

Omni – Vest Landfill
Idlewood Drive, west of Keys Court
Pensacola, Florida
County: Escambia
District: Northwest
Site Lead: Waste Cleanup Program
Approved for Cleanup: September 4, 1987
ERIC ID # 3823

Site Description and History

The Omni – Vest Landfill site is located in Pensacola, Florida in Township 02S, Range 30W, Section 34 at 30° 24' 55.0081" N, 87° 15' 57.9070" W. The site encompasses approximately six acres and is bounded on the north by the Burlington-Northern railroad tracks, on the south by the former Clark residence and the Clark Sand Company, on the west by Clark Sand Company and on the east by Idlewood Drive. An approximately one-acre pond of unknown depth in the western portion of the property appears to receive stormwater runoff from much of the site. Bayou Chico, a tributary of Pensacola Bay is located approximately 500 feet south of the site.

The Omni – Vest Landfill was a disposal site for various wastes for at least 15 to 20 years and dumping often was not documented. In 1972, Omni – Vest, Inc. acquired the site and contracted with Reichold Chemicals to obtain materials identified as “wood chips and wash sand” for use as fill.

Threat

Soils and sludges in the landfill are contaminated with metals and volatile organic compounds. An unknown volume of terpene product is also present onsite. The terpene product consists of benzene, toluene, dichloroethylbenzene, ethylbenzene, and xylenes. A nearby private well was sampled and found to be free of contaminants. However, the residence was connected to city water as a precautionary measure.

Response Strategy and Status (December 2020)

The Omni – Vest sanitary landfill permit expired in September 1980. In December 1980, the Florida Department of Environmental Regulation (FDER, now Florida DEP) issued a Notice of Violation for disposal of wastes prohibited by the permit and for failure to close the landfill upon permit expiration. In October 1982, the FDER filed a Petition for Enforcement. The final order on petition, including motion for default, was issued in March 1983.

Studies conducted by the FDER in 1979 and 1980 indicated metals contamination and sludge deposits located at a depth of more than 18 feet. In 1983, the FDER collected groundwater samples from the site. Data indicated elevated concentrations of chromium, copper, lead, mercury, zinc, ethylbenzene, toluene, xylenes, tetrachloroethane, and polynuclear aromatic hydrocarbons (PAHs).

A Contamination Assessment (CA) was initiated in October 1984, and fieldwork was completed in November 1984. The final report documented gross contamination of 193,000 cubic yards of landfill material. Analytical results of sludges indicated toluene concentrations as high as 6,700

mg/kg. Groundwater within the site boundaries is contaminated; however, no contamination was detected in offsite wells.

Notification letters were sent to Omni – Vest, Inc. and Reichold Chemicals in July 1985. These potentially responsible parties were offered the opportunity to fund the cleanup and reimburse the Department for all previous work; however, they chose not to participate. The FDER Office of General Council (OGC) filed a complaint for cost recovery.

The site was fenced in April 1985 to limit public access. In May 1986, FDER completed additional fencing along the Clark Sand Pond to limit all access by unauthorized persons. A Phase II Feasibility Study (FS) and Phase II Contamination Assessment (CA) were completed in August 1986. A Phase III CA/Risk Assessment was subsequently conducted.

The FDER selected multi-media capping and groundwater monitoring as the most feasible remedial alternative. The Remedial Design work plan was tasked to the FDER contractor Woodward-Clyde Consultants (WCC), and was approved in December 1988.

During the initial design process, fieldwork was conducted to verify the extent of contamination and to attempt to extract the Light Non-Aqueous Phase Liquid (LNAPL). The LNAPL extraction project was abandoned due to low recovery rates resulting from the LNAPL being entrained in the fill material (wood chips). The remedial alternative was modified to include a vapor extraction system designed to strip volatile organic compounds from the LNAPL to inhibit migration. The 100% Design was completed in February 1992. Construction costs for the remedy were estimated at \$5,000,000.

In September 1996, the DEP tasked WCC to sample all monitoring wells. The data revealed that groundwater contamination remained centered in the northwest area of the site.,

In January 1997, Reichold Chemicals was granted a Summary Judgment for dismissal from the DEP suit. Upon review of documents provided by Reichold, the DEP Office of General Counsel (OGC) discovered that another company, Tenneco Polymers (EPEC), was involved with this site. The DEP believed that this company provided a more substantial link to the dumping that occurred at Omni – Vest. In November 1997, the OGC gave service to EPEC. In March 1998, the OGC determined there was insufficient connection to link EPEC on successor liability.

Based upon recommendations from the DEP engineering staff, additional assessment was conducted in September 1998 that confirmed that site contaminants were not migrating offsite.

Further State-funded cleanup work was postponed when, in March 1998, the EPA began reviewing Omni – Vest for possible addition to the NPL. In March 1999, the EPA performed assessment activities to gather data for possible NPL listing. In April 2004, the EPA indicated to DEP that no further action by the federal Superfund program was warranted at the site and a NFRAP (No Further Remedial Action Planned) was issued.

In September 2004, DEP assigned the site to ARCADIS Geraghty & Miller, a State hazardous waste contractor, to determine the current extent of site contamination. The Draft Site Assessment

Report was submitted in May 2005. This report confirmed past investigations that showed contamination had not migrated off property. Two main areas of contamination in soils and groundwater were discovered on the Omni – Vest property, a larger area west of the onsite pond and a smaller area on the eastern portion of the site. Contaminants included terpene products and a lesser amount of volatile organic compounds and some metals. Free-phase LNAPL product, mainly toluene, was also detected in these areas, primarily near previously installed recovery wells west of the pond.

Additional investigations, primarily in the western portion of the site, confirmed the presence of free-phase LNAPL. This fieldwork also concluded that the contamination did not descend as deep as the May 2005 report suggested. Additional work was conducted in September 2006, which included installation of additional monitor wells, methane vapor monitoring, vegetation clearing, and fence repair. In May 2007, Arcadis submitted several remedial design options for capped closure of the site, which were reviewed by DEP.

In October 2008, Arcadis commenced quarterly free-phase recovery via bailing. This technique was successful in removing some LNAPL product from the site.

The draft design for capped closure submitted by Arcadis was conditionally approved by DEP in June 2010, pending bridge inspection/selection of an alternate truck route to the site. The current route to the site from the north traverses residential neighborhoods via narrow roadways that are not amenable to heavy truck traffic required during remediation activities.

An alternate route/bridge inspection was conducted in August 2010. Preliminary calculations indicate that the existing structures to the south are viable for heavy truckloads; however, the bridge inspection could not be completed due to overgrown vegetation that made part of the bridge inaccessible. The final bridge inspection report was submitted in March 2011, and concluded that the access route from the south is a viable one.

Per DEP's request, Arcadis reevaluated costs to include the new access route from the south and to update costs based on 2012 rates. Arcadis submitted the revised cost estimate in November 2012. The estimate to implement the closure remedy and conduct four years of post-closure operation, maintenance and monitoring is 2.3 million dollars.

In late 2015, DEP received a revised design for capped closure including bridge/access route inspections. Implementation of the capped closure remedy remained on hold while legal access to the various parcels that make up the site was pursued by FDEP and Escambia County.

In 2020, Arcadis completed an updated bridge inspection and submitted a revised Draft Remedial Action Plan (RAP) to DEP.

Schedule

The Draft RAP is under review. Once approved by DEP, construction is scheduled to commence later in 2021. Until construction begins, the site remains on an annual schedule for general site maintenance and groundwater monitoring. Free product bailing continues on a reduced schedule.