Savannah River NUCLEAR SOLUTIONS℠

Proposed Plan for the Automotive Repair Shop (716-A) Operable Unit (U)

SEMS Number: 62

SRNS-RP-2026-00557

Revision 0

July 2026

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Printed in the United States of America

Prepared for
U.S. Department of Energy
and
Savannah River Nuclear Solutions, LLC
Aiken, South Carolina

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LIST OF ABBREVIATIONS AND ACRONYMS

§	section
ARF	Administrative Record File
ARAR	Applicable or Relevant and Appropriate Requirement
BRA	Baseline Risk Assessment
CAB	Citizens Advisory Board
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CM	contaminant migration
cm	centimeter(s)
DPFR	Decommissioning Project Final Report
FDE	Facility Decommissioning Evaluation
FFA	Federal Facility Agreement
ft	feet, foot
ft^2	square feet
HH	human health
IOU	Integrator Operable Unit
km	kilometer(s)
km^2	square kilometer(s)
LLC	limited liability company
m	meter(s)
m^2	square meter(s)
mi	mile(s)
mi^2	square mile(s)
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NPL	National Priorities List
OU	Operable Unit
PTSM	principal threat source material
RAO	Remedial Action Objective
RCOC	refined constituents of concern
RCRA	Resource Conservation and Recovery Act
RFI	RCRA Facility Investigation
RI	Remedial Investigation
ROD	Record of Decision
PP	Proposed Plan
SC	South Carolina
SCDES[1]	South Carolina Department of Environmental Services
SCHWMR	South Carolina Hazardous Waste Management Regulations
SEMS	Superfund Enterprise Management System
SRNS	Savannah River Nuclear Solutions, LLC
SRS	Savannah River Site
USDOE	United States Department of Energy
U.S.C	United States Code
USEPA	United States Environmental Protection Agency
VOC	volatile organic compound
WSRC	Westinghouse Savannah River Company

[1] SCDES was known as the South Carolina Department of Health and Environmental Control prior to July 1, 2024.

I. INTRODUCTION AND BACKGROUND

Introduction

This Proposed Plan (PP) is being issued by the United States Department of Energy (USDOE), which functions as the lead agency for Savannah River Site (SRS) remedial activities, with concurrence by the United States Environmental Protection Agency (USEPA) and the South Carolina Department of Environmental Services (SCDES). The PP is a document that the lead agency is required to issue to fulfill the requirements of Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) Section 117 (a) and National Oil and Hazardous Substances Pollution Contingency Plan (NCP) Section 300.430 (f)(2). The purpose of this PP is to describe the preferred remedial alternative for the Automotive Repair Shop (716-A) Operable Unit (OU) and to provide for public involvement in the decision-making process. The PP provides basic background information, describes the remedial options considered, and solicits public input on the remedial alternative and the rationale for the preferred remedial alternative.

The PP highlights key information from the Remedial Investigation Report with Baseline Risk Assessment (RI/BRA) for the Automotive Repair Shop (716-A) OU (SRNS 2026). Refer to the RI/BRA report and the SRS Administrative Record File (ARF) for more information regarding the characterization and data evaluation for this OU.

SRS occupies approximately 800 square kilometers (km^2) (310 square miles [mi^2]) of land adjacent to the Savannah River, principally in Aiken and Barnwell counties, South Carolina. SRS is approximately 40 kilometers (km) (25 miles [mi]) southeast of Augusta, Georgia, and 32 km (20 mi) south of Aiken, South Carolina.

SRS is owned by the USDOE. Savannah River Nuclear Solutions, LLC (SRNS) provides management and operating services. SRS has historically produced tritium, plutonium, and other special nuclear materials for national defense. Chemical and radioactive wastes are byproducts of nuclear material production processes. Hazardous substances, as defined by the CERCLA, are currently present in the environment at SRS.

The Automotive Repair Shop (716-A) OU is located at the SRS in Aiken County, South Carolina (Figure 1). No remedial action is needed for the Automotive Repair Shop (716-A) OU, because there is no contamination present that poses a threat to human health (HH) or the environment. The preferred remedial alternative for the Automotive Repair Shop (716-A) OU is No Action, and the future land use for the Automotive Repair Shop (716-A) OU will be unrestricted.

SRS Compliance History

SRS manages certain waste materials that are regulated under the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. § 6901-6992k, a comprehensive law requiring responsible management of hazardous waste. On December 21, 1989, SRS was included on the National Priorities List (NPL). The inclusion created a need to integrate the established RCRA Facility Investigation (RFI) program with CERCLA requirements to provide for a focused environmental program. In accordance with Section 120 of CERCLA, 42 U.S.C. § 9620(e)(2), USDOE has negotiated a Federal Facility Agreement (FFA) (FFA

1993) with the USEPA and SCDES to coordinate remedial activities at SRS into one comprehensive strategy, which fulfills these dual regulatory requirements. The FFA lists the Automotive Repair Shop (716-A) OU as a CERCLA unit. The Automotive Repair Shop (716-A) OU is not a solid waste management unit under RCRA 3004(u).

CERCLA requires the public to be given an opportunity to review and comment on the proposed remedial alternatives. Public participation requirements are listed in Sections 113 and 117 of CERCLA, 42 U.S.C. §§ 9613(k)(2)(B) and 9617(a). These requirements include establishment of an ARF that documents the investigation and selection of remedial alternatives and allows for review and comment by the public regarding those alternatives (See Section II). The ARF must be established at or near the facility at issue. The SRS FFA Community Involvement Plan (WSRC 2011) is designed to facilitate public involvement in the decision-making process for permitting, closure, and the selection of remedial alternatives. Section 117(a) of CERCLA, as amended, requires the notice of any proposed remedial action, and provides the public an opportunity to participate in the selection of the remedial action. Because the Automotive Repair Shop (716-A) OU is not a RCRA 3004(u) solid waste management unit, RCRA public participation per in South Carolina Hazardous Waste Management Regulations R.61-79.124 are not required.

The final remedial decision will be made only after the public comment period has ended and all the comments have been received and considered. Selection of the remedial alternative that will satisfy the FFA requirements will be made jointly by USDOE and USEPA, in consultation with SCDES. It is important to note that the final action(s) may be different from the preferred alternative discussed in this plan depending on new information or public comments. The alternative chosen will be protective of HH and the environment and comply with all federal and state laws.

II. COMMUNITY PARTICIPATION

The FFA ARF, which contains information pertaining to the selection of the response action, is available at the following locations:

US Department of Energy
Public Reading Room
Gregg-Graniteville Library
University of South Carolina – Aiken
471 University Parkway
Aiken, South Carolina 29801
(803) 641-3456

Thomas Cooper Library
Government Information and Maps Department
University of South Carolina
1322 Greene Street
Columbia, South Carolina 29208
(803) 777-4841

The FFA ARF is available electronically at the following address: https://public.srs.gov/missions-and-programs/environmental-stewardship/arf-irf-index/.

Hard copies of the PP are available at the following locations:

Reese Library
Government Information Department
Augusta University
2500 Walton Way
Augusta, Georgia 30904
(706) 737-1744

Asa H. Gordon Library
Savannah State University
2200 Tompkins Road
Savannah, Georgia 31404
(912) 358-4324

The SRS Citizens Advisory Board (CAB) is a stakeholder group that provides the USDOE advice, information, and recommendations on issues affecting the Environmental Management program at SRS. The contact information for the SRS CAB is listed below.

Savannah River Site Citizens Advisory Board
http://cab.srs.gov/srs-cab.html
1-800-249-8155
srscitizensadvisoryboard@srs.gov

The public will be notified of the public comment period through mailings of the *SRS Environmental Bulletin*, a newsletter sent to citizens in South Carolina and Georgia, and through notices in the *Aiken Standard*, *The Augusta Chronicle*, *The People-Sentinel*, and *The State* newspapers.

USDOE will provide an opportunity for a public meeting (face-to-face and/or virtual) during the public comment period if significant interest is expressed. The public will be notified of the date, time, and location. At the meetings, the proposed action will be discussed, and questions about the action will be answered.

To request a public meeting during the public comment period, to obtain more information concerning this document, or to submit written comments, contact:

Barbara Smoak
Savannah River Nuclear Solutions, LLC
Savannah River Site
Building 703-43A
Aiken, South Carolina 29808
(803) 952-8060
barbara.smoak@srs.gov

Following the public comment period, a ROD will be signed. The ROD will detail the remedial alternative chosen for the Automotive Repair Shop (716-A) OU and include responses to oral and written comments received during the public comment period in the Responsiveness Summary.

III. OPERABLE UNIT BACKGROUND

A Area, which is part of the larger A/M Area in the northwestern portion of SRS (Figure 1), previously served as the main administrative area for the SRS and includes several RCRA/ CERCLA units. Maintenance facilities, such as the Automotive Repair Shop (716-A), were also housed within A Area (Figure 2).

The Automotive Repair Shop (716-A) was a single-story structure constructed in 1953 on a concrete slab and had an area of 3,903 square meters (m^2) (42,014 square feet [ft^2]) under the roof. The structure footprint is approximately 55 meters (m) by 110 m (180 feet (ft) by 360 ft). The facility was constructed of a structural steel frame with the exterior walls enclosed in asbestos cement board (transite). The roof consisted of a single ply conventional membrane that was loose laid and covered with stone ballast. The building was used as an automotive repair shop containing service bays with offices, related storage areas, mechanical and electrical rooms. This facility also contained many vehicle lifting systems, a battery charging and storage room, and a brake repair area prior to decommissioning (Figure 3).

In the early 1990s, an underground waste oil storage tank located on the southeast side of Building 716-A was removed per underground storage tank regulations. The waste oil storage tank was replaced by a new above ground system. An ancillary structure identified as the firewater valve house was located on the west side of Automotive Repair Shop (716-A). The area around the Automotive Repair Shop (716-A)

is surrounded by asphalt and/or gravel pavement used for gas stations and parking spaces.

The Facility Decommissioning Evaluation (FDE) for the Automotive Repair Shop (716-A) categorized the building as an "Other Industrial" Hazard Category facility and identified the Integrated Sampling Model as the appropriate decommissioning model for this potentially contaminated facility (WSRC 2005a). As documented in the Decommissioning Project Final Report (DPFR) for the Automotive Repair Shop (716-A), fluid/oil stains in the maintenance areas, lubrication pit, side trench, hydraulic lifts, cylinders, and narrow trenches were cleaned and removed using strong surfactants and hydro/power washed (WSRC 2005b). The trenches and sumps were sampled following removal of the fluid/oil stains, and the sampling results were verified to be less than the applicable Savannah River National Laboratory Derived Concentration Guideline Levels and contaminant migration (CM) thresholds. The DPFR concluded the building structure decommissioning activities had been completed and there were no contaminants of concern in these areas. The building structure was demolished to the foundation and penetrations greater than 5 centimeters (cm) (2 inches) in diameter were grouted, including all pits associated with the automotive hydraulic lift systems. The clean concrete slab remains on its original footprint (Figure 4).

Because chemical operations only took place in the Spray Paint Room (Figure 5), the post-decommissioning final verification survey was restricted to the Spray Paint Room remnant concrete slab (WSRC 2005c). Sixteen (16) sample locations composited in four sets of four samples were obtained for RCRA metals analysis (arsenic, barium, cadmium, chromium, lead, mercury [elemental], mercury [compounds], selenium, and silver) (Figure 6). Nine single samples were taken for volatile organic compounds (VOC) analysis (Figure 7). The DPFR documents the risk assessment that was conducted on the Spray Paint Room final verification sample results and a vadose zone contamination fate and transport model performed for the Automotive Repair Shop (716-A) OU concrete slab. As documented in the DPFR, there was no residual contamination at the Automotive Repair Shop (716-A) OU that exceeded the risk levels and CM thresholds that could impact the groundwater. The DPFR concluded that the remaining structure (i.e., remnant concrete slab) was free of hazards, both physical and chemical, and therefore warrants no further action.

Comments received by the USEPA and SCDES on the FDE and DPFR requested the SRS to conduct soil sampling underneath the Automotive Repair Shop (716 A) OU remnant slab at the 103 Lubrication Pit and near the drain lines and/or sewer lines. This additional characterization was performed in accordance with an approved RI Work Plan for the Automotive Repair Shop (716-A) Operable Unit (SRNS 2023). Six soil boring locations were sampled for Target Analyte List/Target Compound List constituents (Figure 8). Field work to support the RI Work Plan characterization was completed in December 2024.

The RI/BRA for the Automotive Repair Shop (716-A) OU (SRNS 2026) is based on soil and concrete samples collected from the Automotive Repair Shop (716-A) OU. The concrete sample results collected in 2005 were reevaluated using current methodology to conduct the HH risk assessment. Soil sample results

were used in the CM and principal threat source material (PTSM) evaluation.

IV. SCOPE AND ROLE OF OPERABLE UNIT OR RESPONSE ACTION

Due to the complexity and size of multiple waste units located in different areas of the SRS, the site is divided into watersheds for the purpose of managing a comprehensive cleanup strategy. The SRS is segregated into six watersheds: Upper Three Runs, Lower Three Runs, Fourmile Branch, Steel Creek, Pen Branch, and the Savannah River and Floodplain Swamp (Figure 1). In addition, the SRS also identifies six Integrator Operable Units (IOUs), which are the surface water bodies and associated wetlands that correspond to the six respective watersheds. Waste units within a watershed may be evaluated and remediated individually or grouped with other waste units and evaluated as part of a larger Area OU. Upon disposition of all the waste units within a watershed, a final comprehensive ROD for the corresponding IOU (i.e., surface water and associated wetlands) will be pursued with additional public involvement. The Automotive Repair Shop (716-A) OU is located within the Upper Three Runs watershed (Figure 1). Other waste units that are near the Automotive Repair Shop (716-A) OU and are also in the Upper Three Runs watershed include the Motor Shops Seepage Basin and the A Area Process Sewer Lines, as Abandoned.

The Motor Shops Seepage Basin received liquid waste from the Automotive Repair Shop (716-A) between 1977 and 1983 and was closed as a No Action unit.

The A Area Process Sewer Lines, as Abandoned, located adjacent to the Automotive Repair Shop (716-A), will be addressed as part of the A Area OU.

V. SUMMARY OF SITE RISKS

This section identifies the basis for taking action and identifies the contaminants that were retained following a weight-of-evidence evaluation (i.e., refined constituents of concern [RCOCs]) and exposure pathways that the remedial actions need to address. RCOCs are identified as those constituents that warrant a response action. Additional information pertaining to the risk assessment is in the RI/BRA (SRNS 2026).

Summary of Human Health Risk Assessment

The HH risk assessment evaluates the potential for adverse effects associated with exposure to constituents present at the Automotive Repair Shop (716-A) OU. The assessment estimates the potential risk in the absence of any remedial action and provides a basis for determining whether remedial action is necessary.

The Automotive Repair Shop (716-A) OU is in an area currently designated for industrial use. No current or projected future development of the OU is planned, nor is the current land use expected to change. Nevertheless, to support the risk management decision making, both the residential (unrestricted) and industrial land use scenarios were evaluated.

No HH RCOCs were identified for the future resident scenario, and no HH RCOCs were identified for the future industrial worker scenario at the Automotive Repair Shop (716-A) OU.

Summary of Ecological Risk Assessment

The ecological risk assessment consists of steps that provide a scientifically based and defensible evaluation of exposure and hazard to ecological

resources that will support a risk management decision regarding site remediation.

A quantitative ecological risk assessment for the Automotive Repair Shop (716-A) OU is not warranted. The remnant concrete slab does not provide any appreciable habitat, and a survey of the surrounding area indicates the physical setting does not provide adequate habitat for population level impacts to wildlife receptors since it is very small in size and located in an industrial setting.

There are no problems warranting action from an ecological risk perspective for the Automotive Repair Shop (716-A) OU.

Summary of Contaminant Fate and Transport Analysis

A CM analysis was conducted to determine the potential for groundwater contamination and assess the migration potential of residual vadose zone contaminants. The analysis did not identify any CM RCOCs and concluded that contaminants are not present in any soil or sediment that would leach to groundwater at concentrations greater than drinking water standards within 1,000 years.

PTSM Evaluations

An evaluation for source materials that are highly toxic was conducted as part of the PTSM assessment in the RI/BRA document (SRNS 2026). The quantitative evaluation concluded that there are no contaminants that constitute PTSM at the Automotive Repair Shop (716-A) OU.

Problems Warranting Action

As determined in the RI/BRA (SRNS 2026), no HH, ecological, CM, or PTSM RCOCs were identified for the Automotive Repair Shop (716-A) OU. There are no problems warranting action for the Automotive Repair Shop (716-A) OU.

Conclusion

No HH, ecological, CM or PTSM RCOCs are identified at the Automotive Repair Shop (716-A) OU. There is no current or potential threat to human health, welfare, or the environment. Therefore, No Action is the appropriate remedial response for the Automotive Repair Shop (716-A) OU.

VI. REMEDIAL ACTION OBJECTIVES

Remedial action objectives (RAOs) are media- or OU-specific objectives to protect HH and the environment. RAOs usually specify potential receptors and exposure pathways and are identified during project scoping once the conceptual site model is understood. RAOs describe what the remediation must accomplish and are used as a framework for developing alternatives. The RAOs are based on the nature and extent of contamination, threatened resources, and the potential for human and environmental exposure.

There is no current or potential threat to public health, welfare, or the environment from the Automotive Repair Shop (716-A) OU. There are no potential applicable or relevant and appropriate requirements (ARARs) for this OU. Therefore, no RAO are required, and no remedial goal options are established.

VII. SUMMARY OF REMEDIAL ALTERNATIVES

No Action

The No Action alternative is required by the NCP to serve as a baseline for comparison with other remedial alternatives. Under this alternative, no effort would be

made to control access, limit exposure, or reduce contaminant toxicity, mobility, or volume at the Automotive Repair Shop (716-A) OU. This alternative would leave the Automotive Repair Shop (716-A) OU in its current condition with no additional controls. This alternative does not include five-year remedy reviews.

VIII. EVALUATION OF ALTERNATIVES

According to USEPA guidance, if there is no current or potential threat to human health and the environment and no action is warranted, the CERCLA 121 requirements are not triggered. If the requirements are not triggered, there is no need to evaluate other cleanup alternatives or to evaluate the No Action alternative against the nine remedy selection criteria under CERCLA.

IX. PREFERRED ALTERNATIVE

The Automotive Repair Shop (716-A) OU poses no unacceptable risk based on unlimited exposure and unrestricted land use scenarios. Therefore, the No Action alternative is the preferred alternative for the Automotive Repair Shop (716-A) OU. There is no waste to treat, no institutional or engineering controls are required, and there are no ARARs. Because there are no problems warranting action at the Automotive Repair Shop (716-A) OU, no action will be taken, and land use is unrestricted.

The proposed No Action alternative will be the final action for the Automotive Repair Shop (716-A) OU. The preferred alternative can change in response to public comment or new information.

X. POST-ROD SCHEDULE

No remedial action is proposed for the Automotive Repair Shop (716-A) OU; therefore, no schedule for post-ROD activities is provided. It is anticipated that the ROD (including a Responsiveness Summary for comments received during the public comment period on this PP) will be issued in September 2027. Milestone dates for the ROD are provided below:

Deliverable	Submittal Date
Submit Rev. 0, ROD	January 10, 2027
Issuance of the ROD	September 21, 2027

XI. REFERENCES

FFA, 1993. *Federal Facility Agreement for the Savannah River Site,* Administrative Docket No. 89-05-FF (Effective Date: August 16, 1993)

SRNS, 2023. *Remedial Investigation Work Plan for the Automative Repair Shop (716-A) Operable Unit (U)*, SRNS-RP-2023-01234, Revision 1, Savannah River Nuclear Solutions, LLC, Savannah River Site, Aiken, SC

SRNS, 2026. *Remedial Investigation Report with Baseline Risk Assessment for the Automotive Repair Shop (716-A) Operable Unit (U)*, SRNS-RP-2025-00719, Revision 1 (corrected), Savannah River Nuclear Solutions, LLC, Savannah River Site, Aiken, SC

WSRC, 2005a. *Facility Decommissioning Evaluation Automotive Repair Shop, 716-A*, G-FDE-A-00039, Revision 1, Westinghouse Savannah River Company, Savannah River Site, Aiken, SC

WSRC, 2005b. *Decommissioning Project Final Report 716-A, Automotive Repair Shop*, V-PCOR-A-00043, Revision 0, June 30, 2005, Westinghouse

Savannah River Company, Savannah River Site, Aiken, SC

WSRC, 2005c. *Final Verification Survey for 716-A*, SDD-SAP-2005-00004, Revision 0, Westinghouse Savannah River Company, Savannah River Site, Aiken, SC

WSRC, 2011. *Savannah River Site Federal Facility Agreement Community Involvement Plan (U),* Revision 7, WSRC-RP-96-120, Savannah River Nuclear Solutions, LLC, Savannah River Site, Aiken, SC

XII. GLOSSARY

Administrative Record File (ARF): A file that is maintained and contains all information used to make a decision on the selection of a response action under the Comprehensive Environmental Response, Compensation and Liability Act. This file is to be available for public review, and a copy is to be established at or near the Site, usually at one of the information repositories. Also, a duplicate file is held in a central location, such as a regional or state office.

Applicable or Relevant and Appropriate Requirement (ARARs): Federal and more stringent, promulgated State environmental or facility siting requirements in a law or regulation that a selected remedy must attain, which vary from site to site.

Baseline Risk Assessment (BRA): Analysis of the potential adverse health effects (current or future) caused by hazardous substance release from a site in the absence of any actions to control or mitigate these releases.

Characterization: The compilation of all available data about the waste units to determine the rate and extent of CM resulting from the waste site, and the concentration of any contaminants that may be present.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), 1980: A federal law passed in 1980 and modified in 1986 by the Superfund Amendments and Reauthorization Act.

Corrective Action: A USEPA requirement to conduct remedial procedures under RCRA 3004(u) at a facility when there has been a release of hazardous waste or constituents into the environment. Corrective action may be required beyond the facility boundary and can be required regardless of when the waste was placed at the facility.

Decommissioning: Decommissioning is typically the final stage for the facility. This is when the residual hazards are eliminated permanently. A range of possible alternative end states is evaluated, and the best one chosen. The possible alternatives might include in situ disposal, decontamination and demolition, or possibly another alternative.

Decommissioning Project Final Report: This document is prepared after the decommissioning work has been performed and verified. It describes the decommissioning project activities and accomplishments, final facility status, cost, and performance information.

Derived Concentration Guideline Level (DCGL): A radionuclide-specific activity concentration or hazardous material concentration that was derived by calculation based on risk or dose limits. A final survey must demonstrate, using statistical methods, that with a defined confidence level, the DCGLs are not exceeded within each survey unit.

Exposure: Contact of an organism with a chemical or physical agent. Exposure is quantified as the amount of agent available at the exchange boundaries of the organism (e.g., skin, lungs, digestive tract, etc.) and available for absorption.

Facility Decommissioning Evaluation: A rigorous and systematic review of all available information about a structure or group of structures in order to determine which graded approach to follow during decommissioning.

Federal Facility Agreement (FFA): The legally binding agreement between regulatory agencies (USEPA and SCDES) and regulated entities (USDOE) that sets the standards and schedules for the comprehensive remediation of the SRS.

Media: Pathways through which contaminants are transferred. Five media to which a release of contaminants may occur are groundwater, soil, surface water, sediments, and air.

National Priorities List (NPL): USEPA's formal list of the nation's most serious uncontrolled or abandoned waste sites, identified for possible long-term remedial response, as established by CERCLA.

Operable Unit (OU): A discrete action taken as one part of an overall site cleanup. The term is also used in USEPA guidance documents to refer to distinct geographic areas or media-specific units within a site. A number of operable units can be used in the course of cleanup.

Overall Protection of Human Health and the Environment: The assessment against this criterion describes how the alternative, as a whole, achieves and maintains protection of human health and the environment.

Proposed Plan (PP): A legal document that provides a brief analysis of remedial alternatives under consideration for the site/operable unit and proposes the preferred alternative. It actively solicits public review and comment on all alternatives under consideration.

Principal Threat Source Material (PTSM): Highly toxic or highly mobile source materials at a hazardous waste site that generally cannot be reliably contained, or that would present a significant risk to human health or the environment if exposure occurred.

Record of Decision (ROD): A legal document that explains to the public which alternative will be used at a site/operable unit. The record of decision is based on information and technical analysis generated during the remedial investigation/feasibility study and consideration of public comments and community concerns.

Refined Constituents of Concern (RCOCs): Constituents of Concern (COC) that have been carried forward following the refinement process and likely warrant a response action.

Resource Conservation and Recovery Act (RCRA), 1976: A Federal law that established a regulatory system to track hazardous substances from their generation to disposal. The law requires safe and secure procedures to be used in treating, transporting, storing, and disposing of hazardous substances. RCRA is designed to prevent the creation of new, uncontrolled hazardous waste sites.

Responsiveness Summary: A summary of oral and/or written comments received during the proposed plan comment period and includes responses to those comments. The responsiveness summary is a key part of the ROD, highlighting community concerns.

Risk Level: 1E-06 risk level indicates a probability of 1 out of 1,000,000 individuals developing cancer under the exposure scenarios evaluated.

Superfund: The common name used for CERCLA; also referred to as the Trust Fund. The Superfund program was established to help fund cleanup of hazardous waste sites. It also allows for legal action to force those responsible for the sites to clean them up.

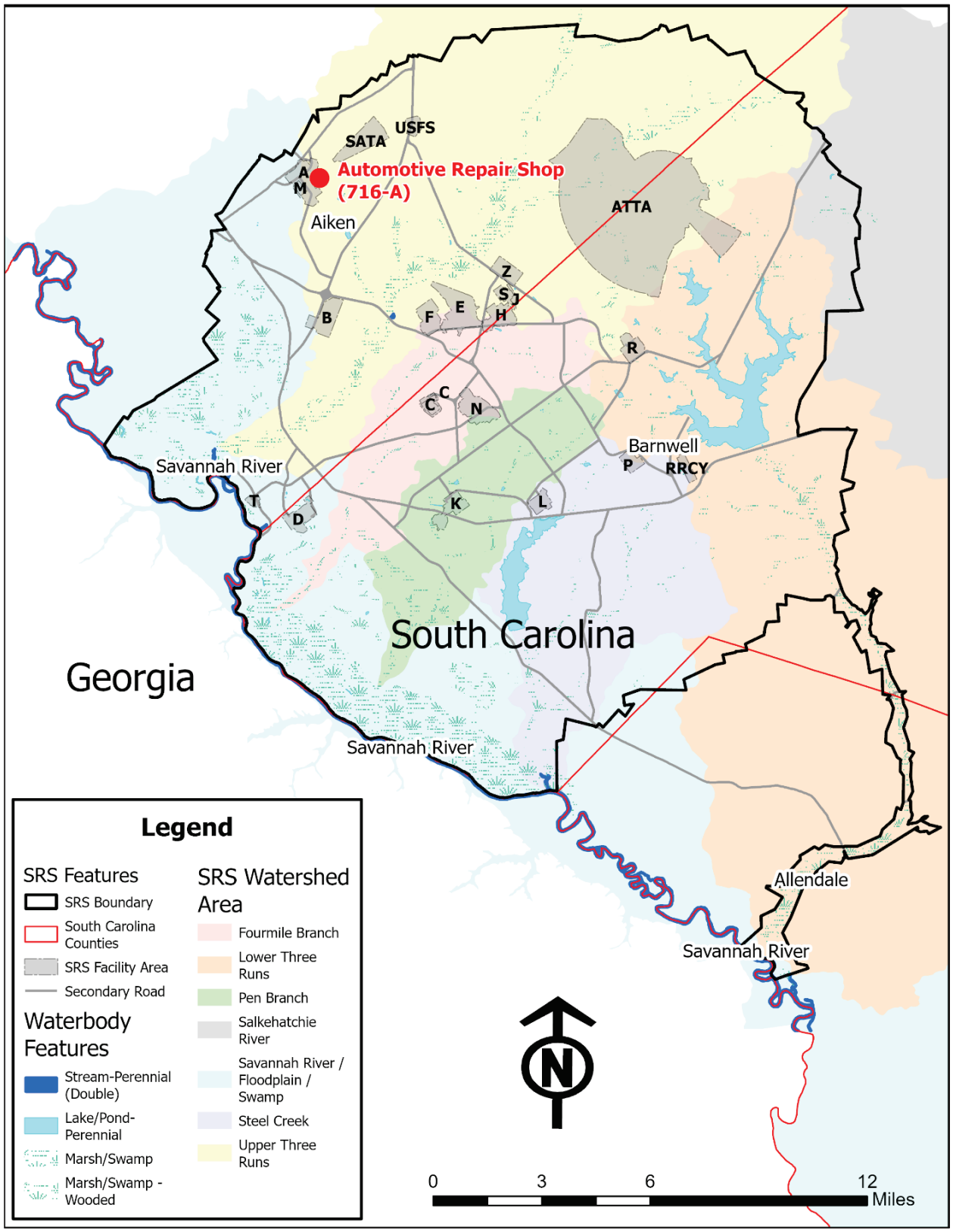


Figure 1. Location of the Automotive Repair Shop (716-A) OU within the SRS

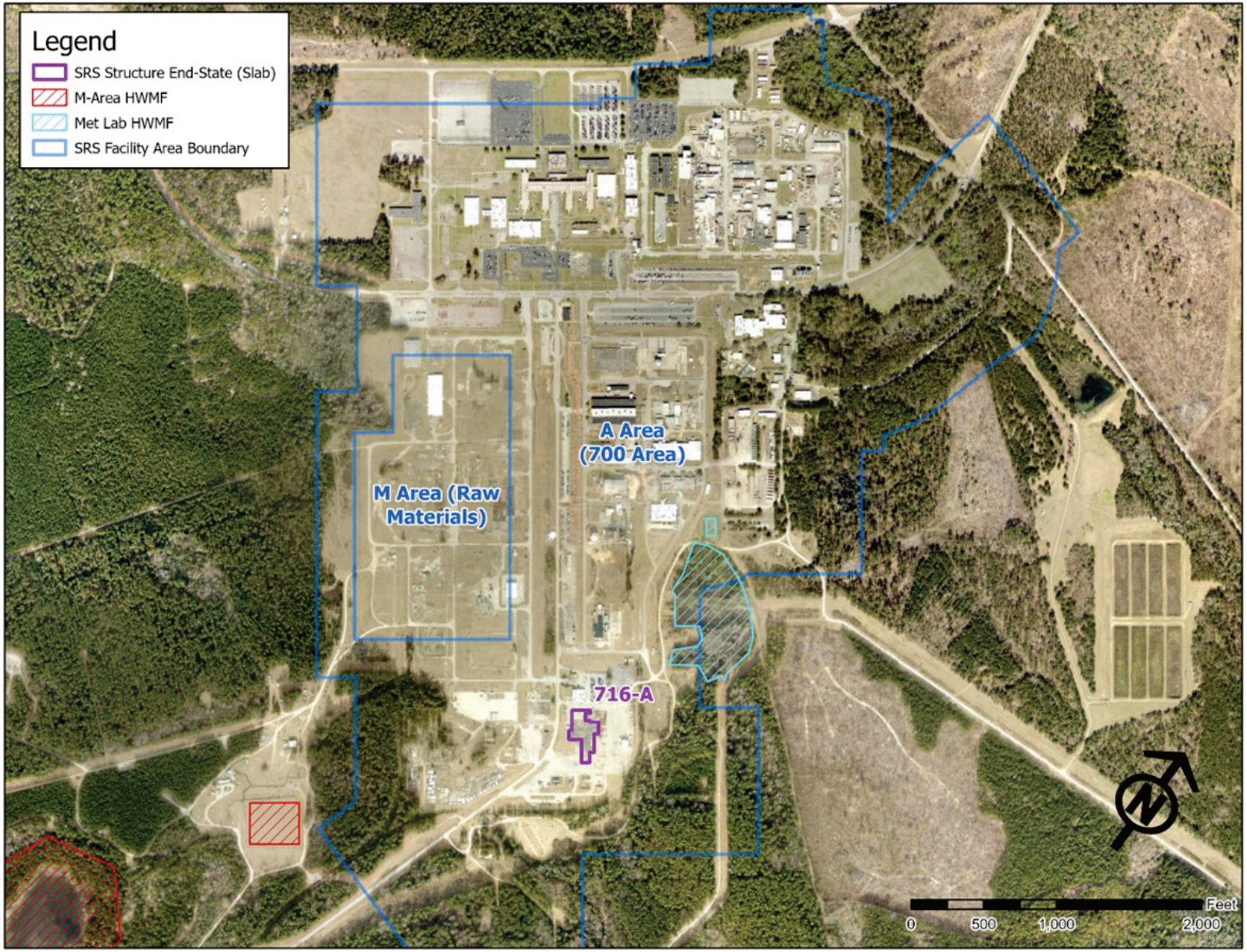


Figure 2. Location of Building 716-A within A Area



Figure 3. Automotive Repair Shop (716-A) Before Decommissioning



Figure 4. Automotive Repair Shop (716-A) Slab After Decommissioning

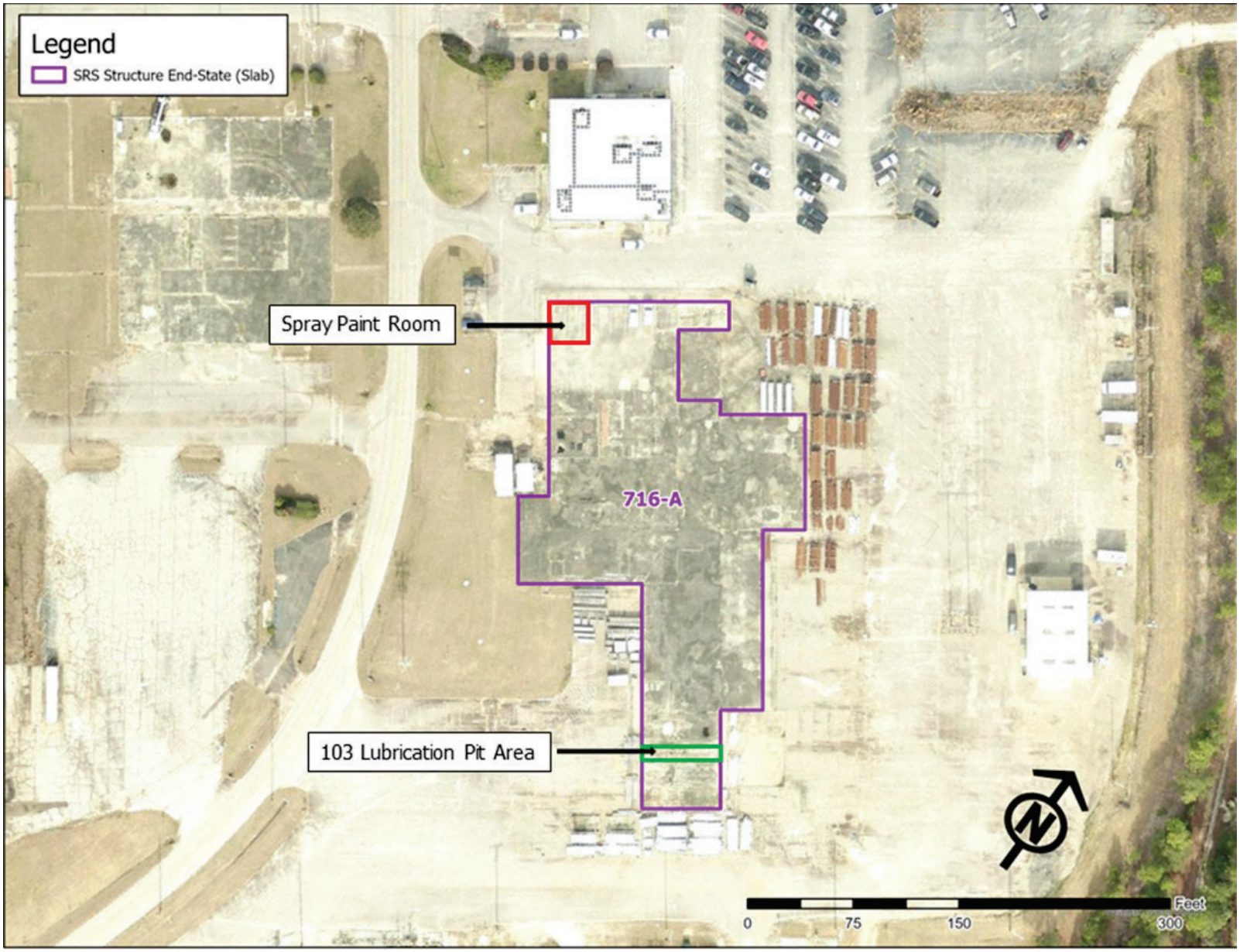
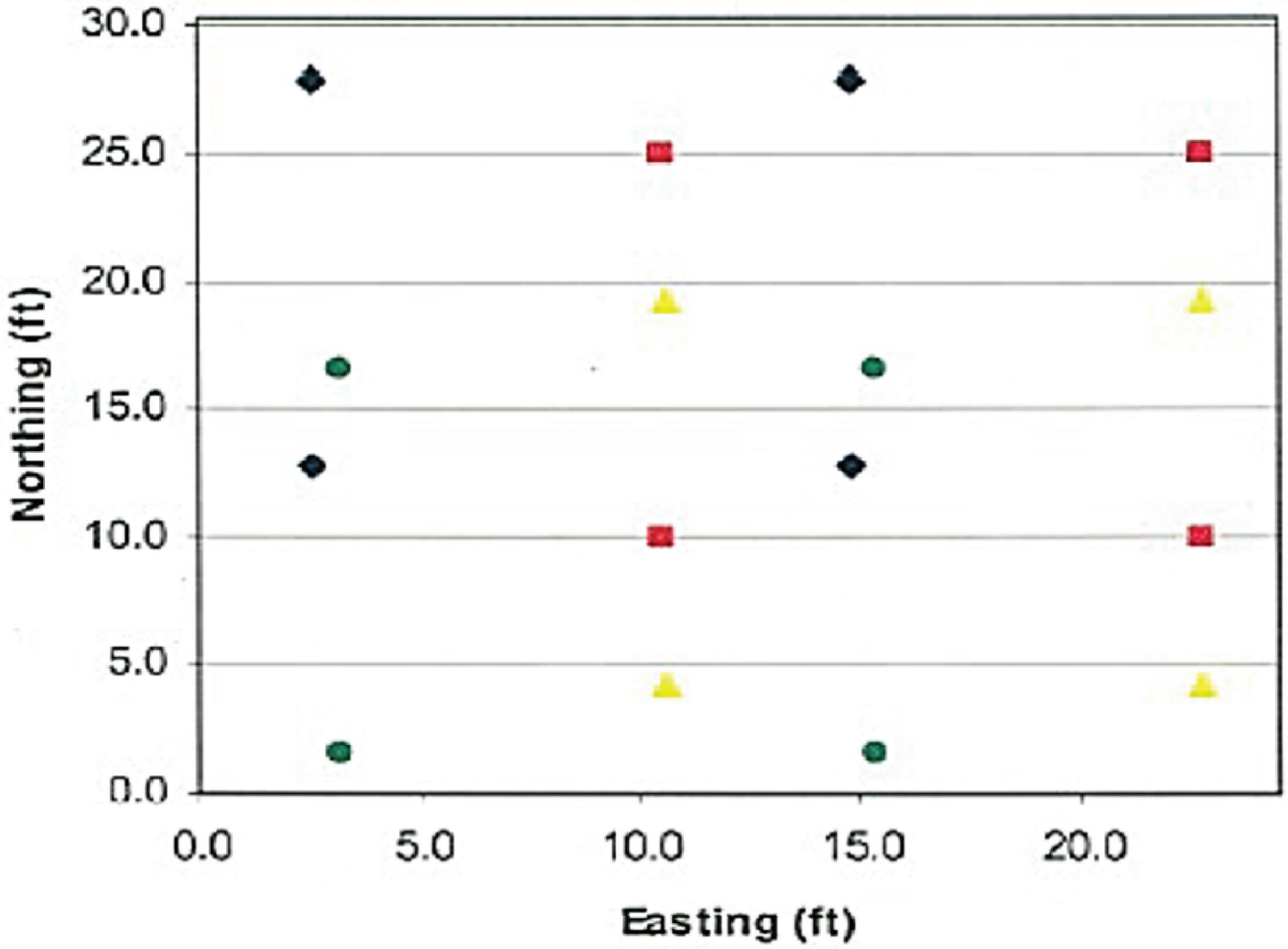


Figure 5. Location of Spray Paint Room and 103 Lubrication Pit Area within Building 716-A



Note: Each color/shape represents the set of four samples used for each composite sample.

Figure 6. Sample Locations for RCRA Metals within the Automotive Repair Shop (716-A) Spray Paint Room (WSRC 2005c)

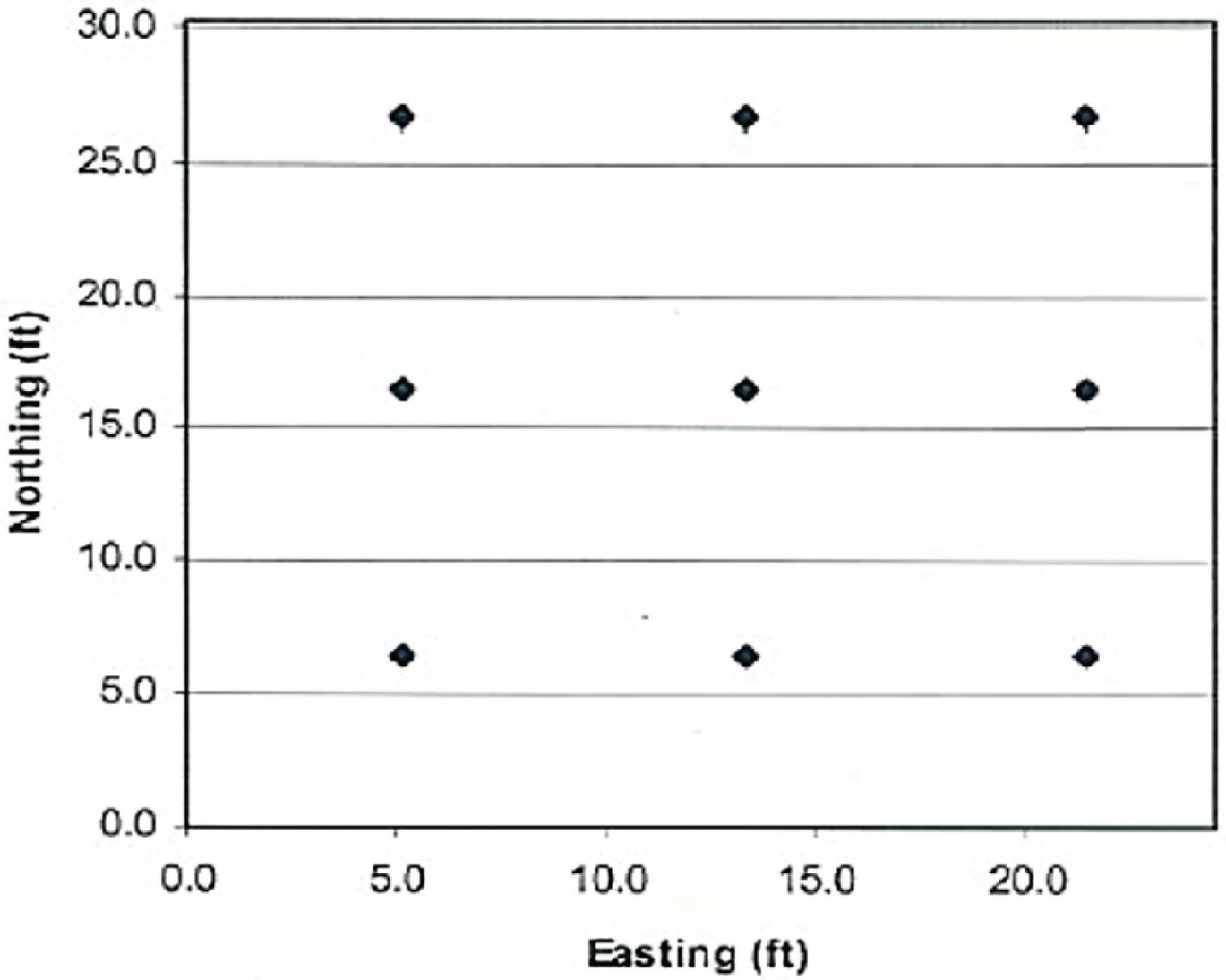


Figure 7. Sample Locations for Volatile Organic Compounds within the Automotive Repair Shop (716-A) Spray Paint Room (WSRC 2005c)

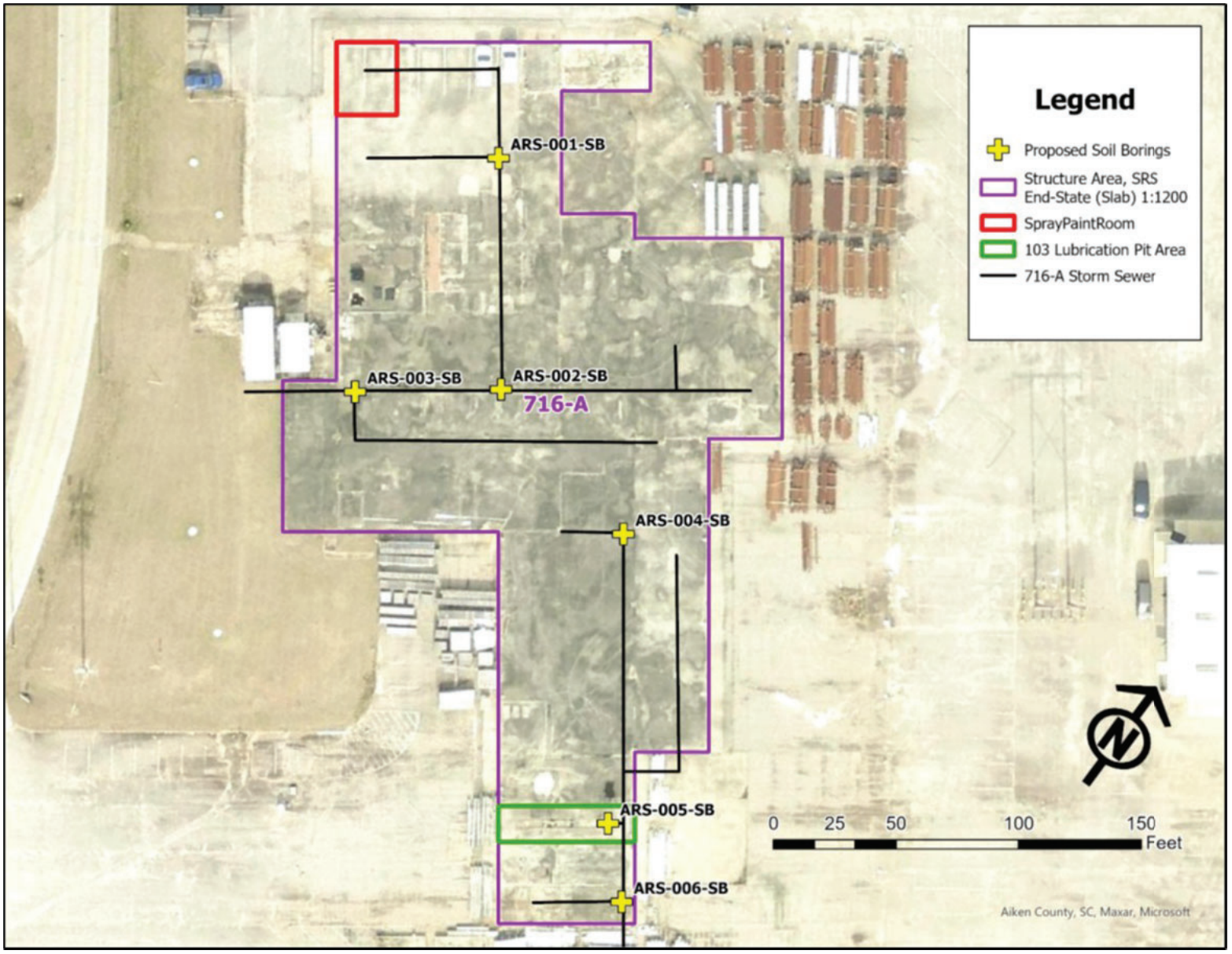


Figure 8. Soil Sampling Locations at the Automotive Repair Shop (716-A) OU