

STATEMENT OF WORK

Ungalik Airstrip Drum Spill Site Characterization

30 March, 2007

The purpose of this project is to conduct a 18AAC75.335 Site Characterization of a fuel spill at the abandoned Ungalik Airstrip on 16-17 August 2007. BLM needs to determine the full extent of vertical and horizontal contamination caused by leaking fuel drums and seeks recommendations on future response action at this remote site.

Project Location: The Ungalik/Pat Bliss Mine Claim Airstrip (Site) is within Sect's 1 & 12, T11S, R11W, KRM. Lat/Long of the spill is N64° 32' 52.0", W160° 47' 30.6". The site is about 18 miles Northwest of Shaktoolik, AK and 46 miles North of Unalakleet, AK. Maps and photos are attached.

Background:

The Site is an abandoned/unusable landing strip on a saddle between unnamed hilltops. The airstrip area is thought to be underlain by an unknown thickness of fine-grained clay and silty soil over permafrost. Depth to permafrost is unknown. The presence of about 150 drums at the south end of the airstrip was first reported to BLM in 1993. The airstrip had no permitted user associated and ownership of the drums was unknown. The land is BLM managed and is selected for conveyance to an Alaska Native Corporation. Correspondence and photos in the BLM case file indicates that in 1995 BLM noted that some of the drums were leaking. The drums at that time were in three main piles with more scattered around the general area. Drums in two of the main storage areas were stored mostly upright and some of these were noted to be leaking. These piles are labeled as "Drum Area 1" (DA1) and "Drum Area 2" (DA2) in the attached photos. The drums in the third area, and those scattered around were not noted as leaking so it could be assumed that these drums were probably empties' waiting for backhaul from the airstrip. In 2001 BLM contacted the US Army Corps of Engineers (ACE) to get a determination of whether this was a Formerly Used Defense Site (FUDS) or military training area as many of the drums were clearly of military origin. ACE made a site visit and then notified BLM that there was no record of this being a military site, so not eligible for FUDS cleanup. During early 2003 BLM determined that the responsible party was Mr. Pat Bliss, owner of nearby patented mine claims. Mr. Bliss was by this time deceased. His heirs told BLM that Mr. Bliss built the airstrip, used old military drums for diesel fuel for his mining operations, and that the last delivery had been in 1991. BLM requested that the family (heirs) remove the drums. During summer 2003 BLM delivered salvage drums to the site for 5 leaking drums, assisted the family in consolidating drums and remaining fuels from some drums, and collected 15 soil samples from soils impacted by leaking drums. Lab analysis of the soil samples show results as high as 59,400 mg/kg for diesel range organics. There is no documentation in the BLM case file which shows the precise location of the soil samples, how much fuel leaked from five drums, or how much fuel was consolidated. It was noted that some of the drums labeled as full during previous site visits were near empty by 2003. During 2004 the Bliss family completed removal all of the drums.

On 9 August 2006 BLM inspected the drum areas at the airstrip. Vegetation has grown dramatically around the airstrip; in 1995 photos it is sparse/1-2 feet high, it now is dense and 6-10 feet high making visibility on the ground generally poor. However the two drum areas where leaking drums were noted remained clearly visible; bare soil with a dark brown/black stain surrounded by some dead vegetation. The soil had an oily odor. Next to DA2 there is a patch of dead vegetation which still held some leaves on the bushes, indicating a recent kill. DA1 measured about 20' x 20", DA2 measured about 10' x 15', and the dead vegetation area adjacent to DA2 measured about 12' x 12'.

STATEMENT OF WORK (Continued)

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Contract Tasks:

Task 1: Conduct an ADEC coordinated Site Characterization IAW 18AAC75.335 of the Ungalik Airstrip Drum Spill on **16-17 August 2007**.

Notes concerning this project:

1. Field work at the project Site will be done in presence of the BLM AFO Project Inspector (PI).
2. BLM will provide dedicated helicopter support from Unalakleet to the Ungalik site and return to Unalakleet on 16 & 17 August 2007.
 - a. BLM will have a contracted Bell 206 L-3 (Long Ranger) for use out of Unalakleet on 16 & 17 August 2007.
 - i. The aircraft is funded by BLM to make up to 3 round-trips from Unalakleet to the Ungalik site daily.
 - ii. Aircraft and Pilot available/duty is 14 continuous hours daily. For planning purposes, with mandatory allowance for aircraft prep, etc., on-site work time will be no more than 11 hours daily.
 - iii. For planning purposes, each flight can carry up to 500 lbs PAX and internal cargo (allow 300 lbs each way for PI to site and return daily), or 760 lbs external load (no PAX allowed).
 - b. Contractor employees will need to arrive in Unalakleet on 15 August and plan to depart for home from Unalakleet on 18 August.
 - c. Specialized PPE is required to be properly worn in the helicopter at all times.
 - i. PPE consists of Sph-5C Flight Helmet, Nomex Flight Suit and Gloves, and sturdy boots which are at least ankle high.
 - ii. BLM will temporary hand-receipt the PPE, except boots, from the Campbell Tract Facility warehouse to contractor personnel at least one week prior to mobilization.
 - iii. Contractor will coordinate with PI for flight suit and glove size, and issue date of the PPE at least two weeks prior to mobilization.
 - iv. Contractor personnel will need to provide their own boots. Leather boots may be substituted by good quality knee-boots for flight operation in Alaska.
 - d. Helicopter will stay on the ground at the Ungalik site between shuttle flights, while work is underway.

Deliverables, due to BLM State Hazmat Program Lead:

1. Draft workplan with allowance for at least 20 work days prior to start of field work to make comment. Workplan will include a Health and Safety Plan and a Sampling QA/QP. Contractor will coordinate the workplan with ADEC to ensure that the work will be accomplishing what ADEC requested (3 copies).
2. Work Plan, at least 10 working days prior to start of field work (3 copies).
3. Draft report for BLM comment, with allowance for at least 10 work days to make comment (3 copies).
4. Final report, delivered to BLM AFO by 1 November 2007 (5 copies).
5. "508 Compliant" electronic copy of the complete final report on CD in .pdf format (1 each).

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BLM Points-of-Contact:

1. State Hazmat Program Lead / Contracting Officer's Representative is Wayne Svejnoha, Wayne_Svejnoha@ak.blm.gov, 907-271-3807.
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ADEC Point-of-Contact is Colin Craven, colin_craven@dec.state.ak.us, 907-451-2181