



### WRANGELL JUNKYARD CLEANUP PROJECT

#### Shipping & Disposal Option – Fact Sheet

#### SHIPPING AND DISPOSAL OFF-ISLAND OF TREATED LEAD CONTAMINATED SOIL

This fact sheet provides information about the option for shipping and disposal off-island of the treated lead contaminated soil currently stored at the Wrangell Junkyard. This option involves the following steps:

- Loading the treated soil in intermodal bulk shipping containers at the Wrangell Junkyard property;
- Transporting containers to Oregon;
- Disposal of the treated soil at an EPA Approved Solid Waste Landfill facility;
- Removing and disposing of all previously used liner and cover materials; and
- Restoring the former junkyard site by removing containment cell berms and recontouring the site.



Wrangell Junkyard stockpile- 18,500 cubic yards

#### SCOPE

Between 1300 and 1400 individual shipping containers would be required to ship the 18,500 cubic yards currently stored at the site. 18,500 cubic yards is equivalent to about 27,750 tons. Each container would be loaded with 21.5 tons of soil based on shipping

requirements. The assumption is that each cubic yard of treated soil averages 1.5 tons or 3,000 pounds of material weight.



Example of open-top, half-height shipping containers

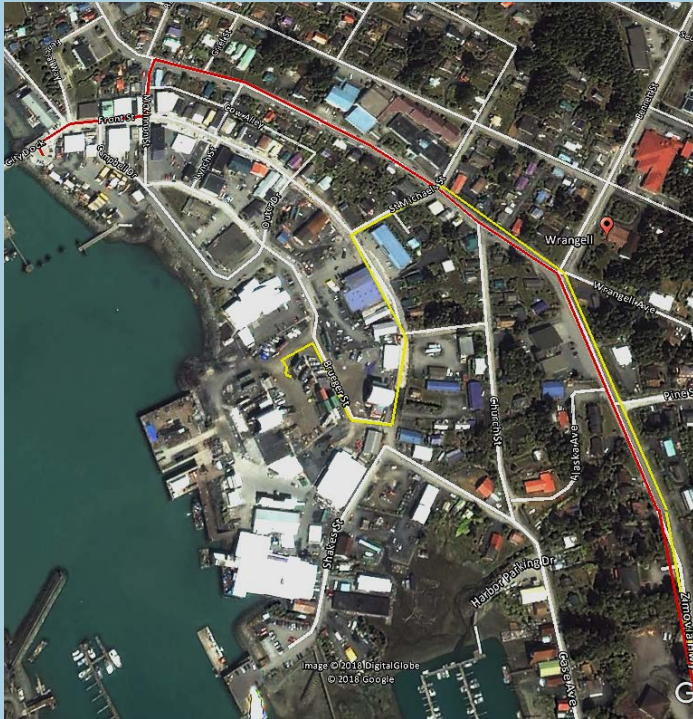
#### SCHEDULE AND DURATION

Hauling would occur up to 7 days per week, but not on days with heavy precipitation or when no containers are available. Semi truck traffic would begin at 7:30 am, contingent on Alaska Marine Line's (AML's) schedule. The frequency would be approximately one truck, or two trips through town (1 round trip), per hour for 8 to 10 hours per day. Using the existing weekly barge schedule and an estimated 50 containers a week, hauling would take 28 weeks and require two seasons to complete. If shipping and disposal were to commence by May 31, 2018, shipping and disposal would be anticipated to be complete in late spring or early summer of 2019.



## TRANSPORTATION ROUTES

Containers loaded at the junkyard property would be transported from the site by a semi truck through town to the AML loading facility. Depending upon the capacity of AML's facility and other shipping commodity priorities, one of the two routes shown on the aerial image below would be in use at certain times.



*Truck routes through Wrangell for transferring containers of treated soil to Alaska Marine Lines*

Truck Route #1 (in red) would be used when shipping seafood is a priority. Outside of the seafood processing season, the Truck Route #2 (in yellow) would be used.

## DESTINATION

The filled containers would be loaded onto the weekly AML barge and towed to the Port of Seattle. From the AML Terminal in Seattle, they would again be transported by semi truck to the Union Pacific Railroad (UPRR) Argo Yard. The UPRR operates a unit train to Arlington in southeastern Oregon daily for

delivery of solid waste to the Waste Management Columbia Ridge Landfill. The containers would be off loaded from the train at the landfill switching yard and sent by truck to the active landfill face for dumping. Empty containers would be returned to the landfill storage area or taken back to the rail yard to journey back to Seattle and then Wrangell for the process to be repeated.



*Offloading contaminated soil at Waste Management's Columbia Ridge Landfill, Arlington, Oregon*

## COST

A cost estimate for shipping and disposal of the treated lead soil was developed by NRC Alaska in October 2017. The total cost estimate for containerizing the existing stockpile, shipping it out of the Wrangell port and boat yard dock on a weekly basis, and for final disposal at an EPA permitted subtitle D landfill facility in Oregon was \$9,029,977.

However, shipping quotes are only valid for 30 days after issued by the shipping company. Additional costs for increases in freight rates, fuel surcharges and other expenses since this quote was generated are likely.

## FOR MORE INFORMATION, CONTACT:

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