PB93-963808
EPA/ROD/R02-92/178
September 1992

United States
Environmental Protection
Agency

Office of
Emergency and
Remedial Response

EPA

Superfund Record of Decision:

FAA Technical Center, NJ

NOTICE

The appendices listed in the index that are not found in this document have been removed at the request of the issuing agency. They contain material which supplement, but adds no further applicable information to the content of the document. All supplemental material is, however, contained in the administrative record for this site.

50272-101

REPORT DOCUMENTATION PAGE	1. REPORT NO. EPA/ROD/R02-92/178	2.	3. Recipient's Accession No.
4. Title and Subtitle SUPERFUND RECORD OF DECISION FAA Technical Center, NJ Third Remedial Action - Final			5. Report Date 09/30/92 6.
7. Author(s)			8. Performing Organization Rept. No.
9. Performing Orgainization Name and Address			10. Project/Task/Work Unit No. 11. Contract(C) or Grant(G) No. (C) (G)
12. Sponsoring Organization Name and Address U.S. Environmental Protection Agency 401 M Street, S.W. Washington, D.C. 20460			13. Type of Report & Period Covered 800/000 14.

15. Supplementary Notes

PB93-963808

16. Abstract (Limit: 200 words)

The 5,000-acre FAA Technical Center site is located 8 miles northwest of Atlantic City, Atlantic County, New Jersey, within the Atlantic Coastal Plain. Land use in the vicinity includes forested, commercial, and residential areas. The site was first developed in the 1930's, when the Atlantic City Reservoir was created. In 1942, a Naval Air Base, including most of the existing runways, was constructed over two-thirds of the property. Interest in the property was transferred to the Federal Aviation Administration (FAA) in 1958 for use as research and development facilities and for the 1979 construction of the existing Technical/Administration Building. Atlantic City's municipal water supply is provided by nine ground water supply wells located just north of the Upper Atlantic City Reservoir on FAA property as well as by water drawn directly from the Atlantic City reservoirs. Currently, the site is composed of several installations, which include the Atlantic City International Air Terminal, New Jersey Air National Guard 177th Fighter Interceptor Group, Upper Atlantic City Reservoir, Laurel Memorial Park Cemetery, and extensive facilities of the FAA Technical Center. From 1978 to 1985, transformers containing PCB oil were stored on a

(See Attached Page)

17. Document Analysis a. Descriptors

Record of Decision - FAA Technical Center, NJ
Third Remedial Action - Final
Contaminated Media: None
Key Contaminants: None

b. Identifiers/Open-Ended Terms

c. COSATI Field/Group

18. Availability Statement	19. Security Class (This Report)	21. No. of Pages
	None	38
	20. Security Class (This Page)	22. Price
	None	

(See ANSI-Z39.18) *See Instructions on Reverse* OPTIONAL FORM 272 (4-77) (Formerly NTIS-35) Department of Commerce

Abstract (Continued)

25- by 75-foot concrete pad, referred to as Area G, located at the lumber yard near building 125 in the western portion of the property. Some transformers are known to have leaked, contaminating the concrete pad and surrounding soil. Initial investigations in 1986 revealed PCB-contaminated soil and debris in Area G. During 1989, the entire concrete pad and contaminated soil were collected, excavated, and disposed of in an approved TSCA cell of a landfill. This ROD addresses principal threats to human health or the environment associated with PCB releases from the Area G transformer storage location. Based on the results of subsequent sampling, it is believed that Area G no longer poses a threat to human health or the environment; therefore, there are no contaminants of concern affecting this site.

The selected remedial action for this site is no further action. Based upon the completed removal actions and risk evaluation, Area G is determined to be protective of human health and the environment.

PERFORMANCE STANDARDS OR GOALS: Not applicable.

ROD FACT SHEET

SITE

Name: FAA Technical Center, Area G - Transformer Storage Area
Location/State: Atlantic County, New Jersey
EPA Region: USEPA Region II
HRS Score (date): 39.65; 12/09/88
NPL Rank: N/A

ROD

Date Signed: 09/30/92
Remedy/ies: No Further Action

LEAD

Remedial/Enforcement: Federal Facility (Federal Aviation Administration)
Primary Contact (phone): Keith C. Buch, Project Manager, FAA, (609) 484-6644
Secondary Contact (phone): Carla M. Struble, Project Manager, EPA, (212) 264-4595

WASTE

Type (metals, PCB, &c): PCB contaminated soil had been detected in this area. After two removal actions, the remaining soil was found to meet Federal and State cleanup levels for PCBs.

RECORD OF DECISION

AREA G – TRANSFORMER STORAGE AREA

FEDERAL AVIATION ADMINISTRATION
TECHNICAL CENTER
ATLANTIC CITY INTERNATIONAL AIRPORT
NEW JERSEY

DECLARATION FOR THE RECORD OF DECISION
Area G - Transformer Storage Area
FAA Technical Center

FACILITY NAME AND LOCATION

Federal Aviation Administration (FAA) Technical Center, Atlantic County
Atlantic City International Airport, New Jersey

STATEMENT OF BASIS AND PURPOSE

This decision document presents the no further action decision for Area G, the Transformer Storage Area at the FAA Technical Center, Atlantic City International Airport, New Jersey. The no further action decision was chosen in accordance with the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA), and, to the extent practicable, the National Contingency Plan. This decision is based on the administrative record for Area G.

Both the United States Environmental Protection Agency, Regional Administrator (Region II) and the Commissioner of the New Jersey Department of Environmental Protection and Energy concur with the selected remedy.

DESCRIPTION OF THE REMEDY

The selected remedy for Area G is no further action.

DECLARATION STATEMENT

The Federal Aviation Administration has determined that no additional remedial action is necessary at Area G to ensure protection of human health and the environment. Previous response actions in which soil and concrete contaminated with unacceptable levels of PCBs were removed have eliminated the need to conduct additional remedial action. Pursuant to Section 121(c) of CERCLA, 42 U.S.C. 9621(c) and Section 300.430(f)(4)(ii) of the National Contingency Plan, 40 C.F.R. Section 300.430(f)(4)(ii), a review of the selected remedial action shall be conducted no less often than every five years after initiation of the remedial action.

Gary Poulsen 9/23/92
(Signature) (Date)
Gary E. Poulsen, P.E., Manager
Facility Engineering and Operations Division
FAA Technical Center

9/30/92
(Signature) (Date)
Constantine Sidamon-Eristoff
Regional Administrator
United States Environmental Protection Agency, Region II

DECISION SUMMARY
RECORD OF DECISION
Area G - Transformer Storage Area
FAA Technical Center

SITE NAME, LOCATION AND DESCRIPTION

The FAA Technical Center encompasses an area of approximately 5,000 acres in Atlantic County, New Jersey, eight miles northwest of Atlantic City. A facility location map is provided in Figure 1. Among the installations on the property are the Atlantic City International Air Terminal, the New Jersey Air National Guard 177th Fighter Interceptor Group, the Upper Atlantic City Reservoir, the Laurel Memorial Park Cemetery and the extensive facilities of the FAA Technical Center. Atlantic City's municipal water supply is provided by nine ground water supply wells located just north of the Upper Atlantic City Reservoir on FAA property as well as by water drawn directly from the Atlantic City Reservoirs. The reservoirs are fed by the north and south branches of Doughty's Mill Stream, which traverse portions of the Technical Center grounds. The public water supply facilities on-site are owned by the Atlantic City Municipal Utilities Authority (ACMUA).

The FAA Technical Center is located within the Atlantic Coastal Plain, a broad, flat plain which encompasses the southern three-fifths of New Jersey. The area within two miles of the Center has a maximum relief of about 60 feet, ranging from an elevation of ten feet above mean sea level (AMSL) at the lower Atlantic City Reservoir to 70 feet AMSL to the west and north of the airport. The Facility itself is relatively flat; slopes generally range from 0 to 3 percent. Forested areas exist north, south, and east of the airport runways. These areas comprise about 40% of the 5,000 acre FAA property. The remaining 60% of the site has been cleared for FAA facilities and consists of buildings and paved surfaces, grassed lawns and native grassland and shrubs adjacent to the runways.

The area within one mile of the Technical Center boundaries includes open or forested land and commercial and residential areas. A large forested tract containing no commercial or residential property exists west of FAA. To the east, the property is bordered by the Garden State Parkway, the Atlantic City Reservoir, and the forested land surrounding the reservoir. The area north of the Center contains commercial properties along the White Horse Pike (Rt. 30) and a concentrated residential area, Pomona Oaks, north of the White Horse Pike. The closest residential area south of the Center is a series of three trailer parks at the intersection of Tilton Road and Delilah Road. The majority of commercial and residential areas south of the Center are greater than 2,000 feet away from the FAA property, south of the Atlantic City Expressway. All residential areas in the vicinity of FAA appear to be upgradient or otherwise isolated from the ground water flow at the Technical Center.

Area G, the Transformer Storage Area, is located at the lumber yard near Building 125 in the western portion of the property (Figure 2). Transformers containing PCB oil were stored on a concrete pad 75 feet by 25 feet by 4-6 inches thick. A more complete description of the site can be found in the Environmental Investigative/Feasibility Study Report (March 1989) at pages 20-1 to 20-7.

SITE HISTORY AND ENFORCEMENT ACTIVITIES

Land Use

The first significant development of what is now FAA property came during the 1930s when the Atlantic City Reservoir was created by damming the South Branch of Doughty Mill Stream. Prior to 1942, the entire property was wooded, except for the presence of large borrow pits near the present-day Research and Development (R&D) facilities. On a 1940 aerial photograph several dirt roads and what appeared to be a railroad right-of-way traversed the property. In 1942 a Naval Air Base, including most of the existing runways, was constructed over much of the eastern two-thirds of the property. Many of the buildings in the western built-up area were also constructed at this time. In 1958, the Navy transferred its interests to the Airways Modernization Board (AMB).

The FAA took over the operations of the AMB in November 1958. The early 1960s saw the development of most of the R&D portion of the Facility south of the Atlantic City Reservoir. The FAA's large Technical/Administrative Building was constructed in 1979. The New Jersey Air National Guard has maintained their facilities at the north end of the built-up area since 1973. At Area G, transformers containing PCB oil were stored on the concrete pad from 1978 until 1985. Some of the transformers are known to have leaked, contaminating the concrete pad and surrounding soil.

In 1990, the FAA Technical Center was designated as a National Priorities List (NPL) site under CERCLA.

Initial Investigations

In late 1986, FAA excavated slightly less than one cubic yard of stained soil from around the concrete pad. Concentrations of PCB in this soil ranged from 9 parts per million (ppm) to 836 ppm. Contaminated soils were drummed and transported under manifest procedures for disposal off-site at a TSCA-approved facility. In autumn of 1988, several wooden buildings at the area were demolished and removed. All materials stored on and around the pad were removed from the area at this time.

Environmental Investigation/Feasibility Study

TRC Environmental Corporation (TRC) was contracted by the FAA to conduct an Environmental Investigation/Feasibility Study (EI/FS) at the FAA Technical Center. Area G was included in the EI/FS due to evidence of past spillage of PCB-contaminated transformer oil onto the concrete pad and surrounding soils. The first phase of the EI was conducted to

delineate the extent of PCB contamination in the soil around the concrete pad. Ten surface soil samples were collected which confirmed the presence of PCBs in the surrounding soils (TRC, May 1988). PCBs were detected in five of the ten surface soil samples, ranging in concentration from 1.5 ppm to 12 ppm. The highest concentrations were exhibited in samples collected immediately adjacent to the southeast corner of the concrete pad. No detectable levels of PCB contamination were detected along the southwest corner, northwest corner, or the northeast corner of the concrete pad.

Under the Phase II investigations, chip samples were collected from the concrete pad to determine the nature and extent of PCB contamination present in the concrete pad. Two chip samples were collected from the surface of the concrete pad, one from a heavily stained area and one from an area of the pad showing almost no staining. Both chip samples contained concentrations of PCBs greater than the NJDEPE Soil Action Level of 5 ppm (TRC, May 1989).

Removal Actions

Based on the Phase I and Phase II investigations, TRC recommended a removal action to remove any concrete or soil which contained PCBs at a concentration above 5 ppm, the NJDEPE Soil Action Level at the time. Initially, a scarifier was used to remove the top one-half inch of concrete in the areas which showed evidence of oil staining (approximately 175 square feet). Subsequently, four confirmation chip samples were collected following the scarification and analyzed for PCBs. The chip samples indicated that PCB contamination extended deeper into the concrete than originally thought. In November 1989, as a response to the elevated levels of PCBs beneath the scarified areas, the entire thickness of the concrete pad over a 400 square foot area was broken up and collected for disposal. In addition, the top foot of soil was excavated from a five foot wide area along 55 feet of the southern and eastern edges of the pad. The excavated soil and concrete debris were subsequently disposed of in an approved TSCA cell at the CWM Chemical Services, Inc. landfill in Model City, New York. Following the initial soil and concrete removal action, nine discrete confirming soil samples were collected for PCB analysis. The samples collected from beneath the pad and from beneath the area of excavated soil all contained less than 5 ppm total PCBs. However, two samples collected to the south, beyond the area of excavation, each contained greater than 5 ppm PCB.

Due to the two soil samples which exhibited PCB concentrations greater than 5 ppm, additional soil was removed at Area G. The area of additional soil removal measured 29 feet along the length of the pad by 12 feet wide by approximately 1 foot deep. Again, the excavated soil was transported off-site for disposal in an approved TSCA cell at the CWM Chemical Services, Inc. landfill in Model City, New York. After the second phase of soil removal at Area G, two confirmatory soil samples were collected. One sample contained no detectable concentration of PCBs while a trace (0.06 ppm) of the PCB isomer Aroclor-1260 was present in the second sample.

HIGHLIGHTS OF COMMUNITY PARTICIPATION

A newspaper notification of the Area G Proposed Plan was published in the Atlantic City Press on August 11, 1992, inviting the public to comment on the EI/FS and Proposed Plan. The Area G Proposed Plan was issued to interested parties (see Appendix B) on August 14, 1992. The public comment period was held from August 11, 1992 to September 10, 1992. The Proposed Plan, EI/FS Reports, and Risk Evaluation were placed in the information repositories of the Atlantic County Library.

A public meeting was held on August 31, 1992 at the Atlantic County Library. At the meeting, representatives from the FAA, TRC, USEPA, and NJDEPE were available to answer questions about Area G. A list of attenders is attached (see Appendix C). A response to the comments received during this period is included in the Responsiveness Summary which is part of the Record of Decision.

This decision document presents the selected No Further Action alternative for Area G of the FAA Technical Center in Atlantic County, New Jersey, chosen in accordance with CERCLA, as amended by SARA and, to the extent practicable, the NCP. The decision for Area G is based on the administrative record.

SCOPE AND ROLE OF RESPONSE ACTION

Based upon the completed removal actions and the Risk Evaluation conducted for Area G, which is discussed in more detail in the following sections, no principle threats to human health or the environment have been identified at Area G, thereby providing the basis for the "no further action" decision.

SUMMARY OF SITE CHARACTERISTICS

The average concentration of PCBs in 17 post-remediation soil samples was 0.479 ppm, with a maximum detected residual PCB concentration of 2.3 ppm. PCBs are known to readily adsorb to soil particles and do not leach easily from soil. The probability of any residual PCB contamination migrating from the surface soil is low. The low volatility of PCBs minimize the chance for air transport, while the fairly flat surfaces of the FAA Technical Center minimize the change of PCB transport through surface water runoff. The depth to the ground water table, estimated to be approximately 20 feet based on other adjacent site investigations, plus the fact that PCBs leach slowly from soils limit the potential transport of PCBs downward to the ground water.

SUMMARY OF SITE RISKS

A Risk Evaluation (July 1992) was conducted for Area G based on the Phase I and Phase II Environmental Investigations and removal actions. It evaluates residual PCBs levels to determine if Area G continues to pose a threat to human health and the environment and whether the site warrants further action or evaluation.

Potential risks associated with Area G were evaluated by comparing detected contaminant levels in remaining soils to cleanup standards and environmental protection criteria promulgated under Federal and State laws, also referred to as Applicable or Relevant and Appropriate Requirements (ARARs). Exposure pathways and toxicologic impacts were also considered in the Risk Evaluation. It is on the basis of these assessments that the no further action decision was developed.

A Federal ARAR has been promulgated for cleanup of PCBs in soils under the Toxic Substances Control Act (TSCA). While not directly applicable to Area G (where PCB spills most likely occurred prior to May 4, 1987), TSCA does specify PCB soil cleanup levels. In TSCA's Polychlorinated Biphenyls Spill Cleanup Policy, Final Rule (40 CFR Part 761, April 2, 1987), a cleanup level of 25 ppm is set for soils in restricted access areas, with 10 ppm the cleanup level for non-restricted access areas. Remaining PCB concentrations at Area G are less than each of these cleanup levels.

The NJDEPE has recently proposed new soil cleanup standards which supersede the previous NJDEPE Soil Action Levels which were used to guide the removal actions. For non-residential surficial PCB-contaminated soil, the new proposed cleanup standard is 2 ppm, as compared to the old 5 ppm action level.

The levels of PCBs detected in surficial soil samples following the removal actions are less than the surficial soil cleanup level of 5 ppm specified by the EPA for other areas at the FAA Technical Center (e.g., Area 20A) and have achieved the 2 ppm NJDEPE proposed cleanup standard. The average concentration of PCBs in 17 post-remediation samples was 0.479 ppm with one sample exceeding the proposed standard with 2.3 ppm PCBs. The NJDEPE has indicated that this is considered in compliance with its 2.0 ppm proposed standard. Therefore, Area G is not believed to pose a threat to human health or the environment.

This remedy meets the proposed NJDEPE standard for PCBs in non-residential soils. While NJDEPE has adopted these standards as a matter of policy, EPA cannot view them as ARARs until they are finally promulgated.

DESCRIPTION OF THE "NO ACTION" ALTERNATIVE

The preferred alternative for Area G at the FAA Technical Center is No Further Action. Results of the environmental investigations have shown that the detected contaminant levels are below Federal and State cleanup criteria. The area of concern is located within the FAA Technical Center, a restricted access area, so potential risks associated with human exposure and future residential development are minimal. Based on this evaluation, it has been determined that the area is protective of human health and the environment. No further remedial activities, exposure controls or monitoring are proposed for the area.

After reviewing the existing data base and Risk Evaluation performed for Area G, the NJDEPE and The Pinelands Commission have indicated concurrence with the Proposed Plan of No Further Action. Copies of the declarations of concurrence are attached as Appendix A.

DOCUMENTATION OF NO SIGNIFICANT CHANGES

The Proposed Plan for Area G was released for public comment on August 11, 1992. The Proposed Plan concluded that No Further Action is required to ensure protection of human health and the environment at Area G. The FAA reviewed all written or verbal comments submitted during the public comment period. Upon review of these comments, it has been determined that no significant changes to the remedy, as originally identified in the Proposed Plan, are necessary.

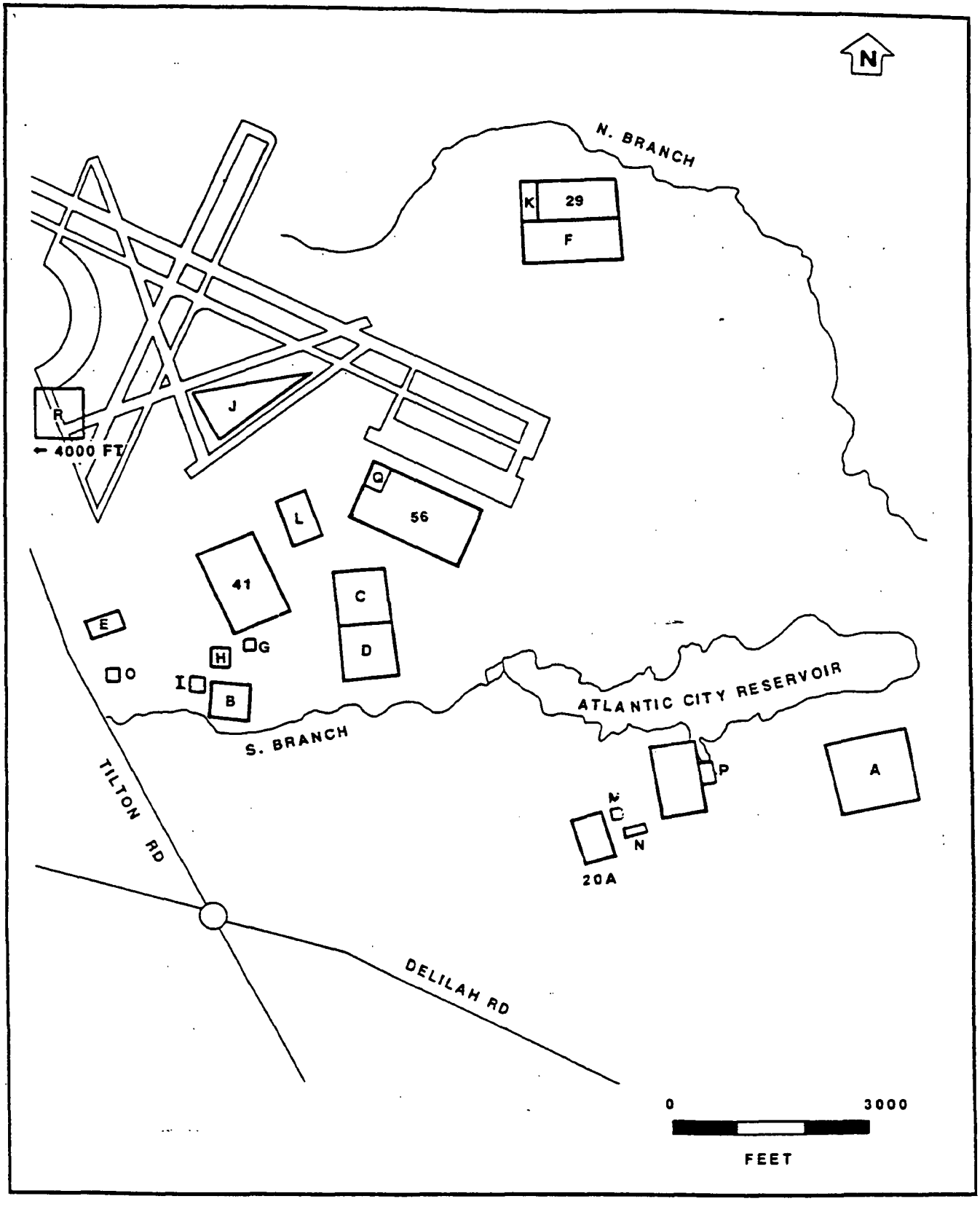

FIGURE 1. FAA TECHNICAL CENTER - FACILITY LOCATION MAP

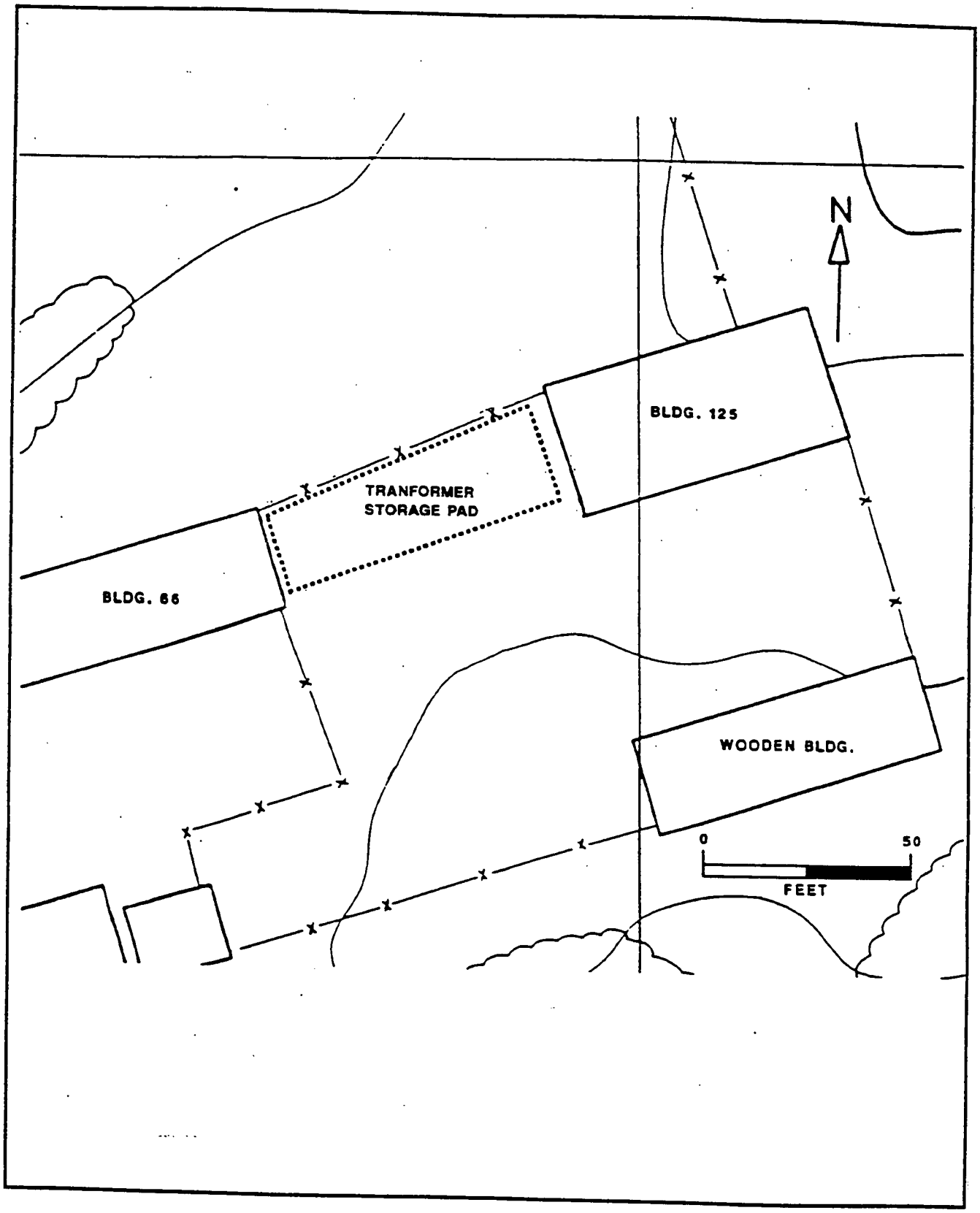

FIGURE 2. AREA G - THE TRANSFORMER STORAGE AREA

RESPONSIVENESS SUMMARY
AREA G, TRANSFORMER STORAGE AREA
FAA TECHNICAL CENTER

The purpose of this Responsiveness Summary is to review public response to the Proposed Plan for Area G. It also documents the FAA's consideration of such comments during the decision-making process and provides answers to any major comments raised during the public comment period.

The responsiveness summary for the Area G Transformer Storage Area is divided into the following sections:

* Overview - This section briefly describes the selected remedy and any changes to the remedy from that included in the Proposed Plan for Area G.

* Background on Community Development - This section provides a summary of community interest in Area G and identifies key public issues. It also describes community relations activities conducted with respect to the area of concern.

* Summary of Major Questions and Comments - This section summarizes verbal and written comments received during the public meeting and public comment period.

OVERVIEW

Area G is a former transformer storage area at the FAA Technical Center. The FAA Technical Center is located at the Atlantic City Airport in Atlantic County, New Jersey. This Responsiveness Summary addresses public response to the Proposed Plan for Area G only.

The Proposed Plan and other supporting information are available for public review at the Atlantic County Library, 2 South Farragut Avenue, Mays Landing, New Jersey.

BACKGROUND ON COMMUNITY INVOLVEMENT

This section provides a brief history of community participation in the investigation, remedial action and risk evaluation activities conducted at Area G.

Throughout the investigation and remedial action period, the USEPA, NJDEPE, Atlantic County Department of Health and The Pinelands Commission have been directly involved through proposal and project review and comments. Periodic meetings have been held to maintain open lines of communication and to keep all parties abreast of current activities.

Prior to the public release of Area G documents, the FAA Technical Center public relations staff compiled a list of local public officials who demonstrated or were expected to have an interest in the investigation. Local environmental interest groups were also identified and included on this list (see Appendix B).

On August 11, 1992, a newspaper notification was published in the Atlantic City Press inviting the public to comment on the EI/FS process and Proposed Plan. The announcement also identified the time and location of a public meeting to be held to discuss the "no further action" proposal, the location of the information repository, the length of the public comment period, and the address to which written comments could be sent. On August 14, 1992, FAA issued the Area G Proposed Plan to concerned parties on the list described in the previous paragraph. Public comments were accepted from August 11, 1992 through September 10, 1992.

A public meeting was held on August 31, 1992, at the Atlantic County Library in Mays Landing, New Jersey. The Area G site investigations, remedial actions, and risk evaluation were discussed. FAA representatives included: Gregory T. Falzetta, Project Manager and Howard Kimpton, Supervisor, Environmental Section. Carla Struble, Remedial Project Manager, Federal Facilities Section represented the USEPA Emergency and Remedial Response Division; and Joseph Freudenberg, Case Manager, represented the NJDEPE Bureau of Federal Case Management. FAA's contractor, TRC Environmental Corporation (TRC) also attended. The complete attendance list is provided in Appendix C to this Record of Decision. A transcript of the public meeting is provided in Appendix D.

SUMMARY OF MAJOR QUESTIONS AND COMMENTS

No questions were raised at the public meeting held on August 31, 1992.

Three comment letters were received during the 30-day public comment period of August 11, 1992, to September 10, 1992, as summarized below.

The New Jersey Air National Guard, Headquarters, 177th Fighter Group indicated in a letter dated August 28, 1992 that the New Jersey Air National Guard has no comment on the proposed "No Further Action" alternative for the Area G Transformer Storage Area.

The Atlantic County Executive Offices, Department of Administration indicated in a letter dated September 9, 1992 that the County Division of Public Health concurs with the recommendation of no further action at Area G.

The United States Department of the Interior Fish and Wildlife Service submitted a written comment letter dated September 10, 1992. The major comment presented in that letter is summarized below, together with the FAA's response to the comment.

COMMENT: In the Scope and Role of Response Action section (page 3, column 2) of the Proposed Plan, it is stated that the proposed no action alternative is specific to Area G, and is not intended to represent a complete remedial action for the FAA property. Rather, the plan states that each area's environmental concerns and remedial activities will be addressed separately. It was previously recommended in the enclosed November 16, 1990 U.S. Environmental Protection Agency Biological Technical Assistance Group (BTAG) memorandum, that small contaminated sites such as Area G be grouped with other small sites to provide a comprehensive view of the potential environmental risks. The Service recommends that sites

encompassing a unique watershed or habitat type be aggregated to view cumulative impacts. A cumulative impact approach would address overall water quality, better define toxicological pathways and exposure to ecological receptors, and provide the baseline data necessary for a comprehensive risk assessment.

RESPONSE: With respect to Area G, the potential contribution of site-associated risks to an area-wide risk estimate based on the identified residual contamination at the site is expected to be very minimal. The chemical nature of PCBs tends to render them immobile in the environment, limiting their presence to the soil or concrete materials which were exposed to the initial source of contamination. This was demonstrated in the detected decrease in PCB contaminant levels following the removal actions. As stated in the Proposed Plan, Area G is located within a restricted access area, minimizing potential risks due to human exposure. Area G is also located within a relatively built-up area of the FAA Technical Center, which may limit potential exposures to those types of wildlife which would be attracted to more natural areas of the facility.

Surface drainage at Area G is towards the South Branch of Doughty's Mill Stream, located approximately 1,000 feet to the south. Considering the residual PCB levels, their tendency to remain adsorbed to the soils, and the grass-covered nature of the land surface between Area G and the South Branch, which would limit runoff of residual PCB-contaminated soils into the stream, it is unlikely that contamination would enter the stream.

A site-specific approach is being taken in the evaluation of areas of concern at the FAA Technical Center in order to allow a full and thorough characterization and evaluation of each individual area. Contaminant levels are compared to applicable or relevant and appropriate federal, state and local regulatory standards in the evaluation of site-related contamination, as required under federal regulations. Also evaluated are to-be-considered criteria such as New Jersey's proposed surface soil cleanup standards, which are based upon contact between a human receptor and the contaminated soil. Risk evaluations or risk assessments are conducted to evaluate site-specific risks and to determine if the individual site poses a threat to human health or the environment.

Combined impacts of contaminant migration from multiple sites have not been ignored, however. Facility investigations have included analysis of surface water and sediment samples collected from surface water bodies not associated with an individual site, including the North and South Branches of Doughty's Mill Stream and the Upper Atlantic City Reservoir. Such sampling was conducted during Phase I investigations, Phase II investigations and supplemental investigations at the facility. No significant impacts to surface water bodies have been detected during these investigations. In some cases, additional sampling is on-going in areas where there is a potential for contaminant migration to a surface water body or is proposed where additional characterization is required.

The FAA will consider BTAG's comment and its potential impact on future site evaluation activities in conjunction with on-going technical discussions with regulatory representatives held at regularly scheduled project technical review meetings.

APPENDIX A

NJDEPE AND PINELANDS COMMISSION LETTERS OF CONCURRENCE

State of New Jersey
Department of Environmental Protection and Energy
Office of the Commissioner
CN 402
Trenton, NJ 08625-0402
Tel. # 609-292-2885
Fax. # 609-984-3962

Scott A. Weiner
Commissioner

September 21, 1992

Mr. Harvey B. Safeer, Director
FAA Technical Center
ACT-1
Atlantic City International Airport, NJ 08604

Dear Mr. Safeer:

Re: FAA Technical Center Superfund Site
Draft Record of Decision (ROD)
Area G - Former Transformer Storage Area
Egg Harbor Twp., Atlantic County

This letter formally notifies you that the New Jersey Department of Environmental Protection and Energy (NJDEPE) has reviewed the Record of Decision for Area G of the FAA Technical Center, the former transformer storage area. The NJDEPE concurs with the recommended remedy of No Further Action.

The NJDEPE looks forward to a continued cooperative working relationship with you in addressing environmental concerns at the Technical Center.

Sincerely,

Scott A. Weiner
Commissioner

c. Constantine Sidamon-Eristoff, Regional Administrator
USEPA, Region II

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09. 22. 92 01:50 PM *DEPT. OF ENV. PROT P02

The Pinelands Commission

P.O. Box 7, New Lisbon, N. J. 08064 (609) 894-9342

August 14, 1992

Keith C. Buch
Project Manager
Federal Aviation Administration
Technical Center
ACM-433
Atlantic City International Airport, NJ 08405

Please Always Refer To This
Application Number

Re: App. No. 87-0046.05
Block 3A, Lot 2
Egg Harbor Township

Dear Mr. Buch:

The final proposed plan for the Transformer Storage Area (Area G) on the above referenced site has been reviewed by the Commission staff.

The staff has concluded that the "no further action" alternative is consistent with the requirements of the Pinelands Comprehensive Management Plan (N.J.A.C. 7:50-1.1 et seq.).

The interim remedial measures which involved the removal of contaminated soils and the concrete storage pad served to eliminate the PCB contaminants.

If you have any questions regarding this matter, please contact Robert Howell of our staff.

Sincerely,

William F. Harrison, Esq.
Assistant Director

WFH/km
cc: Robert Smith, TRC
Joe Freudenberg, NJDEPE

APPENDIX B

LIST OF PROPOSED PLAN RECIPIENTS

APPENDIX B
LIST OF PROPOSED PLAN RECIPIENTS

The Honorable William J. Hughes
Member, United States House of Representatives
Central Park East, Building 4, Suite 5
222 New Road
Linwood, NJ 08221

The Honorable James Whelen
Mayor of Atlantic City
Room 706
1301 Bacharach Boulevard
Atlantic City, NJ 08401

The Honorable Harry W. Leeds, Jr.
Mayor of Galloway Township
300 Jimmy Leeds Road
Galloway Township, NJ 08201

The Honorable James J. McCullough
Mayor of Egg Harbor Township
3515 Bargaintown Road
Egg Harbor Township, NJ 08221

The Honorable John J. Percy, III
Mayor of Hamilton Township
21 Cantillon Boulevard
Mays Landing, NJ 08330

Mr. Richard E. Squires
Atlantic County Executive
1333 Atlantic Avenue
Atlantic City, NJ 08401

The Honorable Frank Lautenberg
United States Senator
208 White Horse Pike
Suite 18-19
Barrington, NJ 08007

APPENDIX B
LIST OF PROPOSED PLAN RECIPIENTS (CONTINUED)

Colonel Thomas E. Griffin
Commander 177th Fighter Interceptor Group
400 Langley Road
ANGACYIAP
Pleasantville, NJ 08232-9500

The Honorable William Gormley
New Jersey Senate, Second District
1333 Atlantic Avenue
Atlantic City, NJ 08401

Mr. John F. Gaffney
Chairman Freeholder-at-Large
201 Shore Road
Northfield, NJ 08225

Mr. Terrence Moore
Executive Director, State of New Jersey
Pinelands Commission
Springfield Road
P. O. Box 7
New Lisbon, NJ 08064

Mr. Neil Goldfine
Executive Director, Atlantic City
Municipal Utilities Authority
29 South New York Avenue
Atlantic City, NJ 08401

Ms. Louise Speitel
Atlantic County Environmental Society
205 Tremont Avenue
Absecon, NJ 08201

Environmental Response Network
Attn: Ms. Doreen Khebzou
104 East Sterling Drive
Absecon Highlands, NJ 08201

APPENDIX B
LIST OF PROPOSED PLAN RECIPIENTS (CONTINUED)

Mr. Gus Ruh
Atlantic County Department of Public and
Environmental Health
201 Shore Road
Northfield NJ 08225

Mr. Clifford Day
U.S. Fish and Wildlife Service
927 North Main Street, Building D
Pleasantville, NJ 08232

Sierra Club
South Jersey Group
210 Central Avenue
Linwood, NJ 08221

APPENDIX C

PUBLIC MEETING ATTENDANCE LIST

PUBLIC MEETING SIGN–IN SHEET

AUGUST 31, 1992
AREA G, FORMER TRANSFORMER STORAGE AREA
FAA TECHNICAL CENTER, ATLANTIC CITY INTERNATIONAL AIRPORT, NJ

NAME	ADDRESS
JAMES P. VALENTI	900 SHELBURNE AVE. ABSECON
Joseph Freudenberg	NJDEPE
Howard Kimpton	FAA Tech Cente
Carla M. [illegible]	USEPA, 26 FEDERAL PLAZA, N.Y N.Y

APPENDIX D

PUBLIC MEETING TRANSCRIPT

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I N D E X

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Meeting adjourned at 7:25 p.m.

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MR. FALZETTA: I'd like to call this meeting to order, please. Thank you. Good evening. My name is Greg Falzetta. I'm the Acting Program Manager for the ongoing environmental investigation at the FAA Technical Center. Our topic for this evening's public meeting is the Proposed Plan for Area G - The Transformer Storage Area. I would ask that you hold all questions and comments to the end of the formal presentations.

The first thing I would like to do is introduce to you our speakers for this evening. To my right is Mr. Robert Smith, Professional Engineer, employed by TRC Environmental Consultants. Bob is TRC's project manager for this investigation, and Bob will briefly discuss the Remedial Investigation Feasibility Study taking place at the Center, a brief history of Area G, and will categorize the area. To Bob's right is Ms. Jean Oliva, and Jean is an environmental engineer with TRC and is the project engineer. Jean will present the Removal Action and the Proposed Plan.

I would like to mention a few housekeeping items before we get started. There is a sign-in sheet located on the table just inside the door. If you have not already signed in, please do so before you leave so that we can have a record of your presence with us tonight. If the meeting runs past nine p.m., which I very seriously doubt, the front doors to the library will be locked and we will have to use

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the exit using the stair tower. If you are handicapped and require the use of the elevator, you must exit the building before nine.

I would like to remind you all that all the documents related to the environmental investigation at the Technical Center are available next door in the library's reference section for your review and to copy if you wish. The FAA has established this information repository as a convenience to you and we hope you will free to make use of it. I would also like to remind you that your topic for this evening will be limited to the Proposed Plan for Area G. If you have any other environmental concerns that you would like to raise, please see me after the meeting.

Again, please hold off questions or comments until after the formal presentation. All questions and comments will be addressed tonight, if possible, as well as in the Responsiveness Summary Section of the Record of Decision. We encourage public participation in this process. Thank you for coming out. We feel it is an important part of the Superfund process.

Next I would like to very briefly present a history of how the Technical Center became involved in an environmental investigation. In 1980 and 1981 contamination that was found at Price's Pit Landfill affected the Atlantic City well field located adjacent to the site. For those of you who are

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1 not familiar with this location, Price's Pit is a Superfund
2 site located three to four miles east-southeast of the Tech-
3 nical Center. In 1981, the New Jersey Department of Environ-
4 mental Protection and Energy -- New Jersey's DEPE -- and the
5 Atlantic City Municipal Utility Authority -- ACMUA -- hired
6 Roy F. Weston to conduct a study to relocate the well field.
7 As a result of this study, the Technical Center was selected
8 as the best location. In 1983 and 1984 Weston, through the
9 New Jersey DEPE, performed an assessment of the surrounding
10 areas that might have been potential pollution sources to the
11 new well fields. Five areas within the Technical Center
12 boundaries were identified, and initial investigations were
13 performed by Weston. Weston confirmed the presence of pol-
14 lutants, and the New Jersey DEPE issued a consent order to
15 the Technical Center to perform remedial investigations and
16 cleanups, if required. The Technical Center also performed
17 an assessment of the facility and identified six additional
18 areas. In September 1986 the FAA contracted with TRC Envi-
19 ronmental Consultants of East Hartford, Connecticut to per-
20 form a Remedial Investigation/Feasibility Study, or RI/FS's,
21 of the eleven areas. As part of that contract, a complete
22 background investigation of the Center was required. Subse-
23 quently, seven more areas were added. The FAA added an addi-
24 tional four sites during the course of the RI/FS, and the
25 U.S. Environmental Protection Agency, or USEPA, photographic

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study found two more areas. The presentation tonight will include a slide depicting relative locations of all twenty-four areas of study, including the location of Area G.

All work has been performed in accordance with all applicable Federal and State environmental laws, statutes, and regulations. The FAA has worked closely with USEPA, New Jersey DEPE, the Atlantic County Health Department, and to a limited extent with the Pinelands Commission. New Jersey DEPE assisted in writing the Statement of Work for our investigative contract with TRC. They also sat on the committee that evaluated the technical proposals that were solicited for the project and helped select TRC as the winning contractor. Each step of the investigation, each document/report/proposal, sample location, and monitoring well locations were reviewed and approved by both the USEPA, New Jersey DEPE, and the Pinelands, if required. No work was conducted until all necessary approvals were received.

The FAA has been pro-active regarding the environment. Adequate funds have been budgeted for this work. Our FAA Headquarters in Washington, D.C. have supported us in our efforts, and we are committed to the clean-up of those areas requiring such.

With all that said, I will turn over the floor to Bob Smith, who will briefly discuss the RI/FS.

MR. SMITH: Thank you, Greg.

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(Showing Slide 1)

As Greg mentioned, tonight we will be discussing the proposed plan for Area G, the transformer storage area.

(Showing Slide 2)

Area G is located in the southwestern portion of the FAA Technical Center property, approximately three thousand feet west of the Upper Atlantic City Reservoir and Well Field. This slide also shows the location of Area G relative to the locations of the twenty-four other areas of concern at the FAA Technical Center where environmental investigations have taken place.

(Showing Slide 3)

Transformers were stored on a concrete pad at the Transformer Storage Area from 1978 until 1985, and some of these transformers are known to have leaked oil onto the pad. At the time of initial investigations of the site, the pad was located between two wooden buildings, as shown here, and completely fenced in.

(Showing Slide 4)

This photograph was taken during the period that the transformer storage pad was in use. You can see one of the adjacent wooden buildings in the slide off to the background. In late 1986, the FAA excavated approximately one cubic yard of stained soil around the pad. This soil was contaminated with polychlorinated biphenyls, or PCBs, a di-

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electric fluid used for heat transfer properties. The contaminated soil excavated by the FAA from around the transformer storage pad was was drummed and transported off site to an approved landfill for disposal. The levels of contamination of PCBs ranged from 9 parts per million (ppm) to to 36 ppm. In the autumn of 1988 the wooden buildings were demolished and the transformers removed from the site.

(Showing Slide 5)

Two phases of investigations were conducted by TRC. The goal of the first phase of the investigation was to determine the extent of surface soil contamination which was associated with the transformer storage area. PCBs tend to adhere to soils, and ground water was not considered to be an issue. Therefore, only surface soil samples were collected, and the surface soils were analyzed for PCBs.

(Showing Slide 6)

Phase two of the investigation involved chip sampling of the concrete pad and analysis for PCBs. As a result of these investigations, an interim remedial action was implemented to remove any PCB-contaminated materials, included concrete and soils, which exceeded the action level of 5 ppm, which was required at the time of the removal.

Jean Oliva, project engineer for TRC, who is responsible for feasibility studies, will discuss the removal actions and talk about the proposed plan. Jean.

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MS. OLIVA: As Bob mentioned, the goal of the remedial actions was to remove any soil or concrete which was contaminated with PCBs above the action level.

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Initially, a piece of equipment called a scarifier was used to removed the top half inch of concrete in areas of the concrete contamination. This removal action was conducted within a temporary containment structure to minimize any movement of contaminated dust off-site. On this slide, the lighter colored areas of concrete are the areas in which scarification was performed. Also evident on the slide is the absence of the wooden buildings which used to border the ends of the concrete pad.

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This slide provides a closer view of one of the scarified areas. After the concrete was scarified, samples were collected of the underlying concrete to ensure that the PCB contamination had been removed. These samples indicated that the PCBs had contaminated the concrete to a greater depth than originally suspected and that additional removal would be required.

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To complete the removal action, four hundred square feet of the concrete pad and a foot of topsoil along the southern and eastern edges of the pad were removed. This

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figure depicts the areas in which these removals occurred. The excavated soil and concrete debris were transported off-site for disposal at a landfill permitted to accept PCB wastes.

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This photo shows the pad area after the soil and concrete were removed. Again, samples were collected to verify that no contamination remained in the soils underlying the areas of removal or in surrounding soils at a level exceeding the action level of 5 ppm. While soil samples collected beneath the removal area met the cleanup standards, two of the samples collected to the south of the soil excavation area exhibited PCBs at levels greater than 5 ppm.

(Showing Slide 11)

Any remaining contaminated soils were subsequently removed through the excavation of one foot of topsoil along the southern portion of the previous excavation area as shown in this figure.

(Showing Slide 12)

The additional excavation area is shown in this photo. Again, these soils were transported off-site for disposal at a permitted landfill. The PCB concentrations in soil samples collected following this removal action were less than the 5 ppm action level.

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Potential risks associated with Area G were evaluated and a Risk Evaluation conducted subsequent to the removal actions. First, remaining PCB concentrations in the soil were compared to regulatory levels. The residual PCB levels are less than the cleanup levels prescribed under the Toxic Substances Control Act, referred to as TSCA. They are less than the 5 ppm action level utilized by New Jersey DEPE at the time of the removal and also meet the soil cleanup standards which were proposed earlier this year by New Jersey DEPE and which are more stringent than the previously applicable 5 ppm level. Potential exposures to the residual PCB contamination were also evaluated.

The remainder of the concrete pad at the transformer's storage area is not currently being used and there are no plans for its use in the future. Because of its location within the FAA Technical Center, public access to the transformer storage area is limited, and current and future human exposure to any residual contaminations is expected to be minimal.

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Based on the removal actions already completed at the transformer storage area, no additional remedial actions are necessary to ensure protection of human health and the environment. Therefore, the Proposed Plan for Area G consists of No Further Action.

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I will now turn the meeting back to Greg Falzetta of the FAA.

MR. FALZETTA: Thank you, Jean. At this time I would like to open the meeting to questions or comments from the public. I do ask that if you have a question you state your name, spell your last name, and state your address for the record.

(No response)

MR. FALZETTA: All right, since we don't have any questions -- if you would like to make written comments, they will be accepted if postmarked on or before September 10, 1992. They should be submitted to my attention at the address listed on the last page of the proposed plan.

If there are no other questions from the audience at this time, I will close the public meeting for Area G.

Thank you very much for attending tonight.

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1 **C E R T I F I C A T E**

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3 I, **GLORIA C. IRWIN**, of **GCI TRANSCRIPTION AND**
4 **RECORDING SERVICES**, a Notary Public and State- and Federal-
5 ly-Approved Sound Recording operator and transcriber, do
6 hereby certify that the foregoing is a true and accurate
7 transcript of the public meeting as taken by electronic sound
8 recording before my agent, Carol Platt, a New Jersey State
9 certified sound recording operator and transcriber, at the
10 time, place, and on the date hereinbefore set forth.

11

12 Gloria C. Irwin

13 Gloria C. Irwin
Notary Public of New Jersey
14 My Commission expires June 28, 1994

15 Dated: September 1, 1992

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