

tion will not adversely affect groundwater quality. Both samples were below the detection limit for all BTEX (benzene, toluene, ethylbenzene, and xylene) compounds and PAHs, the risk drivers normally associated with fuels. The following alternatives for the Stapp Creek and East-West Runway Areas (SC/EWR) received detailed analysis:

- Alternative 1 (SC/EWR 1): No action.
- Alternative 3 (SC/EWR 3): UST removal, soil excavation, and treatment/disposal. Alternative 3 proposes to treat the contaminated water in the USTs, remove the USTs, and ship them offsite for recycling. Under this alternative, the pockets of PAH-contaminated soil would be excavated, confirmation soil samples would be collected, and the excavated soils would be shipped offsite for disposal. Following removal of contaminated soils, the excavations would be backfilled and existing valve pits would be filled in to eliminate the hazards presented by the openings in the ground surface.

TABLE 9: COMPARISON OF ALTERNATIVES FOR STAPP CREEK AND EAST-WEST RUNWAY

| Evaluation Criteria | SC/EWR 1 | SC/EWR 3 |
|---|----------|----------|
| Overall Protection of Human Health and the Environment | ○ | ● |
| Compliance with Applicable or Relevant and Appropriate Requirements | ○ | ● |
| Long-Term Effectiveness and Permanence | ○ | ● |
| Reduction in Toxicity, Mobility, and Volume Through Treatment | ○ | ● |
| Short-Term Effectiveness | ● | ◐ |
| Implementability | ● | ● |
| Cost (in thousands) | \$0 | \$400 |
| ● = meets or exceeds criteria ◐ = partially meets criteria ○ = does not meet criteria | | |

Preferred Alternative for the Stapp Creek and East-West Runway Sites

Alternative 3 is the preferred alternatives for the Stapp Creek and East-West Runway sites. The no-action alternative would not protect human health and the environment and was eliminated.

Alternative 3 (UST removal, soil excavation, and treatment/disposal) appears to be the only effective and viable option for the site. This alternative would rapidly eliminate all remaining PAH contamination above cleanup levels at the Stapp Creek and East-West Runway areas and ready those sites for closure. Therefore, this alternative is preferred for these areas.

COLLAPSED WOODEN BUILDING

The Collapsed Wooden Building site is located to the northwest of the runway intersection (see Figure 2). The building was used to store drums of jet fuel, presumably during the late 1960s when the Flying Tigers leased the runway. The remains of the original wood building were burned in a fire-fighting training exercise during 2002.

Previous Environmental Investigations

A public meeting in Cold Bay in 1998 provided input regarding a stack of 55-gallon drums located in the Collapsed Wooden Building. During the 1998 investigation, the drums were stacked primarily on the wooden floor area and many drums appeared rusty and empty. In 1999, crews removed 207 empty drums and 18 drums containing liquid from the building area. Of the 18 drums that contained liquid, 12 contained water, five contained a mixture of petroleum products and water, and one contained ignitable fuel. Five soil samples were collected from beneath the site, one of which contained diesel-range organics at concentrations above cleanup levels.



Photo: Collapsed Wooden Building site, looking east. Note the burned construction material and tundra.

Extent of Contamination

In 2002, samples of surface soil downgradient of the Collapsed Wooden Building demonstrated that contaminant concentrations were well below cleanup levels, eliminating the concern that overland flow of contamination had occurred in the area. Subsurface soil sampling at the only area of known contamination below the Collapsed Wooden Building revealed minimal contamination. A small quantity of contaminated soil was removed and confirmation samples showed that all contamination above cleanup levels has been removed. Since all known contamination has been removed from the site, no further action is warranted for this site.

PUBLIC PARTICIPATION

You are encouraged to provide comments on the preferred alternatives for the six sites discussed in this Proposed Plan addressing environmental contamination at Cold Bay. Your comments can make a difference in choosing cleanup alternatives. USAED will not select a final course of action until all public comments received during the public comment period have been reviewed and considered.

Your comments may be presented in writing or at the public meeting. A pre-addressed comment form is included in this Proposed Plan and can be used to provide written comments. The public comment period is from 26 April to 21 May 2004.

The public meeting to discuss the proposed cleanup actions for Cold Bay, answer questions, address concerns, and receive public comments will be held at 6:30 PM on 3 May 2004 at the Cold Bay City Hall/Library.



Decision

Document: The signed record that documents the cleanup alternative selected for a site.

Administrative

Record: A file that contains information used by USAED to select a remedy for a site. This file is available for public review.

The USAED will prepare written responses to all significant comments received regarding this Proposed Plan. A summary of these responses will accompany the Decision Document and will be made available in the Administrative Record at the Information Repository noted below.

Information on the former Fort Randall site can be obtained from the Information Repository at Cold Bay. The repository contains site information, including detailed investigation reports, test results from field studies, and removal actions performed. Key documents containing background information regarding this Proposed Plan include:

- *Final Site Investigation and Interim Removal Action Report, Beach Seep Area and Former Fuel Storage Tank, World War II Drum Disposal Area, Aviation Gasoline Underground Storage Tank Area, Cold Bay, Alaska, August 1998*
- *Final 1998 Removal Action Report, World War II Drum Disposal Area, Stapp Creek Pipeline, and Beach Seep Area, Cold Bay, Alaska, May 1999.*
- *Final 1999 Removal Action Report: World War II Drum Disposal Area, Runway Area, and Stapp Creek, Cold Bay, Alaska, May 2000*

- *Final 2002 Remedial Investigation Report*, Cold Bay, Alaska, January 2003
- *Final 2003 Feasibility Study*, Cold Bay Alaska, November 2003

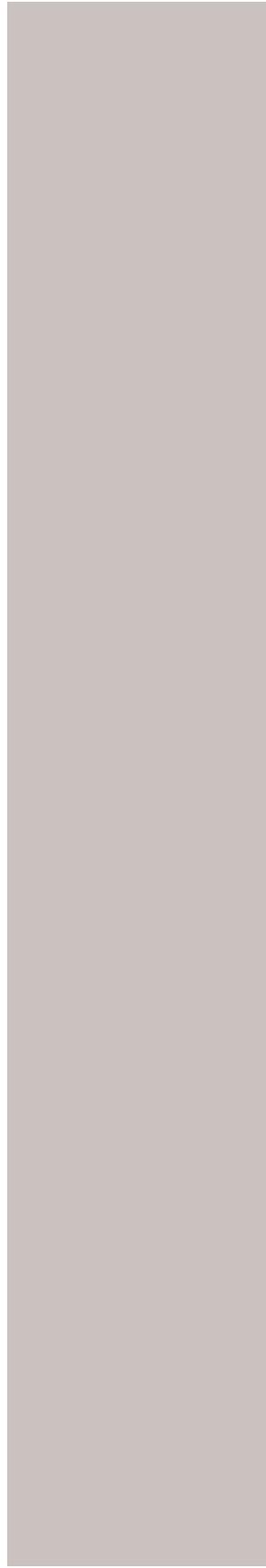
The Information Repository at Cold Bay is located at the City Clerk's office. The documents listed above may also be obtained at the Jacobs Engineering Group offices, 4300 B Street, Suite 600, Anchorage (907-751-3332).

For further assistance in locating these documents, or if you have any questions, please contact:

U.S. Army Engineer District, Alaska
CEPOA-PM-C-FUDS
Mr. Ron Pflum
Post Office Box 6898
Elmendorf AFB, AK 99506-6898
(907) 753-5785

For questions regarding ADEC regulations, please contact:

Ms. Deb Caillouet
Alaska Department of Environmental Conservation
555 Cordova Street
Anchorage, AK 99501-2617
(907) 269-0298



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