

APPENDIX A

Preliminary Research Results

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, Alakanuk is classified as a Class II Area. Alakanuk is designated as unclassifiable for air quality attainment, meaning that there is insufficient information to classify the area as attainment or non-attainment for the various air pollutants. Since the State of Alaska does not have Indirect Source Review Requirements and the airport will support less than 1.3 million passengers and less than 180,000 general aviation operations annually, air quality analysis on this project is not required. Although there is a lack of monitoring data in this area, Alaska Department of Environmental Conservation (ADEC) staff indicated that there are concerns regarding PM10 levels in many villages during summer months.

Coastal Resources: Alakanuk falls within the Seaward Coastal Zone Boundary on Coastal Boundary Atlas Map #43 (Kwiguk), within the Ceñaliuritt Coastal Resource Service Area. A coastal consistency determination was issued for the airport improvements project in 2001. Should improvements to the barge landing area require a new or modified Section 404 permit, an updated Coastal Project Questionnaire will be submitted to ADNR, OPMP.

Land Ownership and Use: The area affected is owned by the Alaska Department of Transportation & Public Facilities and is designated to be used as an airport. The nearest residential area is Alakanuk, located approximately 1.5 miles east of the new airport.

State Land Use Plans, State Parks: The proposed project will not impact any State Land Use Plans or State Parks.

Federal Recreational Area: The proposed project will not take place within a Federal Recreational Area.

State Refuges, Critical Habitat Areas, and Sanctuaries: The proposed project is not located within a State Refuge, Critical Habitat, or a Sanctuary.

National Wildlife Refuges: Native and State lands within Alakanuk are inholdings within the Yukon Delta National Wildlife Refuge.

National Parks, Preserves, Monuments, and Wild and Scenic Rivers: Alakanuk is not located within any National Parks, Preserves, or Monuments, therefore there will be no impacts to these resources. Furthermore, Alakanuk is not located adjacent to a Wild and Scenic River.

Historical, Archeological, and Cultural Properties: There are no known historic resources in the vicinity of the project based on a review of the records of the State Historic Preservation Office (SHPO).

Anadromous Fish Streams: Alakanuk is located on the Yukon River on the north shore of Kwikluak Pass (ADF&G Stream #334-10-11000) and the south shore of Alakanuk Pass (ADF&G Stream #334-10-10990). These waters are listed as anadromous streams and are important for the spawning, rearing, and migration for a number of anadromous fish species. These waters provide habitat for Chinook, Sockeye, Chum, Pink, and Coho salmon, as well as Sheefish, Arctic Char, and Whitefish.

Essential Fish Habitat: An Essential Fish Habitat assessment was completed on the airport improvements project in 2001. At that time, the NMFS concurred that the project would not adversely affect essential fish habitat. Activities associated with Stage II of the airport improvements project are not expected to involve any new work below ordinary high water.

Threatened and Endangered Species: This area of the Yukon Delta falls within the historic range of the spectacled eider (*Somateria fisheri*) and Steller's eider (*Polysticta stelleri*). In 2001, the USFWS concurred that the proposed improvements were unlikely to adversely affect nesting areas. Additional consultation may be required for an expansion of the barge landing site.

Navigability, Floodplain Management, and Wetlands: Fill materials may be transported to Alakanuk by barge via the Yukon River and up Kwikluak Pass.

Alakanuk does not participate in the National Flood Insurance Program and no flood hazard maps are available. Alakanuk is located on the Yukon River Delta, and the community and surrounding areas lie within the floodplain.

The community of Alakanuk is surrounded by wetlands. ADOT&PF performed wetland delineations at the proposed project vicinity and received a wetland permit to construct the proposed airport improvements in 2001. Stage I of the improvements was constructed in 2001-2002. The current project proposes to complete the improvements constructed under Stage I at the new airport. The only new areas that would possibly be affected include a possible expansion or improvement of the barge landing area, and construction of an electric line along the road to the new airport. A wetland delineation report will be prepared for any areas that would be affected that were not covered under the original Section 404 permit.

Contaminated Sites, Spills, and Underground Storage Tanks: A search of the ADEC databases found two sites in Alakanuk. Only the AKARNG Alakanuk FSA is active. If the barge landing site must be expanded, a Phase 1 Environmental Site Assessment will be completed on the expansion area.

Material, Disposal, and Staging Sites: Some materials will be provided from the Emmonak material site identified in the original permits. A permit extension or new permit will be required for continued use of this site. The contractor will provide coarse material for the proposed project. Materials will be brought in by barge and will be offloaded at the existing barge landing site. Materials will be transported to the project site along an existing road. Staging areas will be located either within the expanded barge landing site, or in areas previously filled under Stage I of the project.