

**DIVISION OF SPILL PREVENTION AND RESPONSE
CONTAMINATED SITES PROGRAM**

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File No. 2620.38.001

November 11, 2004

Ron Stroman
Leasing Officer III
Alaska Department of Transportation & Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519

RE: ADOT&PF Nikolai Airport
Snow Removal Equipment Building
ADEC File Number 2620.38.001

Dear Ron:

The Alaska Department of Environmental Conservation, Contaminated Sites Program, (DEC) completed review of the report titled: Corrective Action Report Nikolai Airport Reconstruction, Nikolai, Alaska dated November 2001, prepared by TELLUS, Ltd. The following is a summary of the activities performed at the site and DEC's determination of the site's environmental status.

Background.

During February 2001, a Phase II Environmental Assessment (EA) was conducted at the Snow Removal Equipment (SRE) building at the Nikolai Airport. The assessment was performed during time of snow cover so surface staining could not be observed. However, discontinuous soil staining was observed in the SRE building. There was 500 gallon above ground storage tank (AST) formerly located outside the northwest corner of the building. It reportedly was filled only once with diesel fuel for the maintenance equipment and was removed after a year.

The Alaska Department of Transportation & Public Facilities (ADOT&PF) indicated their intentions to remove the building and any impacted soil that might be encountered on the property. Four areas of concern were identified and shallow test pits were excavated:

Area 1: east side of the building below the maintenance equipment supplies. Soil sample results (31.4 mg/kg DRO) indicated no contamination above cleanup levels;

Area 2: surface staining near a 55-gallon drum inside the southern end of the building. A sample was not collected from Area 2 because there was no visual evidence of impacts nor did field screening indicate contamination;

Area 3: large stained area in the center of the building. Three test pits were excavated in this area. Test pits 1 and 2 did not contain contaminant concentrations above clean up levels except for 360 mg/kg DRO detected in soil at 10 inches bgs in test pit 2. The soil sample results from test pit 3 identified 8,780 mg/kg DRO and 37,500 mg/kg RRO at 6 inches bgs. There was no contamination detected at 10 inches and 5.5 feet bgs; and

Area 4: the location of the former AST outside the building. There was no contamination detected from a sample collected at 10 inches bgs.

A Corrective Action Plan (CAP) was prepared by ADOT&PF and approved by the Department on April 2, 2001. It proposed that contaminated soil identified during the Phase II EA would be removed from the ground and transported to the new SRE building location. It would be incorporated into the sub-base soil for the SRE building and covered with a concrete slab.

There was approximately 75 cubic yards of soil removed from Area 3 and transported to the new SRE building site. Confirmation samples collected from Area 3 following removal of contaminated soil indicated that all contaminated soil was removed from the ground. In June 2002, an additional 1.5 cubic yards of petroleum contaminated soil generated from leaking equipment and/or the containment berm of the 10,000 gallon fuel tank was incorporated into the sub-base for the new SRE building.

The concrete slab was reportedly installed in June 2002 and it effectively contained (or encapsulated) the contaminated soil at the new Nikolai Airport SRE building sub-base.

DEC Decision.

The contaminated soil that was removed from the floor of the former SRE building (and additional soil generated at the airport) has been transported to the new SRE building to be used as sub-base soil. A concrete pad was placed over the sub-base soils and the new SRE building was constructed on that pad. These actions serve to eliminate the human exposure pathways for ingestion and inhalation. Furthermore, the fact that the soil is covered/encapsulated will prevent migration to groundwater provided the cover is maintained and managed to prevent precipitation from infiltrating through the soil.

Based on this information, DEC has determined that there is no risk to human health, welfare, or the environment from this contaminated material and no further cleanup action is required at this site conditional on the following:

1. Contaminated soil will remain in-place under the new SRE building concrete pad. In the event the soil becomes accessible and/or is proposed for transport off site, DEC approval is required prior to excavation and/or transport in accordance with 18 AAC 75.325(i).
2. If future information indicates contamination is present on site that may pose a risk to human health or the environment, additional investigative and cleanup action may be required.
3. A notation identifying the nature and extent of the contaminated soil (and its location on site) will be made in the DEC Contaminated Sites database.

If you have any questions or comments please contact David Pikul at 269-7551.

Sincerely,

Jim Frechione
Environmental Manager

