# STATE OF ALASKA

### DEPT. OF ENVIRONMENTAL CONSERVATION

## DIVISION OF SPILL PREVENTION AND RESPONSE CONTAMINATED SITES PROGRAM

SARAH PALIN, GOVERNOR

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File: 830.38.004 Certified Return Receipt Article No: 7007 3020 0000 1948 7578

June 8, 2009

Colette Foster Alaska Department of Transportation And Public Facilities (ADOT&PF)-Fairbanks 2301 Peger Road Fairbanks, Alaska 99706

Re: Record of Decision- ADOT&PF SREB - Koyukuk Cleanup Complete Determination

Dear Ms. Foster:

The Alaska Department of Environmental Conservation (ADEC), Contaminated Sites Program, has completed review of the environmental records associated with the ADOT&PF SREB - Koyukuk. Based on the information provided to date, the ADEC has determined that the contaminant concentrations remaining on site do not pose an unacceptable risk to human health or the environment, and this site will be closed.

This decision is based on the administrative record for the ADOT&PF SREB - Koyukuk, which is located in the offices of the ADEC in Anchorage, Alaska. This letter summarizes the decision process used to determine the environmental status of this site and provides a summary of the regulatory issues considered in the Cleanup Complete Determination.

#### Introduction

Site Name and Location:
ADOT&PF SREB - Koyukuk
Koyukuk Airport
Koyukuk, Alaska
99754

Name and Mailing Address of Contact Party: Colette Foster Alaska Department of Transportation And Public Facilities (ADOT&PF)-Fairbanks 2301 Peger Road Fairbanks, Alaska 99706 ADEC Site Identifiers:

ADEC Reckey: 2005310123501

File #: 830.38.004 Hazard ID: 4349

Regulatory authority under which the site is being cleaned up:

18 AAC 75

Background

In September 2005, petroleum stained soil was encountered inside the ADOT&PF snow removal equipment building (SREB) at the Koyukuk Airport. It is assumed that vehicle storage and maintenance activities in the SREB resulted in historic spills and leaks impacting the dirt floor.

#### Contaminants of Concern

During the various investigations at this site, soil samples were analyzed for: diesel range organics (DRO); gasoline range organics (GRO); residual range organics (RRO); and benzene, toluene, ethylbenzene, and xylenes (BTEX). The following Contaminants of Concern were identified:

- Diesel Range Organics (DRO)
- Residual Range Organics (RRO)

Cleanup Levels

The default soil cleanup levels for this site are established in 18 AAC 75.341, Method Two, Tables B1 and B2, Under 40 Inch Zone, Migration to Groundwater.

Contaminant	Site Cleanup Level (mg/kg)
Diesel Range Organics (DRO)	250
Residual Range Organics (RRO)	11,000

Site Characterization and Cleanup Actions

Four soil samples were collected from 4 to 6 inches below ground surface (bgs) at six areas of visually stained soil inside the SREB in 2005. The samples contained DRO up to 5,100 mg/kg, and RRO up to 20,000 mg/kg. The impacted soil was then removed to a depth of 1 to 4 feet bgs and three confirmation samples were collected 4 to 6 inches below the base of the excavation. Contaminants were not detected in any of the samples. Four soil samples collected from the 75 cubic yard stockpile contained DRO up to 1,200 mg/kg. The stockpiled soil was then transported to the airport apron approximately 100 ft. south of the SREB, land spread, and then capped with 7 to 12 inches of clean fill during runway construction in October 2005.

#### **Pathway Evaluation**

The exposure pathways for human health that were evaluated include the following: ingestion of soil and groundwater, indoor and outdoor inhalation of vapors, and direct contact with soil. The remaining contaminate concentrations do not pose a risk since they do not exceed the most conservative Method Two "Migration to Groundwater" cleanup levels in Tables B1 and B2 for

the Under 40 inch Zone established in 18 AAC 75.341. The stockpiled soil used for runway construction is sequestered within the runway and is not available to receptors

The exposure pathway analysis above was supported by the most recent ADEC Exposure Tracking Model (ETM) ranking which showed all pathways to be De Minimus Exposure or Pathway Incomplete.

#### **ADEC** Decision

The cleanup actions to date have served to excavate and adequately remove contaminated soil from the site. Based on the information available, ADEC has determined no further assessment or cleanup action is required. There is no longer a risk to human health or the environment and the site will be designated as Cleanup Complete on the Department's database.

Although a Cleanup Complete determination has been granted, ADEC approval is required for off-site soil disposal in accordance with 18 AAC 75.325(i) and it should be noted that movement or use of potentially contaminated soil in a manner that results in a violation of 18 AAC 70 water quality standards is unlawful.

This determination is in accordance with 18 AAC 75.380(d) and does not preclude ADEC from requiring additional assessment and/or cleanup action if future information indicates that this site may pose an unacceptable risk to human health or the environment.

Appeal

Any person who disagrees with this decision may request an adjudicatory hearing in accordance with 18 AAC 15.195 -18 AAC 15.340 or an informal review by the Division Director in accordance with 18 AAC 15.185. Informal review requests must be delivered to the Division Director, 410 Willoughby Avenue, Suite 303, Juneau, Alaska 99801, within 15 days after receiving the department's decision reviewable under this section. Adjudicatory hearing requests must be delivered to the Commissioner of the Department of Environmental Conservation, 410 Willoughby Avenue, Suite 303, Juneau, Alaska 99801, within 30 days after the date of issuance of this letter, or within 30 days after the department issues a final decision under 18 AAC 15.185. If a hearing is not requested within 30 days, the right to appeal is waived.

If you have questions about this closure decision, please contact the ADEC Project Manager, Grant Lidren at (907) 269-8685.

Approved By,

Linda Nuechterlein

Environmental Manager

de Nuechtable

Recommended By,

Grant Lidren

Environmental Specialist