

SPILL SITE SS-26

FORMER HANGAR 15, FORMER AOC-30

Joint Base Andrews

January 2018

BACKGROUND

Hangar 15 was located on East Perimeter Road, south of Hangar 13 (SS-22), north of Hangar 16, and adjacent to the east operational apron. Hangar 15 was built in 1947 and used for aircraft and equipment maintenance. In the 1980s, the hangar's use changed from maintaining and storing aircraft to maintenance of small aircraft, vehicles, and ground equipment. It was being used by Civil Engineering to house snow plows at the time of its 1998 demolition. Oil and solvent spills were evident by stains on the hangar floor and adjacent apron. The site was referred to as Area of Concern (AOC) 30 in the 2007 Preliminary Assessment/Site Investigation (PA/SI) phase of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) process. During the PA/SI, contaminants were detected in groundwater which necessitated completion of the 2011 Remedial Investigation (RI). The RI delineated a contaminated groundwater plume that extends underneath the 113th Air National Guard (ANG) apron. The suspected source is not Former Hangar 15, but probably the aircraft wash rack related to the oil-water separator at Bldg. 3120. An additional source area may be present closer to the area near Bldg. 3114 (Shelter 5) on the 113th apron, but this could not be confirmed during the RI. The regulators approved the RI with the aforementioned data gaps due to the complexity of site access, allowing SS-26 to continue toward implementation of a remedy. The SS-26 Feasibility Study (FS) was completed in 2013.

CHALLENGES

The entire site is within the operational footprint of the 113th ANG, where the Capitol Guardians are located. The Capitol Guardians provide continuous air sovereignty forces to defend the Nation's Capital. They are permanently on alert for immediate fighter jet response to threats within the National Capitol Area airspace. There are security restrictions to access the site, and appropriate credentials to escort workers in the area are not easily attained. There are areas that are off-limits to construction because the mission cannot be impacted. Appropriate airfield requirements must be met, including temporary airfield construction waivers, wing tip restrictions, explosive ordinance training, etc., in order to access the site.

PERFORMANCE-BASED APPROACH

A 2008 Performance Based Contract (PBC) was awarded that culminated with the 2011 RI. Due to the site being larger than anticipated with additional complexities and challenges arising from site access issues, this PBC did not meet the contract's objectives.

A 2011 PBC was awarded that included the achievement of remedy in place (RIP) at SS-26. The SS-26 task order includes

the 2013 Feasibility Study (FS), 2015 Proposed Plan (PP), 2017 Record of Decision (ROD), 2017 Remedial Design/Remedial Action Work Plan (RD/RAWP), 2017 implementation of the RD/RAWP to install the in-situ anaerobic bioremediation remedy selected in the ROD, and ongoing remedial action-operations (RA-O) in support of the remedy. Achievement of remedy in place (RIP) is currently anticipated by 2019. Land Use Controls (LUCs) are being established for SS-26 that will limit human exposure to contaminants until the remedy achieves unlimited use/unrestricted exposure (UUUE) status.

JBA is working collaboratively with the 113th ANG to implement a cost-effective remedy and LUCs that will minimize impacts to the mission of the base.

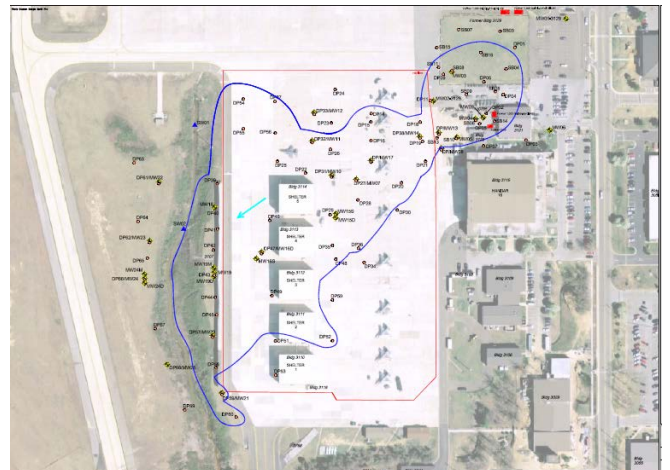


Figure 1: SS-26 Maximum extent of chlorinated Volatile Organic Compound (VOC) plume

RISK DRIVERS

Contaminants: trichloroethene (TCE), cis-1,2-dichloroethene (cis-1,2-DCE), vinyl chloride, carbon tetrachloride, and benzene exceed regulatory standards in groundwater.

Impacted Media: groundwater

Exposure Pathways Completed: construction workers

Drainage: Piscataway Creek

Current Land Use/Surface Cover: industrial/airfield

Reasonably Anticipated Land Use: industrial/airfield