAS UST and associated product delivery lines in 1999.

Contaminants were detected in groundwater during the Preliminary Assessment / Site Assessment (PA/SI), but the site was not completely characterized. The Remedial Investigation (RI) which was completed in August 2012 detected multiple sources of contaminants in the area, with a long plume of contaminated groundwater extending beneath highly secure buildings and Hangars, a fire station, airfield parking aprons, taxiways, and runway.

CHALLENGES

The site extends approximately 100 acres beneath highly secure buildings and facilities, airfield aprons, and secured taxiways and a runway. Classified underground utilities are present, as well as many other unclassified but sensitive utilities. Access to areas of the site require significant efforts, including airfield construction waivers, wing-tip restriction Notices to Airmen (NOTAMS), and in some cases, Presidential taxiway closure.

PERFORMANCE BASED APPROACH

The RI is being finalized in 2013, and it characterized the nature and extent of a large dilute contaminant plume. Institutional Controls (ICs) will be used to limit human exposure to contaminants, and an in-situ remedy will likely be utilized to degrade contaminants to drinking water quality.

RISK DRIVERS

Contaminants: Trichloroethene (TCE), Carbon Tetrachloride, Tetrachloroethene (PCE), other Chlorinated Volatile Organic Compounds (CVOCs), and Benzene.

Impacted Media: Soil and Groundwater

Exposure Pathways Completed: Human & Potential Vapor Intrusion

Drainage: Piscataway Creek

Current Land Use/Surface Cover: Industrial/Airfield

Reasonably Anticipated Land Use: Industrial/Airfield

Relative Risk: Low

Figure 1: TCE Plume SS-28

