ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
DIVISION OF SPILL PREVENTION AND RESPONSE
CONTAMINATED SITES PROGRAM

RECORD OF DECISION
Federal Express Facility
Anchorage International Airport

January 29, 2007

Site name and location
The Federal Express Facility is located at 6050 Rockwell Avenue, Anchorage International Airport. The legal description of the site is: NE¼ Section 28, Township 13 North, Range 4 West, Seward Meridian.

Name and mailing address of contact person
The subject property is owned by the Alaska Department of Transportation & Public Facilities (ADOTPF) and leased to Federal Express Corporation. Current contact person for Federal Express environmental issues is: Steve Zebovitz at Federal Express Corporation 1100 Lake Cook Road, Buffalo Grove, IL 60089.

Database Record key
2000210023501

CS file number
File Number*:* 2100.26.243

Regulatory authority
18 AAC 75 and 18 AAC 78

Background
In August 2000, Federal Express (FedEx) hired Alaska Complete Tank (ACT) to evaluate a 10,000 gallon diesel underground storage tank (UST) system's cathodic protection and associated piping. During the evaluation, ACT conducted a release investigation. Soil was field screened beneath underground fuel piping and a portion of the field screened locations were re-sampled for laboratory analysis. Seven soil borings were advanced around the UST array perimeter. Three of the soil borings were completed as monitor wells. During the release investigation, eleven soil and two groundwater samples were collected and the results are presented in the following table.

Media	Contaminant of Concern	Range of concentrations (parts per million)	ADEC Cleanup Levels (parts per million)
Soil	GRO	Nondetect to 1,110	300
	DRO	Nondetect to 7,120	250
	Benzene	Nondetect to 0.00114	0.02
	Toluene	Nondetect to 0.341	5.4
	Ethylbenzene	Nondetect to 3.78	5.5
	Xylenes	Nondetect to 14.22	78
Groundwater	GRO	Nondetect to 0.416	1.3
	DRO	Nondetect to 3.28	1.5
	Benzene	Nondetect to 0.00114	0.005
	Toluene	Nondetect to Nondetect	1
	Ethylbenzene	Nondetect to 0.00606	0.7
	Xylenes	Nondetect to 0.01704	10

Elevated levels of DRO and GRO were detected in soil and groundwater samples collected in proximity to the UST Array.

In 2002, FedEx hired Clayton Group Services Inc. (Clayton) to conduct additional release investigation of the FedEX Facility. Two soil borings were drilled to delineate the extent of soil impacts south and southeast of the UST Array. In addition, two groundwater monitor wells were installed to determine the extent of groundwater impacts north and southeast of the UST array. The following table provides soil and groundwater data from this investigation:

Media	Contaminant of Concern	Range of concentrations (parts per million)	ADEC Cleanup Levels (parts per million)
Soil	GRO	Nondetect to 170	300
	DRO	Nondetect to 410	250
	Benzene	Nondetect to Nondetect	0.02
	Toluene	Nondetect to Nondetect	5.4
	Ethylbenzene	Nondetect to Nondetect	5.5
	Xylenes	Nondetect to Nondetect	78
Groundwater	GRO	Nondetect to Nondetect	1.3
	DRO	Nondetect to Nondetect	1.5
	Benzene	Nondetect to Nondetect	0.005
	Toluene	Nondetect to Nondetect	1
	Ethylbenzene	Nondetect to Nondetect	0.7
	Xylenes	Nondetect to Nondetect	10

No contaminants of concern were detected in groundwater. An elevated level of DRO was detected in a soil sample collected near the UST Array at a depth of 14 to 16 feet below ground surface.

Contaminants of Concern

The contaminants of concern at this site included:

- Gasoline range organics (GRO)

- Diesel range organics (DRO)

PATHWAY EVALUATION

The human health exposure pathways evaluated at this site included: ingestion of soil and inhalation of vapors. DRO and GRO have not been detected at levels that exceed ADEC cleanup levels for human health (ingestion and inhalation) and ADEC considers there is no unacceptable risks posed via these pathways.

The migration pathways included: migration to groundwater and surface water.

GRO and DRO have been detected above the migration to groundwater cleanup value. DRO has impacted groundwater at levels that exceed groundwater cleanup values. However, the groundwater is not used as a drinking water source at this site.

The migration to surface water pathway was evaluated but contaminants have not been detected in monitor wells located downgradient of the UST array and therefore, there is no evidence of contaminant migration to surface water.

Cleanup Levels

Soil

ADEC has evaluated the contaminant concentrations in the soil in accordance with 18 AAC 75.341 Tables B1 and B2 cleanup levels. The various pathways evaluated were migration to groundwater; ingestion and inhalation. All pathways evaluated are considered complete and the most stringent of the various pathways will be considered applicable at this site. The following soil cleanup levels are established for this site:

- Benzene 0.02 mg/kg
- Toluene 5.4 mg/kg
- Ethylbenzene 5.5 mg/kg
- Xylenes 78 mg/kg
- GRO 300 mg/kg
- DRO 250 mg/kg

Groundwater

ADEC evaluated the contaminant concentrations in the groundwater (shallow unconfined aquifer) but it is not used as a drinking water source but can be considered as a transport medium. Therefore, cleanup levels for the shallow groundwater at these sites would be based on protection of surface water; protection of indoor air; and/or concentrations that would not result in migration off site.
However, the target goal to achieve for groundwater quality are the levels established in 18 AAC 75.345 Table C.

ADEC Decision

The data presented to date indicates that the soil and groundwater within 15 feet of the 10,000 gallon diesel UST array has been impacted by petroleum hydrocarbons. DRO and GRO have been detected in soil samples at levels above the 18 AAC 75.341 most stringent cleanup levels but not above concentrations that would pose an unacceptable risk to human health. The diesel fuel has not impacted

groundwater downgradient of the UST array. Presently, groundwater at the FedEx facility is not used as a current (or future) drinking water source and is not migrating to the adjacent surface water of Lake Hood.

Based on the information presented to date, ADEC has determined that diesel fuel contamination remaining at this site does not pose an unacceptable risk to human health or the environment. There is no further remedial action required to address the residual contamination and the site will be conditionally closed subject to the following:

1. An institutional control will be recorded on the ADEC database to document that there is hazardous substance contamination remaining above the most stringent ADEC cleanup levels; and
2. groundwater shall be monitored in accordance with 18 AAC 75.345(h) to ensure contamination is decreasing. A groundwater monitor plan shall be submitted for ADEC review and approval; and
3. any proposal to transport soil or groundwater from this property requires ADEC approval in accordance with 18 AAC 78.274(b);

This decision is also subject to 18 AAC 78.276(f)(2) that may require additional investigation and/or cleanup action in the future if new information indicates there is hazardous substance contamination at this site that may pose a risk to human health and 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.

ADEC Project Manager Approval:

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Todd Blessing, Environmental Program Specialist Date

ADEC Section Manager Approval:

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Jim Frechione, Environmental Manager _____Date