SECTION 4.0

Summary and Proposed Actions

This section summarizes the purpose of the ROD/RAP and presents the remedial action alternatives selected for the Inboard Area sites, coastal salt marsh sites, and other environmental concerns in the HAAF Main Airfield Parcel. This section also presents a schedule of cleanup activities that will be conducted to implement the remedial actions described in this ROD/RAP.

This ROD/RAP was conducted for the HAAF Main Airfield Parcel to present the selected remedial actions for Inboard Area and coastal salt marsh sites. The objective of this ROD/RAP is to remove and/or cover contamination in the Inboard Area, rendering it suitable for open-space wetland restoration. For the coastal salt marsh, the alternative is to remove contaminated soils to the maximum extent practical to protect public health and to maintain its wetland function. For the coastal salt marsh, if any contaminants remaining above action goals area still a concern within the excavated areas, the site will be backfilled to prevent direct exposure to these contaminants.

The ROD/RAP selects remedial alternatives for each of the Inboard Area and coastal salt marsh sites that will protect human health and the environment by either reducing concentrations of residual COCs or FFS COPCs to levels below action goals, or by controlling or eliminating exposures of receptors to these chemicals. The ROD/RAP developed four remedial action alternatives:

- Alternative 1, No Further Action
- Alternative 2, Excavation and Offsite Disposal
- Alternative 3, Manage In-Situ, with Monitoring and Maintenance, for Army BRAC Sites
- Alternative 4, Manage Onsite, with Monitoring and Maintenance, for Army Civil Works Issues

Three of the alternatives were evaluated for the Inboard Area sites (Alternatives 1, 2, and 3). Two alternatives were evaluated for the coastal salt marsh sites (Alternatives 1 and 2). Two alternatives were also evaluated for the Inboard Area-Wide DDTs and PAHs near the runway, which are issues to be addressed by the HWRP (Alternatives 1 and 4, for Army Civil Works Issues). This ROD/RAP compares each alternative, as appropriate, and selects the remedial actions listed in Table 4-1 for each site.

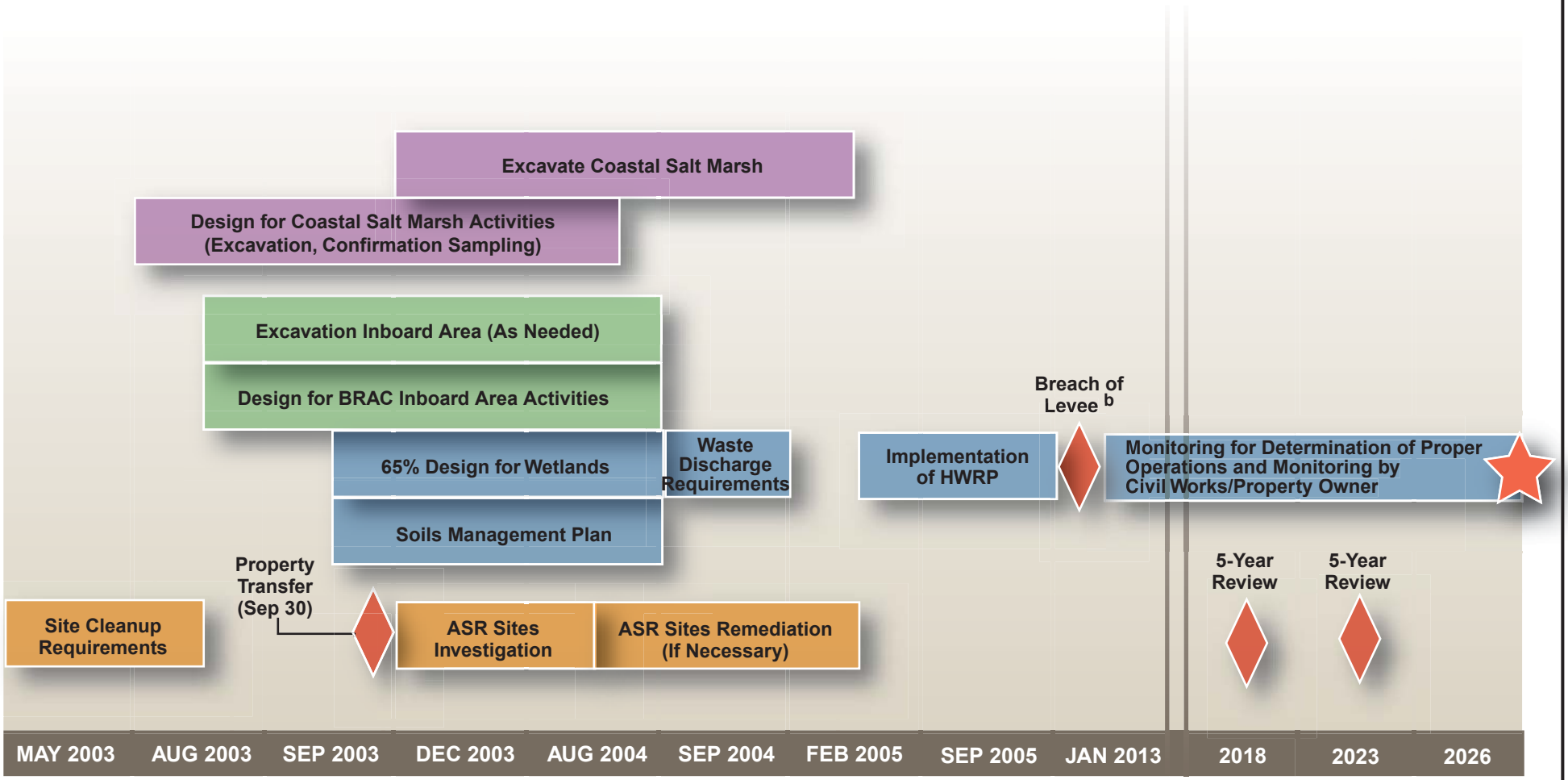
In a separate process, the ROD/RAP also selects alternatives for other environmental issues in the Main Airfield Parcel. The other environmental issues that will be addressed by the Army BRAC Program include sites identified by the Archive Search Report and the GSA/BRAC stockpiled soil on the runway. The other environmental issue that will be addressed by the HWRP is lead-based paint. The alternatives selected for these issues are summarized below:

- **Archive Search Report Sites:** Because information and data available for these sites are still being reviewed, decisions regarding the need for remedial action and the evaluation of alternatives for these sites are not included in this ROD/RAP. However, the Army and the State have agreed to complete the study/investigation activities listed in this ROD/RAP for the Archive Search Report sites. Should remedial action be required at the Archive Search Report sites, the action goals included in Table 1-2 will apply. If additional COCs are identified, action goals will be developed.
- **GSA/BRAC Stockpiled Soil:** The RWQCB will determine what additional actions (if any) may be required with respect to the GSA/BRAC stockpiled soil currently on the runway (see Subsection 2.1.4.2). The Army will be responsible for conducting any additional actions required by the RWQCB.
- **Lead-Based Paint:** Where lead contamination from lead-based paint may be a concern at current and previously demolished building locations, the HWRP will provide 3 feet of stable cover over the footprint of the building and 6 feet beyond the building footprint. If cover cannot be achieved, the footprint of the building plus 6 feet beyond the building perimeter will be scraped to a depth of 6 inches and managed elsewhere on site beneath 3 feet of stable cover.

Table 4-1 summarizes preferred alternatives for Inboard Area Sites and coastal salt marsh sites. Figure 4-1 provides a schedule of activities that will be conducted by the Army BRAC Program and Army Civil Works Program to implement the actions described in this ROD/RAP. Significant milestones for the HWRP are also included in the schedule.

TABLE 4-1
Summary of Preferred Alternatives

Alternative	Sites
1 – No Further Action	Revetment 18/Building 15 Building 20 Building 84/90 Perimeter Drainage Ditch (PDD) Spoils Piles E and H East Levee Generator Pad Tarmac East of Outparcel A-5 Northwest Runway Area Revetments 5, 8 through 10, 15, 17, 20, 24, 27, and 28 Radiological Waste Disposal Cylinders
2 – Excavation and Offsite Disposal	East Levee Construction Debris Disposal Area (including burn pit) High Marsh Area – proposed channel cut – nonchannel cut Historic Outfall Drainage Ditch Outfall Drainage Ditch Boat Dock – nonchannel area – channel area Area 14 Former Sewage Treatment Plant Outfall Antenna Debris Disposal Area Building 35/39 Area PDD Unlined (Addressing DDTs > 1 ppm) Building 41 Area PDD Spoils Pile F Revetments 6 and 7 PDD, lined portion within proposed wetland channel
3 – Manage In-Situ, with Monitoring, Maintenance, for Army BRAC Sites	Former Sewage Treatment Plant (including sanitary and industrial waste lines) Building 26 Building 35/39 Area Building 82/87/92/94/Area (including storm drains) Building 86 (including storm drains) PDD (lined portion outside proposed wetland channel) PDD (unlined) PDD Spoil Piles A, B, C, D, G, I, J, K, L, M, and N Onshore Fuel Line -54-inch-diameter Storm Drain Segment -Northern Segment -Hangar Segment Revetments 1 through 4, 11 through 14, 16, 19, 21 through 23, 25, and 26 (including storm drains) and Historic Revetments
4 - Manage Onsite, with Monitoring and Maintenance, for Army Civil Works Issues	Inboard Area-Wide DDTs and PAHs in soils adjacent to the runway



[a] *These dates are anticipated to be based on the current project understanding and are presented for planning purposes. The dates do not constitute obligations or deadlines and will be further refined through the adoption of the Site Cleanup Requirements.*

[b] *Completion of ROD/RAP requirements, except monitoring. Levee breach is currently expected to occur eight years after commencement of the HWRP implementation as along as the requirements of the ROD/RAP are met.*

FIGURE 4-1
APPROXIMATE SCHEDULE OF CLEANUP ACTIVITIES [a]
MAIN AIRFIELD PARCEL
HAMILTON ARMY AIRFIELD