

CC RVAAP-76: DEPOT AREA (Updated 24 June 2008)

WHAT WE KNOW

- RVAAP-24 (Waste Oil Tank) was originally identified as an Area of Concern (AOC) in the Depot Area. The Waste Oil Tank was located between Depot Building U-4 and U-5. The tank was an above-ground storage tank (AST) constructed of steel with a capacity of 400 gallons. The tank set on crushed slag next to the motor oil storage shed. Waste oil from the motor pool area was stored in the AST until it was removed by an oil reclaimer. The AST was in operation from 1983 through 1993. In 1993, the contents of the AST were removed and the tank remained inactive until its removal (after 1996). No documented releases are noted. No documented integrity testing was performed on the AST. The AST is now removed, and an earthen embankment remains at the location of the former tank. The earthen embankment likely served as secondary containment for the AST. **(Assessment of the Waste Oil Tank area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Building U-10 was historically used for demilitarization purposes in the early 1950s. Demilitarization activities at this location reportedly consisted of reconditioning fin assemblies, the AN-M106A1 track vehicle, and the F/250-lb bomb. Building U-10 was also used for debanding 8-inch HE projectiles, and storing M103 tank maintenance parts assemblies. Other demilitarization activities occurred in the Depot Area; however, the specific locations of these activities require further study. **(Assessment of Building U-10 and other demilitarization sites within the Depot Area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Building U-20 consisted of an incinerator in the mid 1950s. No other information has been obtained in association with the former incinerator area. **(Assessment of the former incinerator area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Former coal piles or coal storage areas were established within the boundaries of the Depot Area. The coal piles were located at the south end of Buildings U-14 and U-4. **(Assessment of the former coal piles within the Depot Area is proposed under the CC RVAAP-73 Facility-Wide Coal Storage Phase I RI.)**
- Building U-4 POL Storage Area – A former petroleum, oil and lubricant (POL) storage area is located immediately south to southwest of Building U-4. The storage area reportedly contained a waste oil AST housed in a fenced area with roof. The AST has been removed; however, the fenced area with roof remains at the site. Waste oil materials were reportedly spilled to the ground surface in this area causing the staining of surface soils (Chanda, 2009). **(Assessment of the Waste Oil Tank area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Building U-3 Filling Station – Site established as a petroleum filling station in 1941. Facility used a 12,000-gallon fuel oil UST. The UST has reportedly been removed and scrapped. A vent pipe remains on the north side of the building adjacent to the building. **(Assessment of the Building U-13 Filling Station is proposed under the CC RVAAP-72 Facility-Wide USTs Phase I RI.)**

- Building U-5 Locomotive Repair Shop – Site identified in the 1950s as a locomotive repair shop, and later as an equipment repair facility (1970s). Center of existing building appears to have historically been equipped with a floor pit area for servicing the underside of locomotives. The floor pit is currently filled with concrete. Former service and repair facilities typically used organic-based solvents as the cleaning and degreasing agents. There are no documented releases at this location. However, potential impacts may have occurred near the former floor pit, floor drains, and septic tanks (if applicable). **(Assessment of the Waste Oil Tank area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Building U-6 Filling Station – Site established as a petroleum filling station in 1941. Facility used two 12,000-gallon fuel oil USTs. The USTs have reportedly been removed and scrapped, and the building has been removed. **(Assessment of the Building U-6 Filling Station is proposed under the CC RVAAP-72 Facility-Wide USTs Phase I RI.)**
- Building A-2 Motor Repair Building – Facility reportedly used as a motor repair facility in mid 1950s. The structure is no longer present at the site. Former service and repair facilities typically used organic-based solvents as the cleaning and degreasing agents. There are no documented releases at this location. However, potential impacts may have occurred near former floor pits, floor drains, and septic tanks (if applicable). **(Assessment of the former Motor Repair Building area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Building A-3 Service Garage – Facility reportedly used as a service garage in mid 1950s. The structure is no longer present at the site. Former service and repair facilities typically used organic-based solvents as the cleaning and degreasing agents. There are no documented releases at this location. However, potential impacts may have occurred near former floor pits, floor drains, and septic tanks (if applicable). **(Assessment of the former Service Garage area is proposed under the CC RVAAP-76 Depot Area Phase I RI.)**
- Building A-6 Filling Station – Site established as a petroleum filling station in 1941. Facility used three 3,900-gallon fuel oil USTs. The USTs have reportedly been removed and scrapped. **(Assessment of the Building A-6 Filling Station is proposed under the CC RVAAP-72 Facility-Wide USTs Phase I RI.)**