

APPENDIX A—Preliminary Research Results

PHYSICAL ENVIRONMENT

Contaminated Sites, Spills, and Underground Storage Tanks (USTs):

A Phase I Environmental Site Assessment (ESA) was conducted by DOWL Engineering for the project area and will be incorporated into the environmental document. The ESA Phase I report for the airport should be available in February 2005.

A review of the Alaska Department of Environmental Conservation (ADEC) UST Database found no USTs in the Allakaket area. The ADEC leaking underground storage tank (LUST) database indicates no sites occur in the Allakaket area.

The ADEC Spills Database from January 4, 2005, reports one recent spill at the Allakaket airstrip: a spill of 10 gallons of diesel by Everts Air Fuel, Inc. on June 24, 2004 at the Allakaket airstrip, which was cleaned up. Several older spills have been reported at the Allakaket School tank farm, which is located a sufficient distance from the airport to pose little risk of contamination migrating on to the airport property. During the site reconnaissance for the Phase I report determined that the Allakaket Airport in general appeared to be in good condition. Several small hydraulic oil leaks were observed in the SRE building and in several locations on the apron. Several stains were observed on the floor that were attributed to the hydraulic oil leaks according to the M&O person for the airport, Andy Simon. Two other small stains were observed on the apron. A hydraulic oil stain on the apron adjacent to the east of the SRE building and another hydraulic oil stain on the northeast corner of the apron under an abandoned back hoe. The tank farm to the west of the airport was observed to be leaking fuel from a defective fitting during the site reconnaissance. DOWL Engineers is currently preparing the Phase I Environmental Site Assessment for the Allakaket Airport and it will be available in February 2005.

A review of the ADEC contaminated sites database found three sites listed for the Allakaket area (Table 1).

Table 1: Contaminated Sites near the Old Allakaket Airport

ADEC RecKey #	Site Name	Site Description	Status
1999310113902	Allakaket Airport	ADOT&PF Allakaket Airport Fuel Facility	Inactive. DRO and GRO contamination in soils at the fueling facility.
1999310113901	Allakaket Airport Apron	Allakaket Airport	Closed. Leaks and small spillage from equipment and maintenance activities caused DRO and RRO contaminated soil. No further remedial action planned for stockpiled soils.
1994310120301	Allakaket School Tank Farm	1 Main Street, Allakaket, AK	Active,

Area Landfill

The City of Allakaket currently operates a permitted Class 3 (village) landfill (Permit No. 9931-BA008). No other landfills are in the project area.

Formerly Used Defense Sites (FUDS)

A search of the U.S. Army Corp of Engineers (USACE) FUDS website (<http://m1.crrel.usace.army.mil/fuds>) revealed no FUDS in the Allakaket area.

BIOLOGICAL ENVIRONMENT

Anadromous Fish Streams

A search of the ADFG *Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* identified two anadromous fish streams in the Allakaket area: the Koyukuk River (ADFG Stream #334-40-11000-2125), and the Alatna River (ADFG Stream #334-40-11000-2125-3661). Both rivers support populations of king and chum salmon, sheefish, and whitefish. The Koyukuk River flows past the village of Allakaket. Although the airport itself is not adjacent to the Koyukuk River, the proposed material site is (see Figure 2), thus any proposed activities at that site that affect the river bank or result in dredge/fill would require a permit (Title 41). The Alatna River is located about 0.75 miles upstream from Allakaket and the airport and material site and is unlikely to be affected by project activities.

Threatened and Endangered Species

The list of federally listed threatened and endangered species maintained by the U.S. Fish and Wildlife Service (USFWS) was consulted to determine if listed species are of concern in the Allakaket area. No species on the list occur within the project area, this initial finding will be verifying formally with the USFWS by letter.

The National Marine Fisheries Service (NMFS) website (<http://www.fakr.noaa.gov/protectedresources/default.htm>) was visited to determine if any species under their jurisdiction might be affected by the proposed project. No threatened or endangered marine species occur in the project area. The Koyukuk River supports anadromous fish populations and thus any activities that may involve the river, such as gravel acquisition at the material site, would fall under the regulations for Essential Fish Habitat (www.fakr.noaa.gov/habitat.efh.htm). If such activities are deemed necessary, the NMFS will be contacted for consultation.

Bald Eagles

Bald eagles are protected under the Eagle Protection Act (16 U.S.C. 668-668c) and the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712). Surveys along the upper Yukon and its tributaries suggest that Bald Eagles are uncommon and dispersed in this region. The Koyukuk River probably does support some nesting Bald Eagles, but a search of the USFWS database did not find any records of nests in the vicinity of Allakaket (Mike Jacobsen, USFWS, pers. comm.).

Wetlands

A wetlands survey of the project area was conducted in summer 2004 and a draft report was completed in December 2004 and submitted to ADOT&PF for review. The preliminary results of that survey (see Figure 3) indicate that wetlands of various types do occur in the project area. Wetlands, dominated by Open Mixed Shrub Scrub, accounted for 78% of the mapped area, with uplands, primarily Open Tall Scrub and Open Broadleaf Forest, accounting for the remaining 22%. The Koyukuk River which is located within the study area mapped for wetlands, is of high value because it provides anadromous fish habitat. Should any dredge/fill be required in wetlands for this project, the appropriate permits would be acquired before construction.

LOCAL, STATE, AND FEDERAL RESOURCES AND REGULATORY CONCERNS

Local Land Use Plans

A local land use plan was not located for the Allakaket area.

Historical, Archeological, and Cultural Sites

The Alaska Office of History and Archeology, State Historical Preservation Office (SHPO) maintains an inventory, the *Alaska Heritage Resources Survey* (AHRS), of all reported historic and prehistoric sites in the state. A review of the AHRS indicates several sites in the Allakaket area that are within 1 mile of the airport. These sites include the historic village sites for Allakaket (BET-00102) and Alatna (BET-00101), and an old house depression and pit (BET-00110), none of these sites has had a determination of eligibility. The St. John's in the Wilderness Episcopal Mission (BET-00039), which has been determined to be eligible for inclusion on the National Register of Historic Places (NHR Date: May 18, 1995), was located in

Allakaket near the Koyukuk River (this building apparently was being dismantled according to records provided by the Alaska Heritage Resources Survey office). None of the sites are within the project area for the airport.

State Land Use Plans and State Parks

The village of Allakaket is not within a region of the state for which the Alaska Department of Natural Resources (ADNR) has prepared a land use plan. No state parks are located in the project area.

State Refuges, Critical Habitat Areas and Sanctuaries

A review of the ADFG publication, *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* found that there are no State Refuges, Critical Habitat Areas, or Sanctuaries in the proposed project area.

Coastal Zone Management

According to the ADNR's Coastal Zone and Coastal District Boundaries Map (www.alaskacoast.state.ak.us/GIS/boundary.htm), the project area is not located within the coastal zone for Alaska.

Flood Plain Management

Allakaket does not participate in the National Flood Insurance Program, but some flood hazard information is available for the project area from the USACE flood hazard webpage (www.poa.usace.army.mil/en/cw/fld_haz/allakaket.htm). That information indicates that the last recorded flood event was in 1994 and that flood events in the area are primarily caused by rainfall. The 100-year flood level elevation is 499 ft at the upstream end of town and 497 ft at the downstream end of runway. The elevation datum is assumed, and is consistent with the 1991 ADOT&PF topographic map. An apparent 80 ft difference exists between this map and the USGS 1 63,360 Scale topographic map (Bettles C-6). National Weather Service datum can be obtained by subtracting 462.53 ft. The airport was constructed with a freeboard of 1 foot above the 100-year flood level, therefore, it is above the 100-year floodplain.

Navigable Waters

The USACE Navigable Waters web page (www.poa.usace.army.mil/reg/NavWat.htm) lists the Koyukuk River (544 miles) as a navigable water. The Corps of Engineers defines navigable waters to include "...those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce." The Alatna River is not listed as navigable.

National Parks, Preserves, Monuments, and Wild and Scenic Rivers

National Park Services website (www.nps.gov/carto/PDF/AKPAAMap1.pdf) was reviewed to determine if any National Parks, Preserves, Monuments, or Wild and Scenic Rivers exist in the proposed project area. No sites were indicated.

National Wildlife Refuges

The USFWS refuge website (www.r7.fws.gov/refuges.cfm) indicates that the village of Allakaket is near the northwestern boundary of the Kanuti National Wildlife Refuge (NWR), but is not within the refuge.

Federal Recreation Areas

The Federal recreation website (www.Recreation.gov) was reviewed to determine if any federal recreational areas exist in the proposed project vicinity. No sites were listed.