

MEETING MINUTES

Subject: WASTE WATER PILOT PLANT RD&D PERMIT APPLICATION

TO: Attendees

R. Bowman WHC H4-57
 D. Bryson RL A5-21
 C. Clark RL A5-15
 D. Duncan EPA Seattle
 D. Flyckt WHC R3-45
 J. King SWEC A4-35
 C. Massimino EPA Seattle
 W. Owen WHC R1-48
 R. Pavlina WHC S4-25
 D. Scully WHC R3-45
 S. Skurla WHC H4-57

cc: S. Price WHC H4-57
 T. Michelena Ecology Lacey



FROM: S. J. Skurla

CHAIRMAN: C. E. Clark - RL

Dept-Operation-Component	Area	Shift	Meeting Date	Number Attending
NA	NA	NA	June 15, 1992	11

The meeting was a three-way teleconference with EPA in Seattle, RL and WHC personnel at 450 Hills/3000 Area, and WHC personnel at 2753/200E Area. The meeting had two purposes.

- 1) To receive EPA comments on information submitted on the secondary containment at waste loading and unloading areas. The information will supplement the Waste Water Pilot Plant Research, Development, and Demonstration (RD&D) Permit Application.
- 2) To discuss the method to be used to complete the RD&D permit application.

D. Duncan requested that copies of non-ASTM test methods used on the containment liner material be sent to EPA. The EPA wishes to ensure that methods are applicable to the properties tested. D. Flyckt agreed to ask the vendor for the information. A vendor supplied lab report on liner weather resistance will be FAXed to EPA. Duncan agreed to supply RL with a copy of ASTM D 751.

The foundation under the secondary containment structures was discussed. D. Flyckt said a final decision on the type of foundation (e.g., concrete, compacted soil) has not been made. However, manufacturer's recommendations would be followed.

The EPA requested that the following items be submitted for inclusion in the permit application:

- Test results that show that the liner material is proper thickness and weight upon receipt. Measurements per ASTM D 751 method.
- Coupon of the liner material be exposed as part of the berm. The coupon would be tested for deterioration either when a spill has occurred or once a year.

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- Calculations for compression failure, impact failure, seam failure, and soil compaction information. The purpose of the calculations are to show that actual operating conditions will not exceed the failure values given by the manufacturer. The calculations should be at the same level of detail as the calculations already submitted. The manufacturer could do the actual calculations, as long as the calculations were included in the permit application.
- Maximum time that a truck will be at the loading/unloading areas will be added to the text. B. Pavlina stated that at the 1706-KE Building, the tank trailer may be stationed in the loading and unloading areas for up to 4 months. D. Scully said at LERF, the tank trailers should be at the load/unload station for no more than four hours.
- If the liner seams were going to be completed in the field, the seaming procedures would have to be included. D. Flyckt said he would verify that field seaming of the liner was not anticipated.

D. Duncan requested that the permit application be finalized by submitting certified page changes to EPA and Ecology. C. Clark asked if it would be helpful if the draft information were transmitted to EPA via FAX. C. Massimino agreed to look at the information and provide a informal response to RL.

C. Clark requested that if EPA had questions while he was on vacation to call Dana Bryson (509) 372-0797 or Steve Skurla (509) 376-7957.