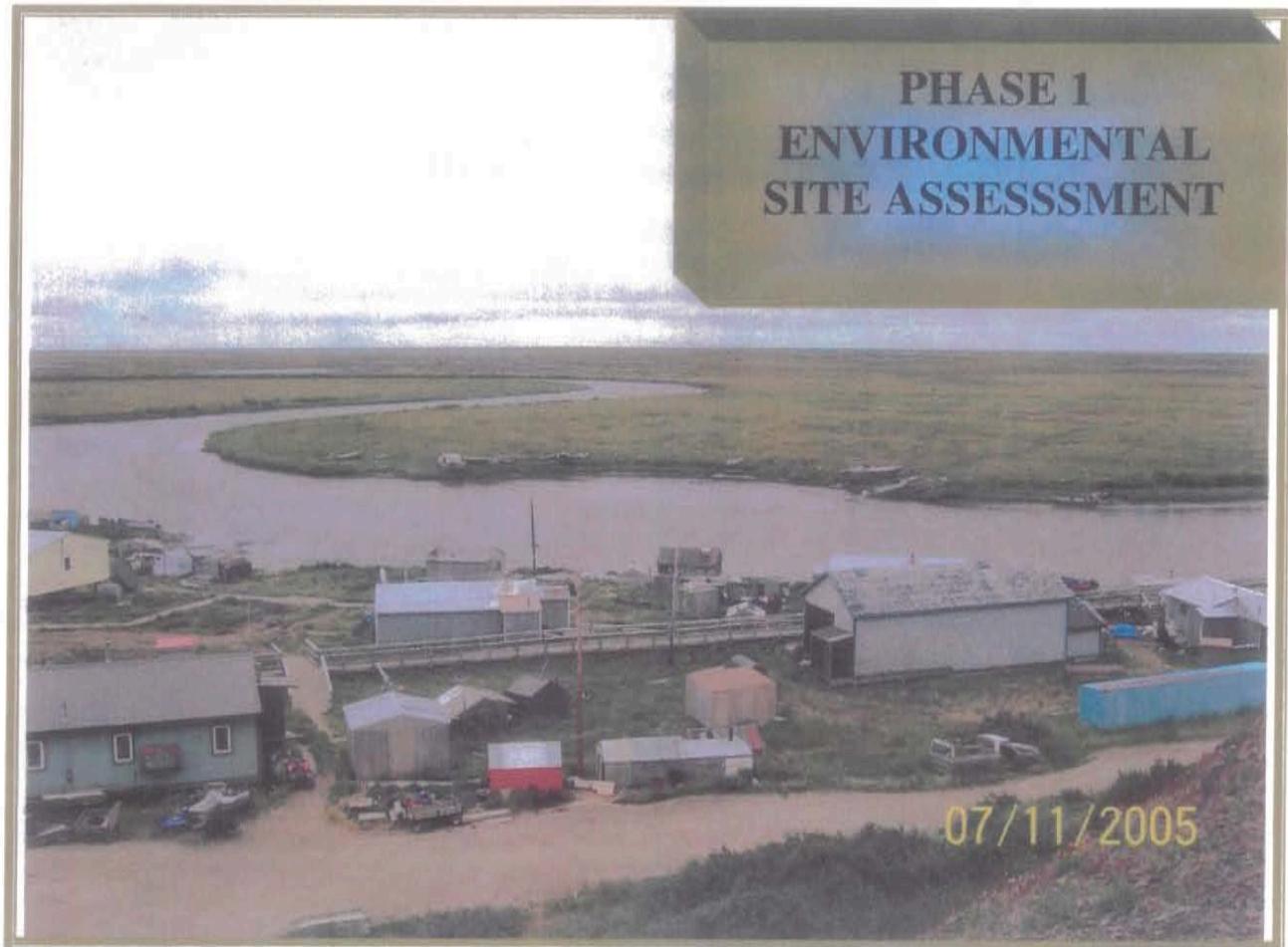


Appendix C-Phase 1 Environmental Site Assessment

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Nightmute Airport Improvements

Project #: 51809



PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

Prepared by

Abigail Ogbe
Environmental Impact Analyst

State of Alaska
Department of Transportation
& Public Facilities

December 2005

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1. INTRODUCTION

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is developing a project to improve the airport at Nightmute, Alaska. The Nightmute airport, which was originally constructed in 1976, does not meet the current FAA design criteria. Improvements to the airport are necessary for the airport to continue to meet the community's air transportation needs. Improvements to the airport will ensure safe and efficient air transportation to Nightmute.

A Phase 1 Environmental Site Assessment (ESA) is an essential part of the Environmental Assessment (EA) for the proposed Nightmute Airport Improvements Project. This report presents the result of the Phase 1 Environmental Site Assessment of the Nightmute Airport property.

1.1. LOCATION

Nightmute is located on Nelson Island, on the outer fringe of the Yukon-Kuskokwim Delta in western Alaska. It is 18 miles upriver from Toksook Bay and 100 miles west of Bethel. The community lies within Section 33, Township 5N, Range 88W, Seward Meridian, (approximately at Latitude 60.479440° N, and Longitude 164.72389° W). Nightmute is located in the Bethel Recording District (Appendix A, Figure 1: Location and Vicinity Maps).

1.2. PURPOSE OF THE ENVIRONMENTAL SITE ASSESSMENT

The purpose of this ESA is to document *recognized environmental conditions* at the Nightmute Airport Improvements project area (Figure 1). "Recognized environmental conditions" is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property (ASTM E-1527). The term does not include de minimis conditions that generally do not present a material risk or harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies (ASTM E-1527).

The ESA report estimates the potential (as of the date of the assessment), for hazardous substances or petroleum products to be present on the Nightmute Airport property at levels likely to warrant mitigation under the current State of Alaska environmental laws and regulations.

2. BACKGROUND INFORMATION

2.1. PHYSICAL ENVIRONMENT BACKGROUND

2.1.1. Historical Land Use

Nightmute is situated on the north bank of the Toksook River on the west side of Nelson Island. Nelson Island has been inhabited by the Qaluyaarmiut, or "dip net people", for over 2,000 years. The area was relatively isolated from outside contact, and has maintained its traditions and culture for over 2,000 years (*Alaska Community Database website accessed 9/2/2005*).

2.1.2. Climate

Nightmute is influenced by a marine climate. Precipitation averages 22 inches, with 43 inches of snowfall annually. Summer temperatures range from 41 °F to 57 °F; winter temperatures range from 6 °F to 24 °F (*Alaska Community Database website accessed 9/2/2005*).

2.1.3. Geology and Topography

Nightmute is at sea level, and lies between the base of the 839 feet high Toksook Mountain and the Toksook River that meanders extensively as it flows towards the Etolin Strait. The topography is characterized by expansive areas of near sea level elevation, marsh and shallow lowland lakes with isolated "islands" of bedrock forming low hills. Thick organic deposits (peat and organic silt) are common in some lowland area. Permafrost of the region is characterized as continuous (*Nightmute Airport Improvements Geotechnical Report, July 2000*).

The higher tundra slopes near Toksook Mountain are covered by thick layers of frozen, ice-transported basalt talus and silty colluvium with lobes of freeze-sorted basalt boulders at the surface. The flat terrain along the Toksook River is perennially frozen river deposits of silt and fine sand. The mud sediments are mixed with organic debris and occasional peat beds due to the tidal nature and meandering course of the river. Sediments in stable areas are covered by thick, live organic mat (*Nightmute Airport Improvements Geotechnical Report, July 2000*).

The airport and the airport access road are located on the flat terrain along the Toksook River. Material site 5 (MS 5) and a section of the haul road that leads directly into MS 5 are located on the lower slope of the Toksook Mountain (Appendix A, Figure 2).

The Nightmute area resides within the boundaries of the Yukon Delta National Wildlife Refuge.

2.1.4. Vegetation

Vegetated upland areas of alder thickets are located at the slope of the Toksook Mountain. Understory vegetation within the alder thicket consists of fireweed (*Epilobium*

Angustifolium), Crowberry (*Empetrum nigrum*), Arctic Raspberry (*Rubus arcticus*), Horsetail (*Equisetum Silvaticum*), and grass (*Agrostis Spp*).

Vegetation along the low lying areas and the flat terrain along the Toksook River consist of Cotton grass (*Eriophorum Scheucheri*), Marsh Fivefinger (*Potentilla Palustris*), Horsetail (*Equisetum Hiemale*), Labrador Tea (*Ledum L.*), Dwarf Birch (*Betula Nana*), Lingoberry (*Vaccinium Vitis-idaea*). Thinleaf alder (*Alnus Tenuifolia*) lines the edges of the disturbed section of the runway and the airport access road. The runway and the airport access road are located on the flat terrain along the Toksook River.

3. METHOD

The ESA was performed using best professional judgement, and guidelines from the American Society for Testing and Materials (ASTM) Standard Practice for *Environmental Site Assessments: Phase I Environmental Site Assessment, E-1527*. The ASTM recommended method for Phase I ESA consist of four components.

- Records Review
- Site Reconnaissance
- Interviews
- The Report

The approach involved an investigation of past and current property uses at the project area and adjacent properties within the minimum distance recommended by ASTM E-1527, to evaluate the potential presence of contamination by hazardous materials and petroleum products. The subject property investigated is referred to as the area of potential effect (APE) in this report. The Area of Potential Effect (APE) includes the existing and proposed airport property line, Material Site 5 (MS 5), the haul road and the airport access road as depicted on Figure 2. Work was performed as follows:

- Historical review of the site, including photographs, maps and drawings
- Review of Federal and State databases to access documented recognized-environmental-conditions. Records that were searched include but were not limited to:
 - The Alaska Department of Environmental Conservation (ADEC) and the U.S. Environmental Protection Agency (EPA) databases for spills, contaminated sites, hazardous waste generators, etc. A full list of cited references is presented at the end of this report.
- Two site visits were conducted on July 11, 2005 and August 8, 2005 to document existing conditions.
- Interview with ADOT&PF maintenance staff knowledgeable about current and past site conditions.
- A written Report.

3.1. RECORDS REVIEW

3.1.1. Aerial Photograph

A 2003 aerial photograph (Appendix A, Figure 3) was reviewed for indications of surface features in the area. The aerial photo shows the airport and two buildings very close to the runway. These buildings are the passenger terminal and the equipment storage building referred to as the snow removal equipment building (SREB) in this report. The SREB is located north west of the runway. The passenger terminal is located south of the SREB. The aerial photo also shows the meandering Toksook River and the 0.9 mile access road that connects the airport to the village of Nightmute. Several ponds were also visible in the aerial photo. The natural terrain in the general location of the project appears to be in the floodplain of the Toksook River. The bank supporting the access road connecting the airport to the community of Nightmute exhibits signs of erosion from the Toksook River. The river can be seen extremely close to certain sections of the road, on the 2003 aerial photo.

3.1.2. Environmental Records

The following State and Federal records were searched using the ASTM E-1527 recommended search distance from the established APE.

Federal Records:

- National Priorities List (NPL) (APE plus 1 mile from the APE)
- Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list (APE plus 0.5 mile from the APE)
- Resource Conservation and Recovery Act Treatment Storage and Disposal (RCRA TSD) Facility list (APE plus 1 mile from the APE)
- Resource Conservation and Recovery Act (RCRA) generators list (property and adjoining)
- Emergency Response Notification System Spill Reports (ERNS) list (property only)

State Records:

- State Leaking Underground Storage tank (LUST) list (APE plus 0.5 mile from the APE)
- State registered underground storage tank (UST) list (property and adjoining)
- State landfill list (APE plus 0.5 mile from the APE)

A July 2005, search of the ADEC Contaminated Sites database revealed an active site (AKARNG Nightmute FSA) within one mile of the APE (indicated as Armory on Figure 2). The ADEC site report, AKARNG Nightmute FSA, is contained in Appendix D. This site is about 235 feet from the proposed haul road. The ADEC has determined that the active site will not affect the project (7/27/05 email from Dave Pikul included in Appendix C).

There were no records of any leaking underground storage tanks (LUST) during the July 2005 search of the ADEC LUST database (ADEC Division of Spill Prevention and Response http://www.dec.state.ak.us/spar/csp/db_search.htm).

A November 30, 2005, search of the ADEC Underground Storage Tanks (UST) List indicates that there are no ADEC registered underground storage tanks sites adjacent to the project area (ADEC Division of Spill Prevention and Response http://www.dec.state.ak.us/spar/csp/db_search.htm).

A December 5, 2005, search of the ADEC Solid Waste Sites (<http://info.dec.state.ak.us/eh/sw/southwest.htm>) revealed an active unpermitted class 3 (village) landfill. An August 2005 communication with ADEC Solid Waste staff indicated that Nightmute has no permitted landfill. The unpermitted landfill, (presumed to be a dump), is approximately 0.7 miles (4100 ft) away from the runway.

A November 30, 2005 review of the NPL Sites in Alaska and the CERCLIS database revealed no sites within one mile from the APE (<http://www.epa.gov/superfund/sites/cursites/>). The CERCLIS Database is the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) that contains information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation. The database includes sites that are on the National Priorities List (NPL) or sites that are being considered for the NPL. The CERCLIS Database displays site information for NPL sites (i.e. sites proposed to the NPL, currently on the final NPL or deleted from the final NPL) in a standardized site progress profile format. The profile includes information such as the current status of cleanup efforts, what cleanup milestones have been reached and how much liquid and solid-based media have been treated.

Nightmute is not listed as a location for RCRA Hazardous Waste Generator in Alaska (EPA's web site <http://www.epa.gov/enviro/html/rcris/> accessed on 11/30/05).

The National Response Center has no record of spills in Nightmute, Alaska. <http://www.nrc.uscg.mil/nrchp.html> accessed 12/30/05.

3.2. SITE RECONNAISSANCE

Crane Johnson, ADOT&PF Design Engineer, conducted an initial site visit on July 11, 2005 for a general overview of the project area. Abigail Ogbe, ADOT&PF Environmental Impact Analyst and Gary Lincoln, ADOT&PF Design Project Manager, conducted a reconnaissance of the project area on August 8, 2005. The project location is described in Section 1.1 and shown on the Vicinity Map (Appendix A, Figure 1). The site reconnaissance involved walking the area and taking photographs of key points or items of interest. Site photos are contained in Appendix B.

3.2.1. Current Use of the Subject Property

The Nightmute Airport was originally constructed in 1976. The airport is owned and operated by the ADOT&PF on leased property that expired in 1998. Property acquisition in fee is included in the Airport Improvements Project. The proposed project area (the subject property) consist of an unlighted 50 ft by 1,600 ft gravel runway, an unpaved 4800 ft by 15 ft

airport access road, a haul road for accessing the material site, and a 700 ft by 1,700 ft material site identified as MS 5 on Figure 2. There is a 70 ft by 100 ft apron located on the northwest corner of the runway. An unheated snow removal equipment building is located northeast of the apron. A dilapidated unheated passenger terminal is located south of the SREB (Appendix B, photo sheet). The airport currently does not have electrical power to operate lighting, navigational aids, or provide heat to the SREB and the passenger terminal. The airport is limited to visual flight rules during daylight hours only.

The area surrounding the runway, apron and access road is undisturbed emergent herbaceous wetland, and some palustrine open water (pond) wetlands. The disturbed section of the runway, apron and access road is lined by thinleaf alder (*Alnus tenuifolia*). The haul road begins north of the community of Nightmute at an existing material site and traverses east along the lower portion of the Toksook Mountain slope to material site 5 (MS 5). Material site 5 is located at the lower slope of the Toksook Mountain, north west of the existing runway. The beginning of the haul road near town and the old material site is an unpaved road with scanty herbaceous vegetation. A large portion of the haul road and MS 5 is upland (non-wetland) of Alder thicket (Appendix B, photo sheet).

The SREB houses a grader and other supporting equipment and tools for the operation and maintenance of the airport facilities.

There is no fuel available for private planes therefore fueling operations do not occur at the subject property. Also, de-icers and other chemical compounds are not used for snow or ice maintenance.

3.2.2. General Observation

There is no domestic water service or sanitary sewer service on or near the subject property. No electricity within the airport properties. No stains or unusual color was noticed on the ground within the subject property. Most of the areas surrounding the runway, apron and airport access road were inundated and undeveloped. No unusual odor was observed.

The dilapidated passenger terminal is not in use. There were aluminum cans stored in bags with a note stating that any aircraft with extra cargo space should take the bags. This is presumed to be a recycling project established by the school. Behind the passenger terminal is an abandoned grader.

The interior of the SREB was untidy and somewhat disorderly (Appendix B, photo sheet). Several petroleum products were stored in the building. There were a few drums with torn labels indicating Universal Fleet plus motor oil. The actual contents of the drums are unknown. The SREB appears to be the storage place for an old grader, a portable power generator, motor oil, hydraulic oil and other equipment and supplies. The cemented floor underneath the grader was cracked and stained with what appears to be petroleum products. It is possible that the petroleum products have sipped through the cracks to the ground

beneath the SREB (Appendix B, photo sheet). The extent of the contamination is unknown. No floor drains were observed during site reconnaissance.

3.3. PERSONAL INTERVIEWS

Mr. Lawrence J. Davis, ADOT&PF Rural Airport Foreman, was interviewed for his personal knowledge of the subject property. Mr. L. J. Davis has been in charge of Maintenance and Operation (M&O) for the Nightmute Airport for 11 years. He oversees the contractors and the ADOT&PF mechanics that perform routine maintenance to the Nightmute Airport and its properties. Mr. L. J. Davis was interviewed by phone on December 1, 2005. The interview note is included in Appendix C.

4. CONCLUSION AND RECOMMENDATION

The interior of the snow removal equipment building is the only area with "*recognized environmental conditions.*" Due to the remoteness of the project location and the current and past use of the subject property, the likelihood of encountering contamination during construction, except for the SREB, is very low. Fueling operations do not occur at the subject property. De-icers and other chemical compounds are not used for snow or ice maintenance.

Stains found on the floor of the SREB are likely from petroleum products. The extent of contamination could not be determined because a Phase 1 ESA does not involve sampling and testing, to ascertain the type and extent of contamination, however, Mr. L. J. Davis admitted during the interview, that there have been several hydraulic oil leaks from the grader for the past 30 years. It is reasonable to conclude that the soil under the SREB may also be contaminated.

Since the project will involve demolition of the SREB, it is recommended that construction contract includes provision for appropriate excavation and remediation of contaminated soils. The contractor must comply with the ADEC Contaminated Site Regulations for cleanup of contaminated soils.

REFERENCES

Alaska Department of Commerce and Economic Development, Division of Community Advocacy, 2005. Alaska Community Database Community Information Summaries (CIS). http://www.commerce.state.ak.us/dca/commdb/CF_CIS.htm. Accessed July 2005.

Alaska Department of Environmental Conservation, Division of Environmental Health, Solid Waste Program. <http://info.dec.state.ak.us/eh/sw/southwest.htm>

Alaska Department of Environmental Conservation, Division of Spill Prevention and Response. http://www.dec.state.ak.us/spar/csp/db_search.htm

Alaska Department of Transportation and Public Facilities. Geotechnical Report. Nightmute Airport Improvements. Northern Region Technical Services Geology, July 2000

Mr. L. J. Davis, personal communication, 12/1/2005.

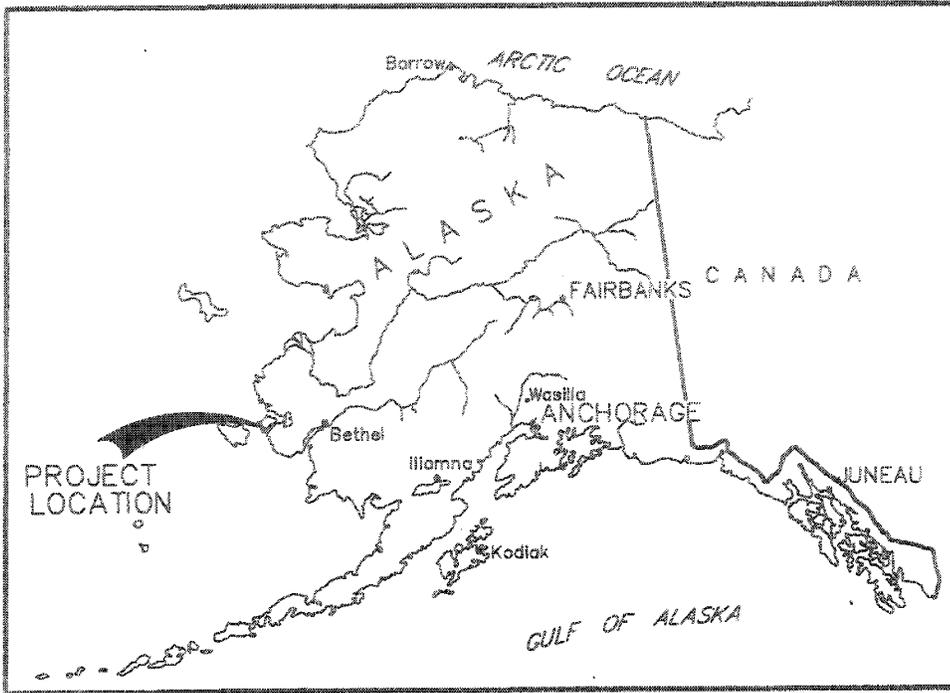
National Response Center <http://www.nrc.uscg.mil/nrchp.html>.

Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process. ASTM Designation: E 1527-00.

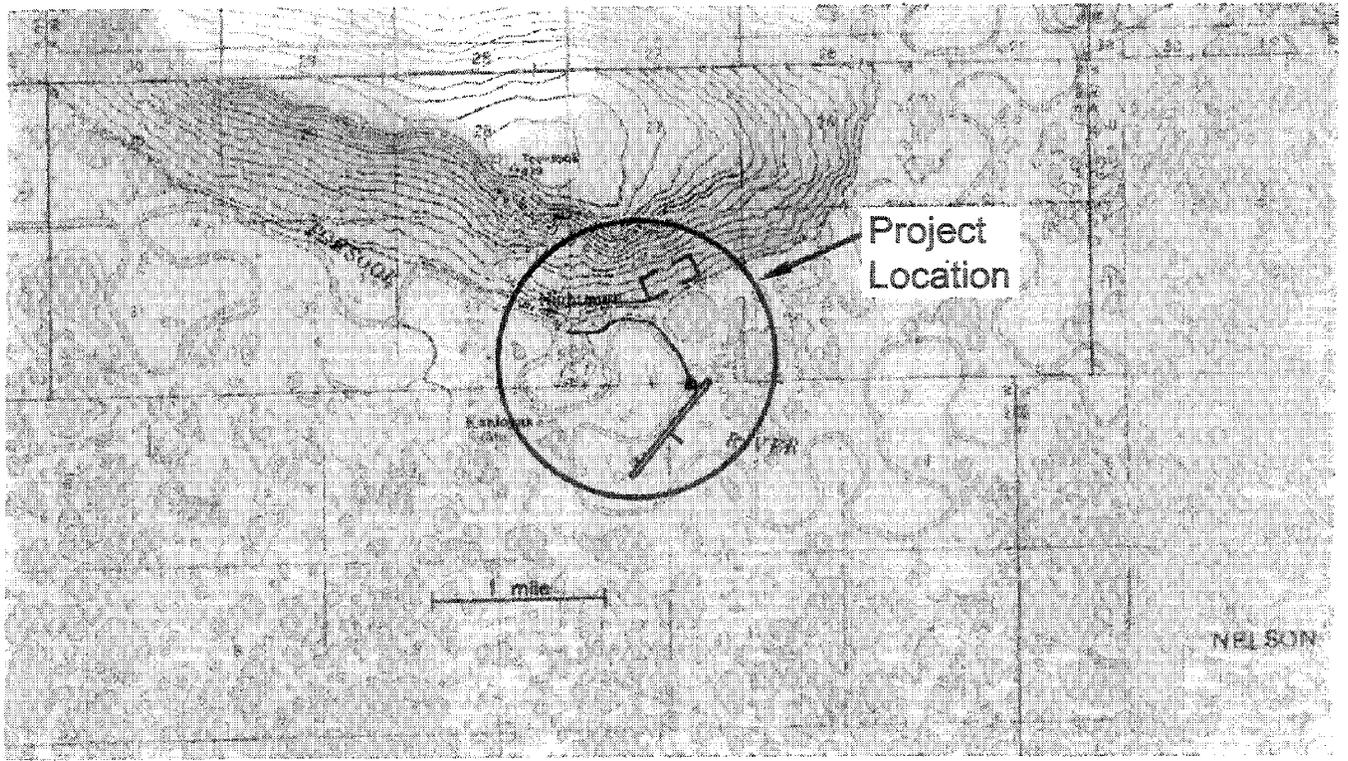
U.S. Environmental Protection Agency Databases.
<http://www.epa.gov/superfund/sites/cursites/>; <http://www.epa.gov/superfund/index.htm>;
<http://www.epa.gov/enviro/html/rcris/>

APPENDIX A

FIGURES



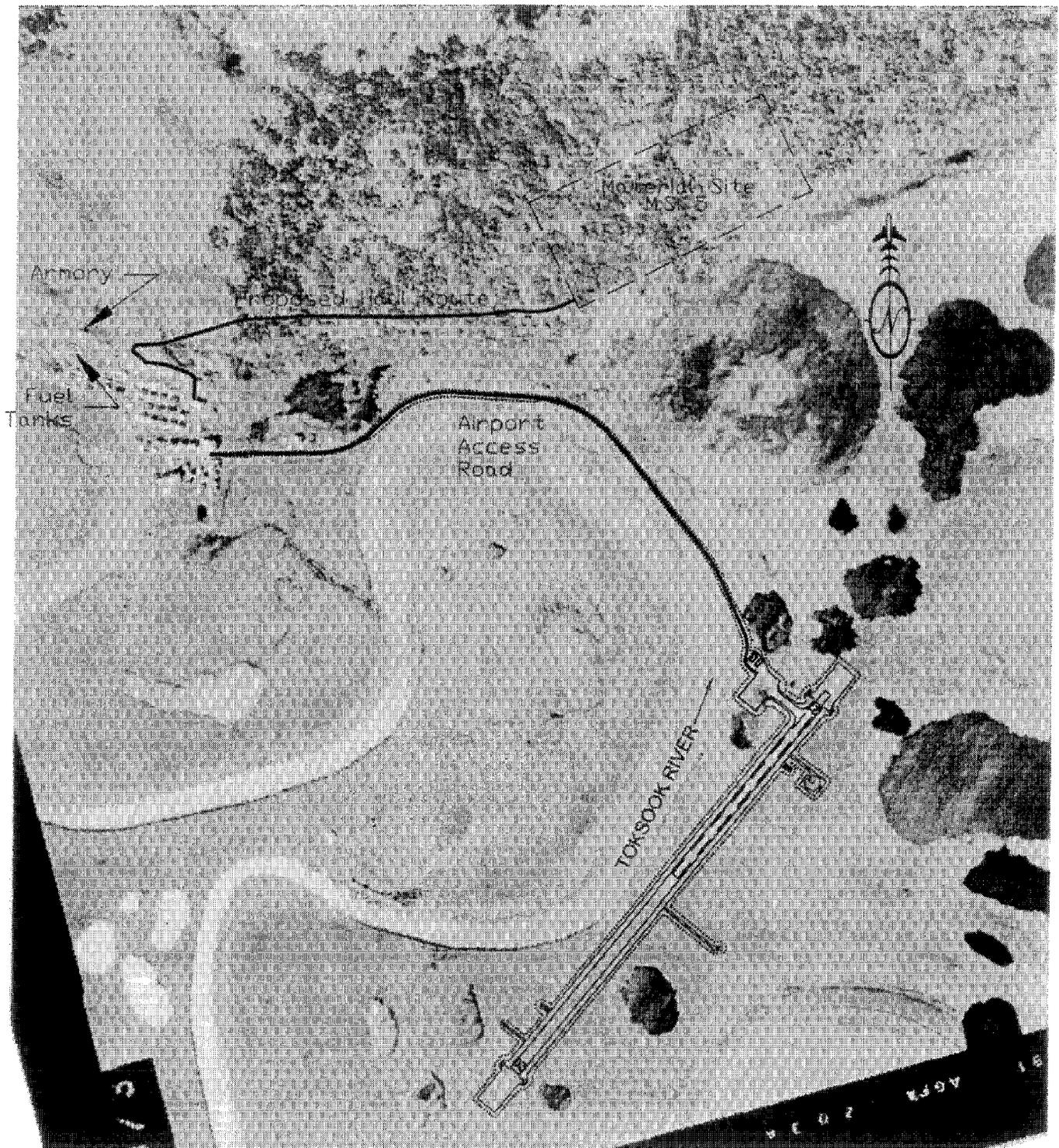
T 5 N, R 06 W, SEC 34 & 33
 T 4 N, R 09 W, SEC 2 & 3
 SEWARD MERIDIAN
 U.S.G.S. SAUND INLET G-7,3-6,5-7,5-80 ALASKA



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION—DESIGN AND CONSTRUCTION—AVIATION

DESIGN _____ CHECKED _____ DATE _____

Nightmute Airport Improvements
 51809
 Location and Vicinity Maps
 Figure 1



STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION—DESIGN AND CONSTRUCTION—AVIATION

Nightmute Airport Improvements
 51809

Area of Potential Impact
 Figure 2

DESIGN _____ CHECKED _____ DATE _____



Nightmute Airport Improvements Project NO. 51809

Figure 3: 2003 Aerial Photograph.

APPENDIX B

PHOTO SHEET

**Photo Sheet for Nightmute Airport Improvements. Project 51809
Phase 1 Environmental Site Assessment.**



08/07/2005 3:58:03 PM

Interior of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 3:58:22 PM

Stains on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 3:58:39 PM

Stains & trash on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 3:58:58 PM

Stains on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 3:59:13 PM

Stains on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 3:59:23 PM

Stains and broken glass on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



Stains & trash on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



Chemicals & other products stored in the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 4:00:08 PM

Chemicals, trash & other products stored in the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



08/07/2005 4:00:19 PM

Floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



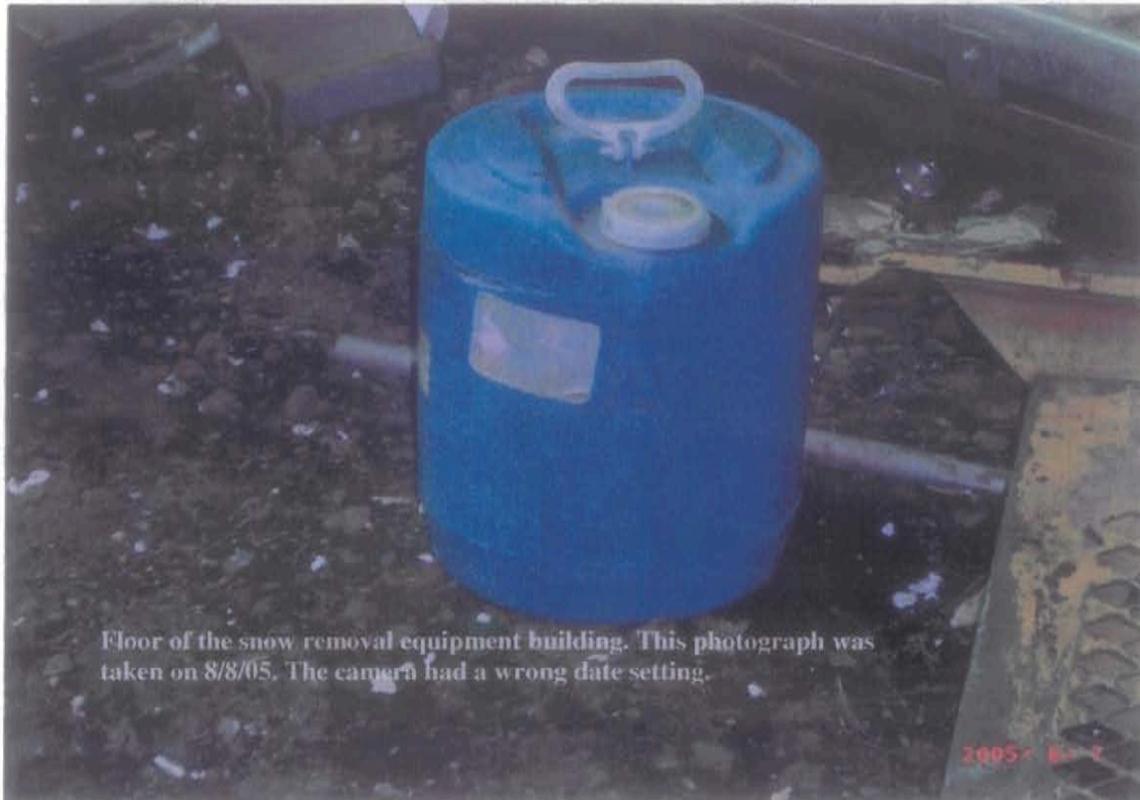
08/07/2005 4:00:34 PM

Stains on the floor of the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



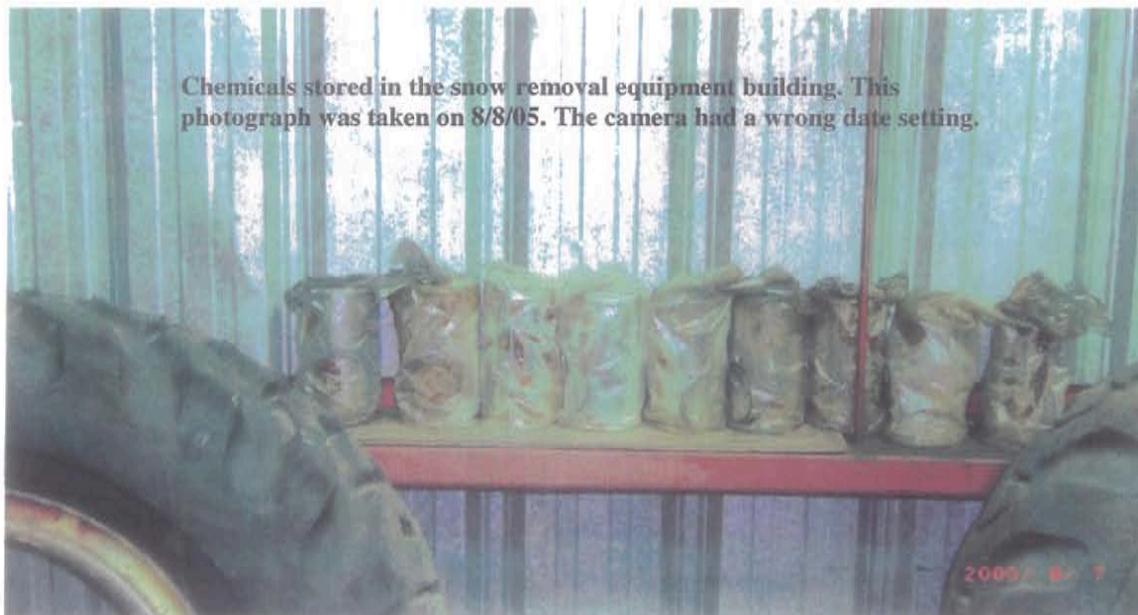
08/07/2005 4:00:59 PM

Grader and other things stored in the snow removal equipment building. The photograph was taken on 8/8/05. The camera had a wrong date setting.



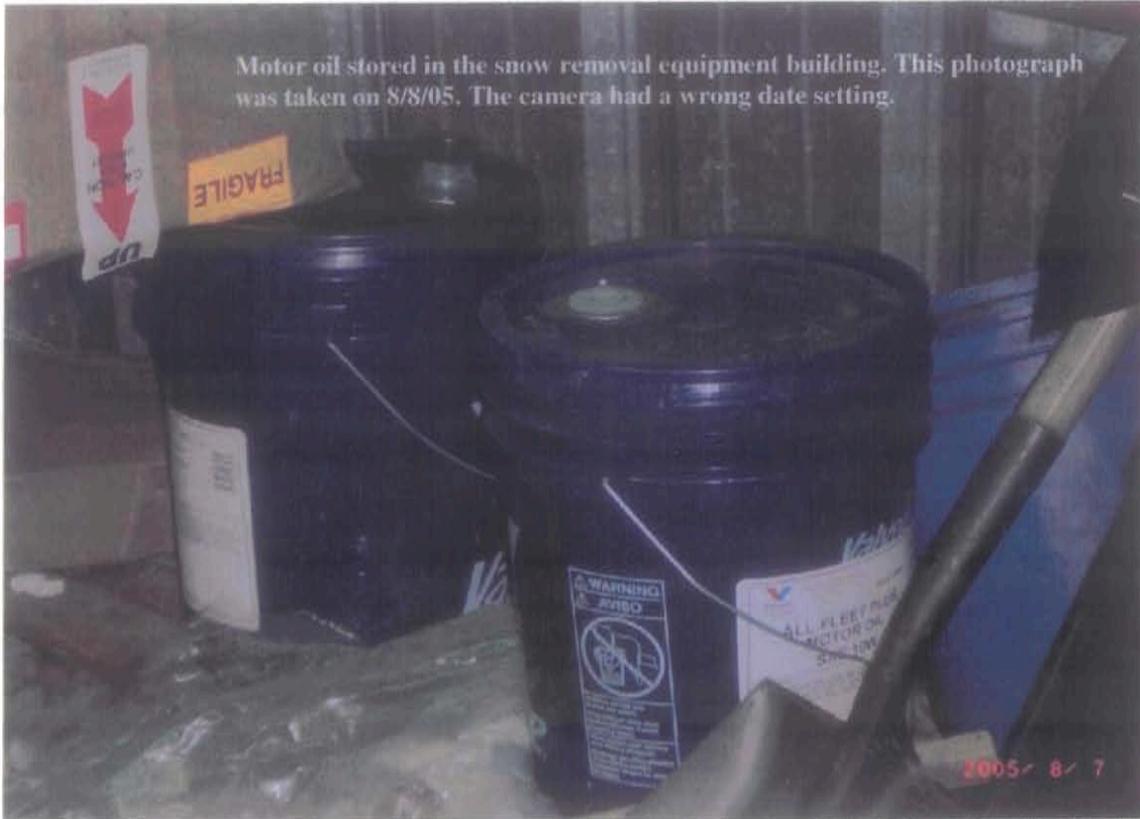
Floor of the snow removal equipment building. This photograph was taken on 8/8/05. The camera had a wrong date setting.

08/07/2005 4:05:18 PM



Chemicals stored in the snow removal equipment building. This photograph was taken on 8/8/05. The camera had a wrong date setting.

08/07/2005 4:06:02 PM



08/07/2005 4:06:29 PM



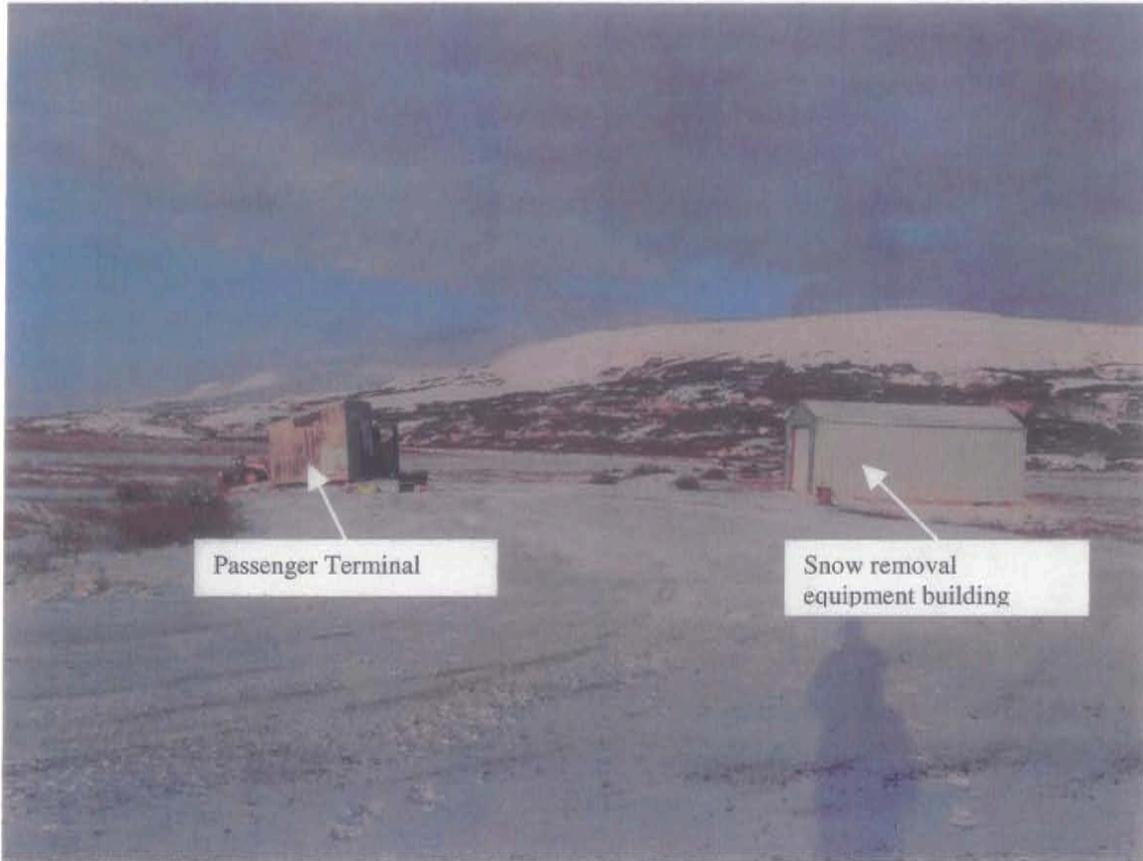


Photo taken on 11/15/04



Snow removal equipment building. Photo taken on 11/15/04

1 2



Photo taken on 7/11/05. Picture of a conduit that crosses the airport access road. It extends from an old store to a house across the street. See photo below.



Conduit crossing the road to the house. The use of the conduit is unknown. It had an aluminum conductor inside. This blue house adjacent to the airport access road has an outhouse building located slightly within the ROW.



A view from the end of the proposed runway looking towards town. The yellow markers indicate a winter trail that will be relocated as a result of the project.



View looking across towards the proposed material site. Photo taken on 7/11/05



Airport access road looking back towards the airport.



Runway looking north.



Runway looking south.



Material site 5.

APPENDIX C

**INTERVIEWS & OTHER PERSONAL
COMMUNINCATIONS**

PERSONAL INTERVIEW

With: Lawrence J. Davis
ADOT&PF Rural Airport Foreman

By: Abigail Ogbe
ADOT&PF Environmental Analyst

Subject: Phase 1 Environmental Site Assessment
Nightmute Airport Improvements

**Interview
Mode:** Telephone

Date: December 1, 2005 at 3:15 P.M.

Mr. Lawrence J. Davis is in charge of Maintenance and Operation (M&O) for the Nightmute Airport. He oversees the contractors and the ADOT&PF mechanics that perform routine maintenance to the Nightmute Airport and its properties. Mr. Davis returned my call at about 3:15 p.m. on December 1, 2005. I informed him the Mr. Gary Lincoln, Design Project Manager for the Nightmute Airport Improvement Project informed me that he was the best person to interview regarding the Phase 1 Environmental Site Assessment (ESA). I asked if this was a good time to conduct the interview or if he would prefer I call him back at a different time. Mr. Davis asked how long the interview would take and I said about 10 minutes, so he gave his consent for the interview to commence.

Q precedes questions asked by me and Mr. Davis response is preceded by R.

Q. How long have you been the M&O person for the Nightmute Airport
R. 11 years. I oversee the contractors and the mechanics.

Q. Has any previous environmental assessment been done for the Nightmute Airport property?
R. None that I know of.

Q. Do you know when the snow removal equipment building (SREB) was constructed?
R. Long time ago. It was there when I started. It may have been constructed with the airport.

Q. What type of heating system and heating fuel is being used in the SREB?
R. None. No heating system.

Q. Are there or have there been any underground or above ground storage tanks on the subject property?
R. No

Q. Do you use or store any materials on the subject property that requires MSDS sheets?
R. No. The contractors bring in what they need to do their work.

Q. How long ago have you visited the place. I will like to speak with someone who has been in the SREB.

R. I was there this summer. In June.

Q. During my trip to Nightmute in August 2005, I noticed several petroleum products in the SREB and some stains under the loader. Those products need MSDS.

R. Grader not loader. The grader is very old and mechanics go out there to work on the machine. There have been several leaks for the past 30 years.

Q. I am trying to decide how severe the contamination is. If it has been on going for such a long time we may need to excavate the soil.

R. These are miscellaneous leaks on the surface no more than an inch or so. These are leaks not spill. I don't consider it as spill.

Q. How often do the mechanics go to fix the grader?

R. As needed. The hydraulic leak from the grader was fixed this summer.

Q. How do the mechanics dispose of excess or used materials for example waste oil?

R. They take them to Bethel.

Q. I don't have any more questions at the moment. I hope I can contact you by email if I need additional information from you.

R. That would be okay.

The interview ended with Mr. Davis giving me his email address.

RE: [Fwd: Nightmute Area of potential effect]]

Subject: RE: [Fwd: Nightmute Area of potential effect]]
From: "Pikul, Dave" <Dave_Pikul@dec.state.ak.us>
Date: Wed, 27 Jul 2005 10:44:57 -0800
To: Abigail Ogbe <abigail_ogbe@dot.state.ak.us>

I don't see that the Armory site will impact your project. If for some reason you hit petroleum impacted soil during the project, I don't expect you will, I'm sure we can work out a quick solution.

Dave

-----Original Message-----

From: Abigail Ogbe [mailto:abigail_ogbe@dot.state.ak.us]
Sent: Tuesday, July 26, 2005 1:18 PM
To: Pikul, Dave
Subject: [Fwd: Nightmute Area of potential effect]]

Dave, the Armory is about 235 feet from the haul route. See the attached figure. How would this affect our project, and what would DEC require us to do?

----- Original Message -----

Subject:Re: [Fwd: RE: [Fwd: Nightmute Area of potential effect]]
Date:Tue, 26 Jul 2005 12:42:44 -0800
From:Crane Johnson <crane_johnson@dot.state.ak.us>
To:Abigail Ogbe <abigail_ogbe@dot.state.ak.us>
CC:Gary E Lincoln <gary_lincoln@dot.state.ak.us>
References:<42E67149.7070908@dot.state.ak.us>

Abigail,

Measuring from our survey information the Armory is 235' from the curve in the haul route. Attached is the APE figure showing the armory.

Crane

Abigail Ogbe wrote:

> Crane, please see Dave's email below. How far is the AKARNG Armory
> from our APE?

>
> ----- Original Message -----

> Subject: RE: [Fwd: Nightmute Area of potential effect]
> Date: Tue, 26 Jul 2005 08:50:43 -0800
> From: Pikul, Dave <Dave_Pikul@dec.state.ak.us>
> To: Abigail Ogbe <abigail_ogbe@dot.state.ak.us>

>
>
> It's really hard to say if your project goes near the AKARNG Armory
> using the site figure (1996 photo) in the file and your aerial. Do
> you have people out there that can locate the Armory on your figure?
> The report states that the armory is located on a steep hillside above
> the village bulk fuel storage. Surrounding properties include the
> bulk fuel storage facility to the southwest, a former BIA school 900

RE: [Fwd: Nightmute Area of potential effect]]]

> feet to the southwest and private residences 300 feet tot eh south.
> That's about all I have. If you need more, I can contact the AKARNG
> for more information.

>

>

> Dave

>

> -----Original Message-----

> *From:* Abigail Ogbe [mailto:abigail_ogbe@dot.state.ak.us]

> *Sent:* Monday, July 25, 2005 11:03 AM

> *To:* Pikul, Dave

> *Subject:* [Fwd: Nightmute Area of potential effect]

>

> Dave, did you get my voice message last week? Please let me know
> what you found out about the active contaminated site in relation
> to the Nightmute Airport Improvements. Please let me know what I
> need to do if the site is within the project's area of potential
> effect.

>

> Thanks,

> --

> Abigail Ogbe

> Environmental Analyst

> ADOT&PF

> 2301 Peger Rd, Fairbanks, AK 99709

> Phone: (907)451-5106 (fax 5103)

> Email: abigail_ogbe@dot.state.ak.us

>

>

>

> ----- Original Message -----

> Subject: Nightmute Area of potential effect

> Date: Thu, 21 Jul 2005 08:29:04 -0800

> From: Abigail Ogbe <abigail_ogbe@dot.state.ak.us>

> Organization: DOT & P.F. Environmental

> To: David J Pikul <dave_pikul@dec.state.ak.us>

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APPENDIX D

ADEC CONTAMINATED SITE REPORT

Alaska Department of Environmental Conservation - Contaminated Sites
Database

Site Report for AKARNG Nightmute FSA

Record#: 1999250102501	Staff: Caillouet
File: 2435.38.001	Status: Active
Numbers:	
Site Name: AKARNG Nightmute FSA	Priority: Medium
Location 1: Unnamed Road	Location 2:
City: Nightmute, AK 99690	Legal: SE1/4 Section 33.
	Description:
Section: 33	Township: 005N Range: 088W
Meridian: Seward	Quadrangle:

Problem: Petroleum product from heating oil system.

Comments: Last staff assigned was Pexton.

<u>Action Date</u>	<u>Action Status</u>	<u>Action</u>	<u>Staff</u>
7/27/1998	Received Preliminary Assessment Update		Pexton
	Records Review report and Draft Site Sampling Plan, both prepared by Hart Crowser, Inc.		
9/14/1998	Received Final Site Sampling Plan for Site Investigation, prepared by Hart Crowser, Inc.	Site Characterization Workplan Approved	Pexton
1/25/1999	Received Draft Site Investigation report, prepared by Hart Crowser, Inc.	Update	Pexton
6/17/1999	Letter sent with comments on draft site investigation report.	Update	Pexton
8/20/1999	Received Final Site Investigation report, prepared by Hart Crowser, Inc.	Update	Pexton
11/12/1999 2:08:40 PM	Petroleum product from heating oil system.	Site Added to Database	Pexton
11/16/1999 4:13:56 PM	Site ranked based on information provided in the Final Site Investigation report prepared by Hart Crowser, Inc.	Site Ranked Using the AHRM	Pexton
1/22/2004 11:31:26 AM	ADEC received draft Alternate Cleanup Level Demonstration Project workplan.	Update	Egbejimba

3/22/2004 1:03:49 PM	File number assigned: 2435.38.001.	Update	Cunningham
6/2/2004 11:00:17 AM	ADEC received Final Interim Removal Action Plan.	Update	Egbejimba
7/2/2004 1:04:06 PM	DEC issued a letter stating the following: DEC has completed review of the document titled: Final Interim Removal Action Plan, Federal Scout Armory, Nightmute, Alaska dated March 2004 and offers the following comments. DEC concurs with the general approach of the plan however, can not provide approval to the plan as written. The plan provides a general approach for the excavation, and handling of impacted petroleum contaminated soil but lacks site specific detail for DEC approval under 18 AAC 75. DEC understands that the AKARNG is performing this action to reduce risk to human health and the environment under 18 AAC 75.330, to provide for a partial cleanup at the site and not achieve cleanup levels. It is presumed that information gathered during this interim action will provide data to be used in determining any future actions required for site clean up. In conclusion, DEC has no objection to the interim removal approach provided and will defer any further regulatory decisions until review of the data collected from the site work.	Update	Pikul, D.

Report generated: 7/19/2005