

# PLAN CONFORMANCE / NEPA COMPLIANCE RECORD

DOI-BLM-AKF012-2013-0013-CX

## A. Background

### **BLM Office:**

Arctic Field Office, Bureau of Land Management  
1150 University Avenue  
Fairbanks, AK 99712

### **Applicant:**

Olgoonik Specialty Contractors LLC  
3201 C Street, Suite 700  
Anchorage, Alaska 99503

**Lease/Serial/Case File No.:** FF095666, 2984.01 (AK012)

### **Proposed Action Title/Type:**

Site Demolition and Clean-up Activities, Wainwright Short Range Radar Station in the National Petroleum Reserve in Alaska (NPR-A) (2984.01)

### **Description of Proposed Action:**

The applicant, Olgoonik Specialty Contractors LLC (OSC), has been contracted by the US Air Force to conduct restoration activities at the Wainwright Short Range Radar Station (WSRRS) in the National Petroleum Reserve in Alaska (NPR-A). The Bureau of Land Management authorized OSC via a NPR-A Permit to start this work in 2010 after analyzing the project through Environmental Assessment (EA) DOI-BLM-LLAKF010-2010-0009-EA. This authorization expired December 31, 2012. OSC is requesting its NPR-A permit be renewed until September 30, 2013. The Air Force let two separate contracts for this work resulting in separate documents for each. OSC will be conducting the work for both contracts, therefore a single CX is being written to cover two work plans. The work would start as soon as OSC receives approval from the BLM. The demolition and excavation work is expected to be done by the end of August. The waste would be loaded onto a barge and away from Wainwright also by the end of August. Some equipment would stay on site until the end of September to do final leveling and grading, then demobilization.

The project consists of four sites, which are called SS04, SS07, SS001 and LF005

- The SS004 site is the module train area which is located in the main camp area, and encompasses the gravel pad surrounding and underneath. For this project, there are four subareas within SS004: Diesel Spills Area, Generator Room, Diesel Pipeline, and Diesel Fuel Tanks.
- The SS007 is the garage area located north of the module train and is surrounded by a gravel pad. The garage building is a steel structure raised on wooden pilings. Floor drains emptied directly onto the gravel pad beneath the building until closure of the installation in 1989. The area for this project consists of the diesel pipeline.

- The SS001 site refers to the Beach Diesel Tanks, which are located approximately 5 miles northwest of the main installation on the shore of the Chukchi Sea, and encompasses the gravel pad surrounding and underneath. The tanks were removed in 2010, but additional work needs to be carried out at the site.

The following activities are expected to occur:

- Demolition of Wainwright Short Range Radar Station
- Removal of the demolition debris, except for the concrete, to off-site disposal facilities;
- Removal and disposal of abandoned fuel pipelines;
- Sampling during pipeline removal;
- Excavation of 500 cubic yards of petroleum contaminated soil from the SS04 site at the module train building and land-spreading the material on the old runway;
- Excavation and removal of buried fuel pipelines;
- Collection and disposal of remaining hazardous or regulated materials;
- Site restoration including backfilling, grading, and contouring as necessary.
- Excavation at SS001 of petroleum contaminated soil from the former Beach Tanks site; Land spreading treatment for suitable soils at the radar station runway; Offsite disposal of soil not suitable for land spreading (peaty soils).
- Excavation at LF005 of the entire landfill into separate waste streams; Transportation, treatment, and disposal of each waste stream.

The WSRRS is located approximately 5 miles east of the village of Wainwright. There is no road between the village and the radar site, and the airstrip at the radar site is not currently usable, as it is being utilized to landfarm petroleum-contaminated gravels from the Beach Diesel Tanks site . OSC will construct and maintain an ice road between the village and the radar site for March through May 2013 to facilitate site access. A camp would be flown into the village, trucked over the ice, and set up at the WSRRS before the ice road thaws. The on-site camp would be the base of operations from June through August 2013. Small boat transport to the radar site would be required for camp supply and crew changes during the summer months.

Snow machines would be used for initial survey of the proposed ice route along the shoreline. Rotary hammer drills are used to core the ice to measure thickness and determine if the ice is resting on the river bottom. When a route with continuous grounded ice is found and marked, heavy equipment would clear snow to provide vehicle access to the WSRRS.

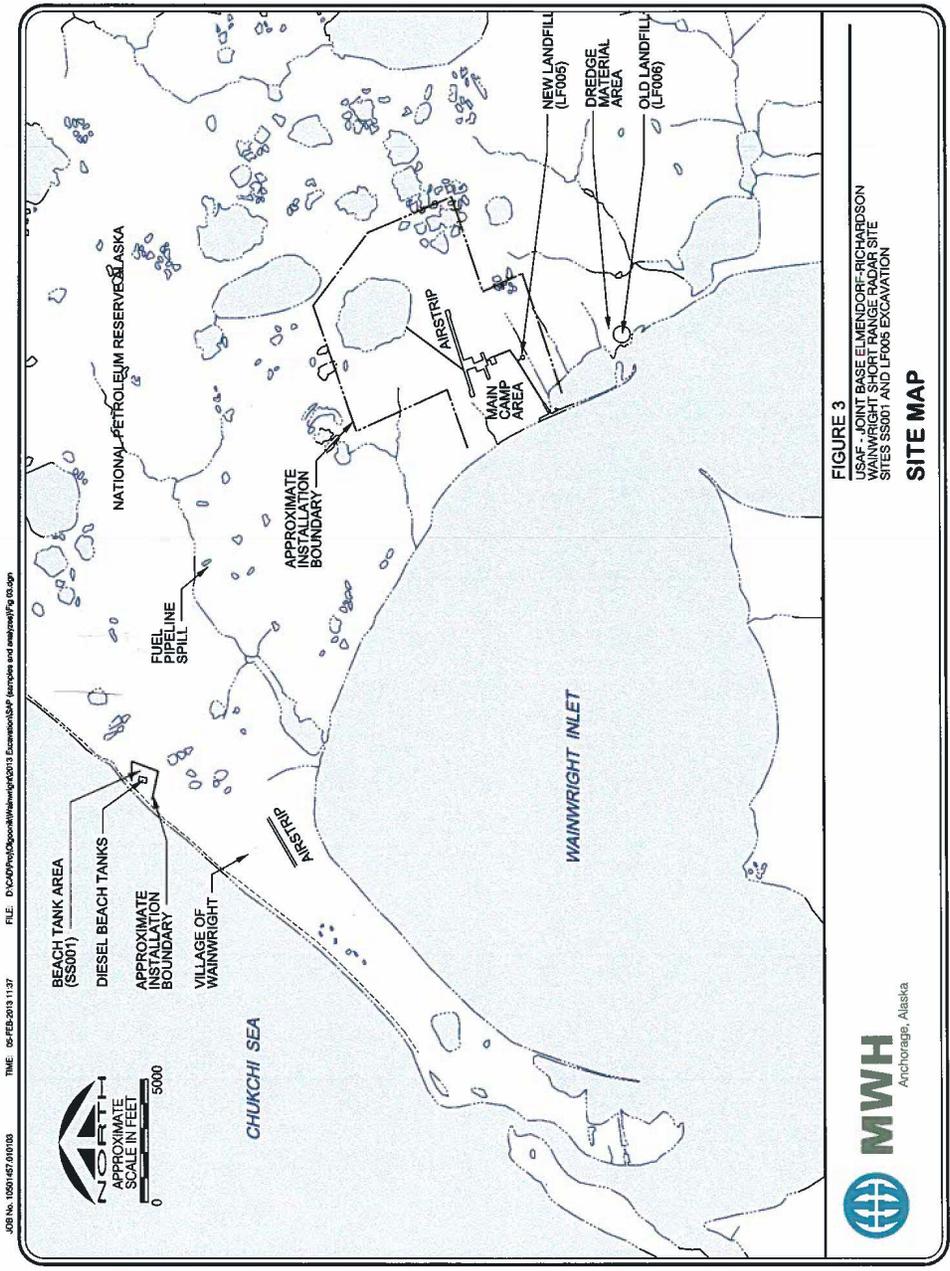
Tracked equipment needed for the project would be transported to the radar site. Wheeled equipment would be returned to the Olgoonik shop at the end of each workday during the spring ice road season. All the equipment would be left at the WSRRS when the ice road melts. Project equipment to be used during the last part of the 2013 work season would be ordered from Seattle and barged from the Pacific Northwest, arriving in August.

OSC will operate a camp at the WSRRS site for housing the field crew from the end of May to end of the 2013 season. An on-site camp is necessary because transportation between the village

and the site by boat is not always possible, requires several hours per day, and unnecessarily exposes the workers to boat travel risks. The camp will feature a cooking and dining facility, bunkhouse, restroom facilities, and project office. The onsite office will be equipped with a store of survival and first aid supplies, cell phone service, and satellite internet service. Approximately 10,000 gallons of diesel will be required to provide electricity and heat for the camp for the duration of the project.

The equipment fleet will include an excavator equipped with demolition shears, loaders, forklifts, a man-lift, a dump truck, pickups, and ATVs. A support operations crew consisting of a mechanic and an expediter will service the equipment, fuel the machines and heaters, and keep the camp supplied with water and groceries. The roads and some of the gravel pads will be subject to extensive traffic with some very heavy equipment during demolition activities. No maintenance has been done on the roads for more than 20 years. Initial leveling and grading followed by periodic maintenance will be necessary to allow safe movement of equipment and demolition debris around the site.

**Location of Proposed Action:**



**FIGURE 3**  
 USAF - JOINT BASE ELMENDORF-RICHARDSON  
 WAINWRIGHT SHORT RANGE RADAR SITE  
 SITES SS001 AND LF005 EXCAVATION  
**SITE MAP**

**Figure 1. Applicant Supplied Site Map**



					Upland	Olgoonik Corporation
		4			Below Minimum Highest High Water	BLM
14 North	32 West	2			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		3	NE 1/4		Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		10	NE 1/4		Below Minimum Highest High Water	BLM
		11			Below Minimum Highest High Water	BLM
15 North	31 West	7	SE 1/4		Upland	Olgoonik Corporation
		8	SW 1/4		Upland	Olgoonik Corporation
		18	SW 1/4	Lot 2, USS 5252	Upland	BLM
		19			Upland	Olgoonik Corporation
		28			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		29			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		30			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		32			Below Minimum Highest High Water	BLM
		33			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		34	SW 1/4	Lot 1, USS 5252	Upland	BLM
15 North	32 West	13	SE 1/4	Lot 2, USS 5252	Upland	BLM
		24			Upland	Wainwright Village
		25	SW 1/4		Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation

		26			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		34			Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		35	SW 1/4		Below Minimum Highest High Water	BLM
					Upland	Olgoonik Corporation
		36			Below Minimum Highest High Water	BLM

**Part I: Plan Conformance Review**

The proposed action is in conformance with the following planning document: National Petroleum Reserve-Alaska Integrated Activity Plan/Environmental Impact Statement (IAP/EIS) dated November 2012 and associated Record of Decision dated February 2013.

The proposed action is in conformance with the IAP, even though it is not specifically provided for, because it is clearly consistent with the following IAP decision (including objectives, terms, and conditions): The stipulations and best management practices will regulate permitted activities to meet resource and use objectives and thereby mitigate impacts of those activities.

The proposed action is also consistent with the purposes of the Naval Petroleum Reserves Production Act of 1976.

Date March 25, 2013  
 /s/Stacie McIntosh for Donna L. Wixon  
 Natural Resource Specialist, Arctic Field Office

**Part II: NEPA Review and Decision**

Categorical Exclusion Review

This proposed action meets the criteria for a Categorical Exclusion in accordance with 516 DM 11.9, D.10,

This proposed action qualifies as a Categorical Exclusion 1.6 under 43 CFR 46.210 and 46.215

**“Renewals and assignments of leases, permits, or rights-of-ways where no additional rights are conveyed beyond those granted by the original authorizations.”**

The proposed action has been reviewed to determine if any extraordinary circumstances described in 43 CFR 46.210 and 46.215, apply.

The proposed action will not meet any of the extraordinary circumstances listed below.

Extraordinary Circumstances	Yes	No
2.1 Have significant impacts on public health or safety.		X

2.2 Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas.		X
2.3 Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2) (E)].		X
2.4 Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
2.5 Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.		X
2.6 Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.		X
2.7 Have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by either the bureau or office.		X
2.8 Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.		X
2.9 Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.		X
2.10 Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).		X
2.11 Limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).		X
2.12 Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).		X

Date March 25, 2013

/s/Stacie McIntosh for Donna L. Wixon  
Natural Resource Specialist, Arctic Field Office