

Chilkoot Indian Association

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REQUEST FOR PROPOSALS

Develop a work plan and cost estimate to investigate the potential of contaminant migration in groundwater from reported drums of unknown contaminants at 6.6 mile Haines Highway.

Project Summary

The goal of this request for proposal (RFP) is to secure a contractor to prepare a work plan to determine if contaminants from drums buried across the highway from the former construction camp at Mile 6.6 of the Haines Military Cutoff Road (F10AK0566) are migrating in groundwater on to the Tlingit traditional fishing grounds on the Chilkat River.

Background

The Chilkat and Chilkoot River Valleys are the current and ancestral home of the Tlingit Indians in the region of Alaska. Wide, fast flowing, glacier fed rivers lay at the bases of steep mountain ranges. For centuries the inhabitants of these valleys were involved in trade. The common practice, beyond everyday needs, was for the Chilkoot and Chilkat Indians to gather fish, marine mammals, and local vegetation which was then packed over trails that are now the present day Chilkat and Klondike passes. Once into the interior, those goods were traded to interior Tribes for goods common to those cultures.

When gold was discovered, many chapters of history were altered. The valley became a “boom” area due to the high influx of miners and those associated with the gold rush. After a few years of lawlessness, the United States Army established Fort Seward in 1898 at Portage Cove, located in present day Haines. In 1922 the War Department changed the name of the fort to Chilkoot Barracks. In 1943 the Chilkoot Barracks was transferred from the Alaska Defense Command to the Northwest Service Command in conjunction with the construction of the Haines Military Cutoff Road (F10AK0566). The former fort was decommissioned after World War Two. While the DoD refers to the site as the Chilkoot Barracks (F10AK0548), the site is locally referred to as Fort Seward.

When plans for the Haines Tank Farm came about, the DoD realized that an element of the project would be to build a pipeline to interior Alaska bases. The natural course of action was to

build a road and pipeline that followed the existing centuries old trail, as it was the only practical path over the mountains into Canada. The road was constructed by the Army to accommodate and give access to the pipeline right-of-way and to facilitate the needs of lying of the pipe. The road also allowed for access between Haines Junction on the Alaska Highway, and the town of Haines, near where the tank farm was located with its need for ocean access. Construction of the road occurred between 1943 and 1945. The original plans, prepared by Alaska District, Corps of Engineers, show four construction camps along the length of the road, the one closest to Haines located at Mile 6.6. One of the construction camps has reportedly been washed away by the Chilkat River. This road became known as the Haines Military Cutoff Road (FUDS ID F10AK0566) and the pipeline was referred to as the Haines-Fairbanks Pipeline (FUDS ID F10AK1016). The dock at the Army's former Fort Seward was mostly used by the Army to unload supplies for the road construction.

An impact of concern to the Tribe is a reported dump at the Mile 6.6 Construction Camp on the Haines Military Cutoff Road (F10AK0566). The Chilkoot Indian Association has received reports that road construction crews buried drums of left over construction fuel and chemicals. In interviews with Tribal members Jack Smith, and Pat Philpot, it was revealed that there are materials from the construction camp days buried across the road from the construction camp, on land that is now owned by the BLM. Each of their fathers had been civilian employees who had worked on the original highway job.

Knowledge of the dumpsite was from recollections from childhood conversations with their fathers about the camps. Both people have backgrounds in road construction. When talking about cleaning trash from the surface on an unrelated project, both Smith and Philpot mentioned that they did not want to dig in the area of the old dump in fear of what they might unearth and the liabilities that could occur if hazardous materials were unearthed. At this time it is unknown what, or how much is buried.

Foot surveys of the area confirm there are mounds of dirt and gravel that are consistent with burial activities. If there are indeed drums of fuel and chemicals buried across the highway from the construction camp it is likely that these chemicals will or are leaching out. If the drums are leaking contaminants they are a short distance to the Chilkat River, a historic Tlingit fishing grounds. It is important to the Tribe to determine if contaminants from the reported buried drums are migrating onto or under Indian lands where the former construction camp was located. The former construction camp site is on ANCSA land owned by the Sealaska Corp., the regional corporation. The Tribe intends to prepare a workplan for the installation of groundwater monitoring wells at the edge of the ANCSA land to determine if contaminants are migrating onto it and into the Chilkat River, a very important fishery.

This RFP is soliciting bids for contractors to develop a work plan to determine if contaminants from drums buried across the highway from the former construction camp at Mile 6.6 of the Haines Military Cutoff Road (F10AK0566) are migrating in groundwater or surface water onto Tlingit traditional fishing grounds on the Chilkat River.

Project Objectives

With the goal of identifying environmental health impacts from contaminants from the 6.6 mile Haines Cutoff Rd. construction camp the objectives are to:

- 1) Gather the necessary information to develop a work plan for identifying potential contaminates from the 6.6 mile construction camp.
- 2) Develop a work plan to identify potential contaminates in soil, groundwater, and surface water on traditional fishing grounds across from the 6.6 mile construction camp in accordance with requirements of the Alaska Department of Conservation Contaminated Sites Program..
- 3) Include a cost estimate to implement the work plan including DEC certified lab fees.
- 4) Provide a draft work plan no later than June 21st 2013.
- 5) Provide final work plan not later than July 19th 2013.

Scope of Services

- 1) Historical research identifying potential contaminates types.
- 2) Hydrologic survey identifying the most probable path of contaminates.
- 3) Design of sampling wells and techniques.
- 4) Cost estimates of project implementation.
- 5) Work plan including all necessary project components necessary to implement project including state and federal regulations.
- 6) Quality Assurance Project Plan

The contractor will furnish all materials and supplies to develop the work plan.

Budget

This RFP is offered as a Time and Materials request for proposals with a Not-to-Exceed amount of \$30,000.

Schedule

The CIA desires to have the draft work plan no later than 21 June 2013 and the final work plan no later than 19 July 2013. CIA requests the work schedule be coordinated with Brad Ryan the project manager.

Submittal Requirements

The proposal, not to exceed 6 pages, should include the following items:

Schedule 1

- Cost proposal in the form of Time and Materials with an estimated Not-to-Exceed amount
- Proposed schedule for completion of work
- Name and qualifications of the project manager and staff

- Names, addresses, and qualifications of sub-consultant firms (if any).

Insurance Requirements:

Worker's Compensation Insurance: The Contractor shall provide and maintain, for all employees of the Contractor engaged in work under this Contract, Worker's Compensation Insurance as required by AS 23.30.045. The Contractor shall be responsible for Worker's Compensation Insurance for any subcontractor who directly or indirectly provides services under this Contract.

General Liability Insurance: The Contractor must maintain General Liability Insurance in an amount sufficient to cover any suit that may be brought against the Contractor. This amount must be at least five-hundred thousand dollars (\$500,000) combined single limit. The Contractor must assume all insurable risks and bear any loss or injury to property or persons occasioned by neglect or accident during the terms of this Contract, except for sole negligence on the part of the Tribe.

Comprehensive Automobile Liability Insurance: Covering all vehicles utilized in connection with this project with coverage limits not less than \$100,000 per person, \$300,000 per occurrence bodily injury, and \$50,000 property damage

General Provisions

- 1.** Chilkoot Indian Association shall make available to the selected respondent all pertinent reports and documents that may be available and deemed necessary for the provision of the above services.
- 2.** All documents prepared developed for this project shall become property of Chilkoot Indian Association.
- 3.** All documents received will be considered public record and will be retained by Chilkoot Indian Association. Any information within a proposal that is considered confidential must be clearly marked as confidential, proprietary, and not for disclosure without written permission. Pages not marked as such may be subject to public records requests.

Payment, Terms and Schedule

Chilkoot Indian Association shall pay all invoices within 20 business days of submitted invoices.

Submit proposal (1 each in digital format with receipt confirmation) by May 15th 2013 to:

Chilkoot Indian Association

ATTN: Brad Ryan

P.O. Box 490

Phone: 907-766-2323

brad.ryan@takshanuk.org

