

APPENDIX A

Preliminary Research Results

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, Coldfoot is classified as a Class II Area. Coldfoot is designated as unclassifiable for air quality attainment, meaning that there is insufficient information to classify the area as attainment or nonattainment 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, an air quality analysis on this project is not required.

Coastal Resources: Coldfoot does not occur within the designated coastal zone of Alaska.

Land Ownership and Use: The erosion control portion of this project affects an area that is managed by the Alaska Department of Transportation & Public Facilities (ADOT&PF) under an Interagency Land Management Assignment (ILMA) from the Alaska Department of Natural Resources (ADNR).

The improvements to the runway, taxiway and apron affect an area that is owned by ADOT&PF.

State Land Use Plans, State Parks: The proposed project is consistent with State Land Use Plans and does not affect any 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, Parks, Preserves, Monuments and Wild and Scenic Rivers: Coldfoot is not located within any National Wildlife Refuge, Parks, Preserves, or Monuments, but is in close proximity to Gates of the Arctic National Park. The North Fork of the Koyukuk River within Gates of the Arctic National Park is designated Wild and Scenic. The proposed project area is not on the North Fork of the Koyukuk River and is not within the Wild and Scenic River corridor.

Historical, Archeological and Cultural Properties: The Area of Potential Effect (APE) for this project is expected to include all of the existing gravel surfaces at the airport (runway, taxiway, aircraft apron, and safety areas); the new gravel pads for the AWOS (location still to be determined), PAPI's and threshold lights; the riverbank from the end of the existing riprap to the beginning of Slate Creek; and the two material sites identified.

A review was conducted of the Alaska Heritage Resource Survey (AHRS) files and Bureau of Land Management (BLM) site records for this area. Significant historic sites were identified within the project area, notably the gold rush era Coldfoot townsite (WIS-007). The history and archaeology of Coldfoot were investigated in the 1990s and summarized in Mills (1998). Coldfoot was first settled in 1899, with its peak years from 1902-1904 (Mills 1998). Based on SHPO recommendations and BLM input, a field survey was conducted in September 2005. Erosion due to the migration of the Koyukuk River has since washed away several historical features that were identified in the NLUR 2005 field survey. The remaining historical features are all located south of the proposed project area. All of the features that still contain cultural materials are outside of the anticipated APE for the project.

A review was also conducted of the Alaska Heritage Resource Survey (AHRS) files and BLM site records for each of the proposed material sites. No sites were identified within the project area. Based on SHPO and BLM recommendations, field surveys were conducted in September 2005. No cultural resources were identified in these areas.

Anadromous Fish Streams: Coldfoot is located on the Middle Fork of the Koyukuk River (ADF&G 334-40-11000-2125-3912) and at the mouth of Slate Creek (ADF&G 334-40-11000-2125-3912-4100). These waters are listed as anadromous streams and are important areas for the spawning, rearing and migration of anadromous fish. Both streams provide habitat for Chinook and Chum salmon, and the Middle Fork Koyukuk also provides habitat to sheefish and whitefish (Johnson et al, 2004). ADNR, OHMP biologist Mac McLean has noted that spawning habitat does exist downstream of the airport, and therefore, efforts must be made to minimize siltation of the river during construction in order to protect this downstream habitat. During years with a strong run, Mr. McLean notes that they do sometimes get Chinook and chum salmon as far up the river as Coldfoot Airport. Although 2008 is not forecasted to be a strong run, and Mr. McLean does not expect fish at Coldfoot, he still recommends excavating the riprap toe before July 15th to be on the safe side. All other work could occur without a timing window.

Essential Fish Habitat: Anadromous fish streams that support any of the five Pacific salmon species are considered to be essential fish habitat (EFH), therefore, an EFH Assessment and consultation with the National Marine Fisheries Service would be completed for the proposed improvements.

Threatened and Endangered Species: There are no federally designated threatened or endangered species known to be present in the project area. The Arctic peregrine falcon, listed by the State as a species of special concern, is known to nest in the Gates of the Arctic National Park and could be present in the vicinity of the project, however the U.S. Fish & Wildlife Service has not documented any Arctic peregrine falcon nests in the vicinity of the airport. There are no known eagle nests within five miles of the airport.

Navigability, Floodplain Management, and Wetlands: Coldfoot does not participate in the National Flood Insurance Program and no flood hazard maps are available. There are

known wetlands in the vicinity of the airport and the material sites. A wetland delineation for the airport area and material sites was completed in September, 2005.

Contaminated Sites, Spills and Underground Storage Tanks: A search at the Alaska Department of Environmental Conservation Contaminated Sites Database found 21 contaminated sites listed in the Coldfoot area (ADEC 2007). Five of the sites either are closed or have received No Further Remedial Action Planned designations. Three sites were granted a conditional closure. 12 of the 13 active sites are more than 20 miles from Coldfoot. The only active site within 20 miles of Coldfoot is Coldfoot Services, located at mile 175 of the Dalton Highway. The ADEC Leaking Underground Storage Tanks database listed one site, the ADOT&PF Coldfoot Maintenance and Operations Station at Mile 185 Dalton Highway (ADEC 2005). This site is located near the airport. The site has received a No Further Action recommendation and has been closed. A Phase I Environmental Site Assessment (ESA) was completed for the Coldfoot Airport project in November, 2005. The Phase I ESA resulted in a recommendation of no further investigation unless construction would occur in the immediate vicinity of two AST's and surface staining observed below the AST's. State of Alaska regulations require notification of the Department of Environmental Conservation should the contaminated soils be encountered.

A search of the Prevention and Emergency Response Program Database of contaminated material spills indicated that eight incidents have occurred in this area since July, 1996. Only one spill that occurred at the airport has the potential to affect the project and remains listed as open as of February 2007. It involved a loss of 4000 gallons of diesel fuel. The spill was located at the Coldfoot Camp on the Dalton Highway. The spill was caused by a gauge/site glass failure

The spill was contained and remediated with saw melt and an oil separator.

DOT&PF was contacted regarding this spill and responded that all 4000 gallons of fuel had been recovered.

Material, Disposal and Staging Sites: Several potential material sites have been identified for the project. The material sites are permitted and have existing access roads. These sites are expected to provide sufficient materials for the proposed improvements.