APPENDIX M

INITIAL SITE ASSESSMENT TECHNICAL REPORT

JUNEAU ACCESS IMPROVEMENTS SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT NUMBER: 71100
FEDERAL PROJECT NUMBER: STP-000S (131)

Prepared for

Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999

Prepared by

URS Corporation
8411 Airport Boulevard
Juneau, Alaska 99801

OCTOBER 2004

TABLE OF CONTENTS

TABLE OF CONTENTS (continued)

TABLES

FIGURES

ATTACHMENTS

ACRONYMS AND ABBREVIATIONS

AAC	Alaska Administrative Code
AASHTO	American Association of State Highway and Transportation Officials
ADEC	Alaska Department of Environmental Conservation
Aeromap	Aeromap U.S., Inc.
AMHS	Alaska Marine Highway System
AML	Abandoned Mine Lands
AP&T	Alaska Power and Telephone, Inc.
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
bgs	below ground surface
BLM	Bureau of Land Management
BTEX	benzene, toluene, ethylbenzene, and total xylenes
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESQG	conditionally exempt small quantity generator
CNEB	Canada National Energy Board
Coeur	Coeur Alaska, Inc.
CORRACTS	Corrective Action Report
DEIS	draft environmental impact statement
D&M	Dames and Moore
DOT&PF	(Alaska) Department of Transportation and Public Facilities
DRO	diesel range organics
EA	Environmental Assessment
EDR	Environmental Data Resources, Inc.
EIS	Environmental Impact Statement
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
°F	degrees Fahrenheit
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FVF	fast vehicle ferry
Golder	Golder Associates, Inc.
GRO	gasoline range organics
ISA	Initial Site Assessment
LQG	large quantity generator
LUST	leaking underground storage tank
MCL	maximum contaminant level
mg/kg	milligrams per kilogram
MSWLF	municipal solid waste landfill
NASA	National Aeronautics and Space Administration
NEPA	National Environmental Policy Act
NFRAP	No Further Remedial Action Planned
NPL	National Priorities List
NRC	National Response Center
PAD	PCB Activity Database
PAPI	Pacific and Arctic Pipelines, Inc.
PARN	Pacific and Arctic Railway and Navigation Company
PCB	polychlorinated biphenyl

ACRONYMS AND ABBREVIATIONS (continued)

PCE	tetrachloroethylene
PSI	Preliminary Site Investigation
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
ROW	right-of-way
RV	recreational vehicle
SDEIS	Supplemental Draft Environmental Impact Statement
SHWS	State Hazardous Waste Site
SQG	small quantity generator
SVE	soil vapor extraction
TCE	trichloroethene or trichloroethylene
Tri-White	Tri-White Corporation
TSDF	Treatment, Storage, and/or Disposal Facility
URS	URS Corporation
U.S.	United States
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
UST	underground storage tank
VOC	volatile organic compound
WP&YR	White Pass and Yukon Route
YPL	Yukon Pipelines, Inc.

EXECUTIVE SUMMARY

Presented in this technical report are the results of the 2003 Initial Site Assessment (ISA) for the 2004 Juneau Access Improvements Supplemental Draft Environmental Impact Statement (SDEIS). This technical report is an update to the 1994 draft technical report prepared for the 1997 Juneau Access Improvements Draft Environmental Impact Statement (DEIS). The Alaska Department of Transportation and Public Facilities (DOT&PF) modified the alternatives evaluated in the 1997 DEIS and the 1994 ISA based on comments received on the 1997 DEIS. DOT&PF needed to reassess the potential hazardous materials involvement for the proposed project given the new alignments. This technical report presents the ISA data, affected environment description, and potential hazardous materials involvement effects for the alternatives to be analyzed in the 2004 SDEIS.

The proposed project areas included in the ISA are located north of Juneau as presented in Figure 1 of the technical report. Figure 2 shows the alignments selected for the project and assessed for hazardous materials involvement in the ISA. This technical report presents the ISA data, affected environment description, and potential hazardous materials involvement effects for the alternatives to be analyzed in the 2004 SDEIS.

This ISA has been prepared in general accordance with the corridor screening requirements as defined by the American Association of State Highway and Transportation Officials (AASHTO) Hazardous Waste guide for Project Development (February 1990) and the Federal Highway Administration (FHWA) guidance documents on hazardous materials. The objective of the ISA process is to evaluate, based on readily available information, whether hazardous materials or petroleum products are likely to be present along the project corridor or are likely to exist in the future, due to on-site or nearby activities or problems. The ISA corridor screening process may recommend a Preliminary Site Investigation (PSI) for specific properties identified in the ISA requiring additional data collection (e.g., additional site-specific information, soil, and/or groundwater sampling). The results of the ISA review are presented in Section 4.0 of the technical report and summarized below:

- **Alternative 1** – This alternative will not result in any new right-of-way (ROW) acquisition, structure demolition, or modification, or excavation specifically for the Lynn Canal project area; therefore, there is no hazardous material risk associated with this alternative and no mitigation is necessary.
- **Alternatives 2, 2A, and 2C** – The hazardous materials involvement and mitigation issues for these three alternatives are similar. The alignment differences between these three alternatives do not result in any differences in the degree of hazardous materials involvement or mitigation requirements. A description of the alternatives is included below:
  - **Alternative 2** – Construction of a highway along East Lynn Canal from Echo Cove to Skagway with ferry terminal at Katzehin.
  - **Alternative 2A** – Construction of highway from Echo Cove to Sawmill Cove with ferry terminals at Sawmill Cove and Slate Cove and highway from the Slate Cove Ferry Terminal to Katzehin with a ferry terminal at Katzehin. This alternative was not included in the 1994 ISA.
  - **Alternative 2C** – Construction of highway from Echo Cove to Skagway with no new ferry terminals. This alternative was not included in the 1994 ISA.

Of the alternatives reviewed for the ISA, these three alternatives will have the highest probability for hazardous materials involvement and mitigation issues due to the alignment approach into

the city of Skagway. Based on ISA review of 29 sites within the East Lynn Canal project corridor, no sites were assessed as having a moderate or high probability for hazardous materials involvement to the current alignment. Twenty sites were assessed as having a negligible probability of hazardous material involvement to the current alignment. The remaining nine sites were assessed as having a low probability of hazardous material impacts to the current alignment. Therefore, there is a low probability of encountering hazardous materials for Alternatives 2, 2A, and 2C, and no mitigation measures were identified based on the ISA data.

For comparison purposes, a review of the potential hazardous materials issues associated with the 1997 DEIS alignment for East Lynn Canal was also completed. Based on the review, the probability for hazardous materials involvement for the current alignment is significantly less than the 1997 DEIS alignment. The current alignment bypasses most of the known hazardous materials sites within Skagway by going through undeveloped land, upgradient to the east of Skagway, and by entering the city from the north. In comparison, two sites were assigned as having a high probability for hazardous materials involvement for the 1997 DEIS alignment and five sites were assigned as a medium probability. The 1994 ISA assessed Alternative 2 as having a moderate potential for hazardous materials involvement. However, this updated assessment of the 1997 DEIS alignment indicates there would have been a high potential for hazardous materials involvement with this alignment.

- **Alternative 2B** – This alternative is the same as Alternative 2 except that the highway segment from Katzehin to Skagway is deleted. This alternative was not included in the 1994 ISA. Twenty-eight of the 29 sites identified within the East Lynn Canal project corridor are eliminated by deleting the Skagway approach. The 28 sites have a negligible to low probability for hazardous materials involvement for the current alignment under Alternative 2. Only the Kensington Mine Comet beachhead (Site E27) facility remains as an ISA review site for this alternative. However, the probability for hazardous material involvement to the alignment from Site E27 is low since the current alignment is 150 feet upgradient of the Comet facility. Therefore, there is a low probability for hazardous materials involvement for Alternative 2B, and no mitigation measures were identified based on the ISA data.
- **Alternative 3** – This alternative will extend the existing Glacier Highway to Sawmill Cove along East Lynn Canal. A new marine terminal will be constructed at Sawmill Cove on East Lynn Canal and a new terminal at William Henry Bay on West Lynn Canal. A highway will be constructed from the new William Henry Bay Ferry Terminal to Haines. A bridge will cross the Chilkat River from Green Point at Pyramid Harbor to Haines via Pyramid Island and connecting to Mud Bay Road in Haines. Two of the three sites associated with this alternative have a negligible probability for hazardous materials involvement with the third site having a low probability of hazardous materials involvement. There is a low probability for hazardous materials involvement for Alternative 3, and no mitigation measures were identified based on the ISA data. The 1994 ISA also determined that there is a low potential for encountering hazardous materials for Alternative 3.
- **Alternative 4** – This alternative and four options include modifications to the existing Alaska Marine Highway System (AMHS) to provide improved access to Haines, Juneau, and Skagway. This alternative and all options will require construction of a new double stern berth at Auke Bay. Hazardous materials involvement associated with the Auke Bay berth construction is expected to be negligible. The Auke Bay berth construction will be primarily offshore with no additional ROW acquisition. Correspondingly, the risk for hazardous materials involvement is considered negligible for Alternatives 4, 4A, and

4C. They do not include any new terminal or highway construction, or additional facility construction other than the Auke Bay berth expansion discussed above. Alternatives 4B and 4D only differ by the level and type of ferry service provided. Both alternatives extend the existing Glacier Highway from Echo Cove to Sawmill Cove. A new marine terminal will be constructed at Sawmill Cove on East Lynn Canal to provide ferry service to Haines and Skagway for both alternatives. The risk for hazardous materials involvement within the project corridor from Echo Cove to Sawmill Cove and within the search corridor around the new Sawmill Cove Ferry Terminal was determined to be negligible. In summary, Alternatives 4, 4A, 4B, 4C, and 4D were assessed as having a negligible probability for hazardous materials involvement within the project corridor. There are no known mitigation requirements for Alternatives 4, 4A, 4B, 4C, and 4D since no hazardous materials impacts to the proposed project areas were identified.

This page left intentionally blank.

1.0 INTRODUCTION

Presented in this technical report are the results of an Initial Site Assessment (ISA) for the 2004 Juneau Access Improvements Supplemental Draft Environmental Impact Statement (SDEIS). This technical report is an update to the 1994 draft technical report prepared for the 1997 Juneau Access Improvements Draft Environmental Impact Statement (DEIS). The findings of the 1994 ISA are documented in the *Juneau Access DEIS Draft Technical Memorandum – Initial Site Evaluation* (October 6, 1994) as prepared by FPE/Roen for the Alaska Department of Transportation and Public Facilities (DOT&PF). DOT&PF modified the alternatives evaluated in the 1997 DEIS based on comments received for the 1997 DEIS. DOT&PF needed to reassess the potential hazardous materials involvement for the proposed project given the new alignments. This document is intended to update the information presented in the DEIS and is therefore supplemental to the 1994 ISA. This technical report presents the ISA data, affected environment description, and potential hazardous materials involvement effects for the alternatives to be analyzed in the 2004 SDEIS.

The two primary proposed project areas included in this ISA technical report are located about 50 miles northwest of Juneau and do not extend beyond Skagway, as presented in Figure 1. A project description is included in Section 1.2.

1.1 Project Purpose And Need

The purpose of and need for the Juneau Access Improvements Project is to provide improved surface transportation to and from Juneau within the Lynn Canal corridor that will:

- Provide the capacity to meet the transportation demand in the corridor
- Provide flexibility and improve opportunity for travel
- Reduce travel time between Lynn Canal communities
- Reduce state costs for transportation in the corridor
- Reduce user costs for transportation in the corridor

1.2 Project Description

Lynn Canal, located approximately 25 miles north of Juneau, is the waterway that connects Juneau with the cities of Haines and Skagway via the Alaska Marine Highway System (AMHS). At present there is no roadway connecting these three cities. The Glacier Highway originates in Juneau and ends at Echo Cove, approximately 40.5 miles to the northwest.

As required by the National Environmental Policy Act (NEPA), the SDEIS for the Juneau Access Improvements Project considers the following reasonable alternatives:

Alternative 1 – No Action Alternative – The No Action Alternative includes a continuation of mainline AMHS service in Lynn Canal as well as the operation of the fast vehicle ferry (FVF) *M/V Fairweather* between Auke Bay and Haines and Auke Bay and Skagway. The *M/V Aurora* would provide shuttle service between Haines and Skagway, beginning as early as 2005.

Alternative 2 (Preferred) – East Lynn Canal Highway with Katzehin Ferry Terminal– This alternative would construct a 68.5-mile-long highway from the end of Glacier Highway at the Echo Cove boat launch area around Berners Bay to Skagway. A ferry terminal would be constructed north of the Katzehin River delta, and operation of the *M/V Aurora* would change to shuttle service between Katzehin and the Lutak Ferry Terminal in Haines. Mainline ferry service

would end at Auke Bay, and the existing Haines/Skagway shuttle service would be discontinued. The *M/V Fairweather* would be redeployed on other AMHS routes.

Alternative 2A – East Lynn Canal Highway with Berners Bay Shuttles – This alternative would construct a 5.2-mile highway from the end of Glacier Highway at Echo Cove to Sawmill Cove in Berners Bay. Ferry terminals would be constructed at both Sawmill Cove and Slate Cove, and shuttle ferries would operate between the two terminals. A 52.9-mile highway would be constructed between Slate Cove and Skagway. A ferry terminal would be constructed north of the Katzehin River delta, and the *M/V Aurora* would operate between the Katzehin and the Lutak Ferry Terminals. Mainline ferry service would end at Auke Bay, and the existing Haines/Skagway shuttle service would be discontinued. The *M/V Fairweather* would be redeployed on other AMHS routes.

Alternative 2B – East Lynn Canal Highway to Katzehin with Shuttles to Haines and Skagway – This alternative would construct a 50.5-mile highway from the end of Glacier Highway at Echo Cove around Berners Bay to Katzehin, construct a ferry terminal at the end of the new highway, and run shuttle ferries to both Skagway and Haines from the Katzehin Ferry Terminal. The Haines to Skagway shuttle service would continue to operate, two new shuttle ferries would be constructed, and the *M/V Aurora* would be part of the three-vessel system. Mainline AMHS service would end at Auke Bay. The *M/V Fairweather* would be redeployed on other AMHS routes.

Alternative 2C – East Lynn Canal Highway with Haines/Skagway Shuttle – This alternative would construct a 68.5-mile highway from the end of Glacier Highway at Echo Cove around Berners Bay to Skagway with the same design features as Alternative 2. The *M/V Aurora* would continue to provide service to Haines. No ferry terminal would be constructed at Katzehin. Mainline ferry service would end at Auke Bay, and the *M/V Fairweather* would be redeployed on other AMHS routes.

Alternative 3 – West Lynn Canal Highway – This alternative would extend the Glacier Highway 5.2 miles from Echo Cove to Sawmill Cove in Berners Bay. Ferry terminals would be constructed at Sawmill Cove and William Henry Bay on the west shore of Lynn Canal, and shuttle ferries would operate between the two terminals. A 38.9-mile highway would be constructed between William Henry Bay and Haines with a bridge across the Chilkat River/Inlet connecting to Mud Bay Road. The *M/V Aurora* would continue to operate as a shuttle between Haines and Skagway. Mainline ferry service would end at Auke Bay, and the *M/V Fairweather* would be redeployed on other AMHS routes.

Alternative 4A through 4D – Marine Options – The four marine alternatives would construct new shuttle ferries to operate in addition to continued mainline service in Lynn Canal. All of the alternatives would include a minimum of two mainline vessel round trips per week, year-round, and continuation of the Haines/Skagway shuttle service provided by the *M/V Aurora*. The *M/V Fairweather* would no longer operate in Lynn Canal. All of these alternatives would require construction of a new double stern berth at Auke Bay.

Alternative 4A – FVF Shuttle Service from Auke Bay – This alternative would construct two FVFs to provide daily summer service from Auke Bay to Haines/Skagway.

Alternative 4B – FVF Shuttle Service from Berners Bay – This alternative would extend the Glacier Highway 5.2 miles from Echo Cove to Sawmill Cove in Berners Bay, where a new ferry terminal would be constructed. Two FVFs would be constructed to provide daily service from

Sawmill Cove to Haines/Skagway in the summer and from Auke Bay to Haines/Skagway in the winter.

Alternative 4C – Conventional Monohull Shuttle Service from Auke Bay – This alternative would construct two conventional monohull vessels to provide daily summer service from Auke Bay to Haines/ Skagway. In winter, shuttle service to Haines and Skagway would be provided on alternate days.

Alternative 4D – Conventional Monohull Shuttle Service from Berners Bay – This alternative would extend the Glacier Highway 5.2 miles from Echo Cove to Sawmill Cove in Berners Bay, where a ferry terminal would be constructed. Two conventional monohull vessels would be constructed to provide daily service from Sawmill Cove to Haines/Skagway in the summer and alternating day service from Auke Bay to Haines/Skagway in the winter.

1.3 Technical Report Overview and ISA Methodology

The purpose of this ISA is to update the findings of the 1994 ISA; to assess the current potential for encountering hazardous materials during right-of-way (ROW) acquisition, property management, and/or construction of the proposed project; and to begin evaluating the potential impacts to the project. Hazardous material issues considered for this project address the following:

- Compliance with the NEPA to avoid or minimize adverse impacts to the environment and to assist in the selection of a preferred alignment.
- Compliance with Federal Highway Administration (FHWA) Interim Guidance to identify hazardous material concerns early in the planning process and to evaluate and document the feasibility of avoidance or minimization for hazardous materials involvement.
- Protection of DOT&PF interests to avoid or minimize liability for environmental remedial (corrective) action; avoid or minimize unnecessary costs (field changes, contractor downtime) due to unanticipated encounters with hazardous materials during construction; and to protect the health and safety of the public, contractors, and DOT&PF staff during construction.

The objective of the ISA process is to evaluate, based on readily available information, whether hazardous substances or petroleum products are likely to be present along the project corridor or are likely to exist in the future, due to on-site or nearby activities or problems. Where possible, the 1994 ISA was used as source information for this ISA. However, alignment modifications and the length of time between the 1994 ISA review and the current ISA review required a re-assessment of most of the areas along the project corridor.

This ISA has been prepared in general accordance with the American Association of State Highway and Transportation Officials (AASHTO) Hazardous Waste Guide for Project Development (AASHTO, 1990), and FHWA guidance documents on hazardous waste. In 1988, the FHWA developed interim guidance for hazardous material sites affecting highway project development (FHWA, 1988). The interim guidance provides a framework for hazardous materials involvement on FHWA projects. A supplemental hazardous waste document was issued in 1997 (FHWA, 1997).

Detailed assessment procedures are not included in the FHWA and AASHTO guidance documents since the level of detail required for an assessment will vary based on the type and size of the project. Therefore, the American Society for Testing and Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA)*

Process for Forestland or Rural Property (Designation E 2247-02) standards for environmental records sources and search distances were used for this report (ASTM, 2002). The ASTM process is specific to detailed assessments completed for individual parcels, but the due diligence review process has similar components to that of an ISA corridor study to determine if a "recognized environmental condition" exists at a site. The ISA corridor screening process may recommend a Preliminary Site Investigation (PSI) for sites needing additional data collection. A PSI may encompass a Phase I ESA as defined by ASTM E 1527-00 (ASTM, 2000) for specific parcels within developed areas.

The major components of an ISA include:

- A review of project alignment alternatives and ROW requirements;
- A review of existing and previous land use within the project corridor;
- A review of regulatory agency databases and files for the project corridor;
- Site and vicinity reconnaissance;
- Interviews; and
- A determination of the need for further investigation, considerations, and/or coordination.

Each of these components is described in more detail in Sections 1.3.1 through 1.3.5 as they have been applied to the Juneau Access Improvements Project.

Evaluation of structural, mechanical, or electrical systems; environmental regulatory compliance; worker health and safety issues; asbestos; radon; lead-based paint issues; and wetlands assessment/delineation was not included within the scope of the ISA review.

1.3.1 Project Alignment Alternatives and ROW Review

Alignment and ROW requirements were assessed to determine how much inquiry was practical or appropriate for the ISA review. As discussed in Section 1.2 and illustrated in Figure 2, ten alternatives have been developed for the SDEIS. In comparison, the 1994 ISA included only six alternatives. Brief summaries of the proposed alternatives and their applicability to the ISA review follow:

- **Alternative 1 – No Action** – This alternative will not result in any new ROW acquisition, structure demolition or modification, or excavation specifically for the Lynn Canal project area, and no ISA review of this alternative was needed. The 1994 ISA determined that there was no potential for hazardous materials involvement for this alternative.
- **Alternative 2 – East Lynn Canal Highway with Katzehin Ferry Terminal** – This alternative will extend the existing Glacier Highway near Juneau from its terminus near Echo Cove by constructing a new highway along East Lynn Canal to Skagway. A new ferry terminal will be constructed at East Lynn Canal Highway at Katzehin to provide service to Haines. As part of this alternative, the alignment approach into Skagway reviewed in the 1994 ISA (i.e., the 1997 DEIS Alignment) is also discussed for comparison purposes to the Current Alignment approach into Skagway. The Current Alignment approach into Skagway traverses the east side of Skagway through undeveloped land and enters Skagway from the north side of the town at 23rd Avenue. The 1997 DEIS Alignment approach into Skagway went through the former railroad dock and the small boat harbor area and tied into the existing State Street and 1st Avenue. The approach into Skagway was modified from the 1997 DEIS Alignment in part to

reduce the overall hazardous materials involvement associated with constructing a highway through the industrialized dock area of Skagway. The 1994 ISA determined that there was a moderate potential for hazardous materials involvement for this alternative.

- **Alternative 2A – East Lynn Canal Highway with Berners Bay Shuttles** – This alternative is the same as Alternative 2, except the East Lynn Canal Highway portion around Berners Bay extending from Sawmill Cove to Slate Cove will be deleted and replaced by ferry service. Ferry terminals will be constructed at Sawmill Cove and Slate Cove rather than constructing a highway around the Bay. This alternative was not included in the 1994 ISA.
- **Alternative 2B – East Lynn Canal Highway to Katzehin with Shuttles to Haines and Skagway** – This alternative is the same as Alternative 2, except that the highway segment from Katzehin to Skagway will be deleted and replaced by shuttle ferries providing service from the new Katzehin Ferry Terminal to both Haines and Skagway. This alternative was not included in the 1994 ISA.
- **Alternative 2C – East Lynn Canal Highway with Haines/Skagway Shuttle** – This alternative is the same as Alternative 2, except the ferry terminal at Katzehin is deleted. Access to Haines will be via ferry from Skagway using existing terminals at Skagway. This alternative was not included in the 1994 ISA.
- **Alternative 3 – West Lynn Canal Highway** – This alternative will extend the existing Glacier Highway to Sawmill Cove along East Lynn Canal. New marine terminals will be constructed at Sawmill Cove on East Lynn Canal and at William Henry Bay on West Lynn Canal. A highway will be constructed from the new William Henry Bay Ferry Terminal to Haines. A bridge will cross the west side of Lynn Canal from Green Point at Pyramid Harbor to Haines via Pyramid Island and connect to Mud Bay Road near Haines. The 1994 ISA determined that there was a low potential for hazardous materials involvement for this alternative.
- **Alternatives 4A through 4D – Marine Options** – All marine options will require construction of a new double stern berth at Auke Bay. Auke Bay terminal construction will be limited to new dock construction with no additional land acquisition, since it will be completed on existing state-owned land. No significant on-shore construction activities are planned for the berth expansion at Auke Bay; therefore, the probability for hazardous materials involvement during berth construction is considered negligible. Other than the dock expansion at Auke Bay, Alternatives 4A and 4C will not include any additional facility construction or highway construction. Alternatives 4B and 4D will include new highway construction and land acquisition associated with new marine terminal construction. Alternatives 4B and 4D will extend the existing Glacier Highway to Sawmill Cove along East Lynn Canal. A new marine terminal will be constructed at Sawmill Cove on East Lynn Canal to provide ferry service to Haines and Skagway. Alternatives 4B and 4D differ only in the level and type of ferry service provided; therefore, the two alternatives are referred to collectively as Alternatives 4B/4D for the purposes of the ISA assessment. Alternative 4D was not included as an alternative option in the 1994 ISA. Alternatives 4A, 4B, and 4C were determined to have a negligible potential for hazardous materials involvement.

Based on the alternative descriptions, the ISA study boundaries were divided into two major areas.

The first major study area, East Lynn Canal, starts at the existing terminus of the Glacier Highway, at Echo Cove, approximately 40.5 miles northwest of downtown Juneau, and goes along the east coast of Lynn Canal to Skagway, Alaska, approximately 68 miles northwest of Juneau. With the exception of three general areas, the East Lynn Canal project corridor is undeveloped and lies primarily within federally protected lands of the Tongass National Forest (see the *Land Use and Coastal Zone Technical Report*), and is of negligible risk for hazardous materials involvement. Assignment of risk ratings for sites within the study corridor is discussed in more detail in Section 1.3.6 and is based on alignment data as of October 10, 2003, for East Lynn Canal. The three areas along East Lynn Canal where the majority of development has occurred include:

- **Echo Cove Area** – The terminus of the existing Glacier Highway. The development in this area consists primarily of recreational areas.
- **Kensington Mine Area** – The portion of East Lynn Canal Highway north of Berners Bay along the Sherman Creek drainage area, includes Kensington, Comet, Ivanhoe, Horrible, Jualin, and Ophir mine sites. The Kensington gold mine is the largest of the mine projects through this area, and the highway comes within 150 feet of the mine beachhead facilities at Comet.
- **Skagway Approach** – This portion of the project consists of the terminus (i.e., approach) of the East Lynn Canal Highway in Skagway. Two approach alignments into Skagway were reviewed in this ISA and are discussed separately. One approach is based on the current alignment route entering on the north side of Skagway at 23rd Avenue via undeveloped land to the east of Skagway. The other approach is based on the 1997 DEIS alignment route, which enters on the south side of Skagway via the former railroad dock facility. The 1997 DEIS alignment is similar to the alignment reviewed in the 1994 ISA and is included in this document for comparison to the original ISA. The approach change into Skagway was made in part to minimize hazardous materials involvement associated with the 1997 DEIS alignment approach.

The second major study corridor is along West Lynn Canal, where a new approximately 42-mile highway is proposed from William Henry Bay to Pyramid Harbor. This West Lynn Canal study area is only associated with Alternative 3. A bridge will be constructed to cross the Chilkat River from Green Point on West Lynn Canal to Pyramid Island and then connect into the existing Mud Bay Road on the southwest side of Haines. Except for the former Alaska Endicott Mine approximately ¾ miles southwest of the beginning of the West Lynn Canal alignment at William Henry Bay (Figure 1), mining claims and prospects along West Lynn Canal, and a communication facility at Sullivan River, no significant development has occurred in this portion of the study area. Approximately 30 miles of the West Lynn Canal alignment are within Tongass National Forest. The remaining portion is in the Haines State Forest and Resource Management Area. Therefore, except for the areas noted above and the specific sites discussed in Section 2.0, there is negligible risk for hazardous materials involvement for the West Lynn Canal study corridor. Assignment of site risk ratings within the study corridor is discussed in more detail in Section 1.3.6 and is based on alignment data as of November 11, 2003, for West Lynn Canal.

For the two study areas described above, a 300-foot corridor was selected (150 feet on either side of the proposed centerline) for the ISA screening process. This is a typical easement requirement for DOT&PF projects through undeveloped areas with no existing ROW. However, the DOT&PF will only acquire the actual ROW needed for a project, thereby minimizing acquisition costs and project impacts to existing facilities or buildings. Thus, ROW corridor requirements within developed areas are expected to be from 60 to 80 feet.

To assess potential hazardous materials risk from adjacent properties relative to the ROW study corridor, the ISA included a review of properties within a search distance measured from the proposed project highway centerline. The centerline was used for reference purposes since the ROW corridor has not been finalized and will vary along the length of the project. Unless otherwise noted for the data review, the search corridor used for the ISA was ½ mile (¼ mile on either side of the proposed centerline). A ¼ -mile search radius (from terminal center point) was used for any new marine terminal locations. However, the search corridor was altered for review of certain standard environmental record sources to reflect the requirements in ASTM E2247-02. The specific search distances for each environmental record source are discussed in more detail in Section 2.0. The adjacent property review focused on land uses (e.g., industrial areas, known contamination sites, mining areas), which may adversely affect or have affected environmental conditions within the project corridor due to the presence and/or release of hazardous materials.

Based on preliminary information gathered during the writing of the ISA and other Juneau Access Improvements SDEIS technical reports, specific changes to the alignment were made by DOT&PF to minimize impacts to existing facilities or areas. The date of the most current alignment is included in the figures to reflect this iterative process. Additionally, for comparison purposes, Figures 1 through 6 and Figure 8 also show select prior alignments and the date of the prior alignment.

1.3.2 Existing and Previous Land Use Review

The purpose of reviewing existing and previous land use information is to identify uses or occupation of sites within or adjacent to the project corridor that are likely to have led to hazardous material contamination. This task included reviewing pertinent and readily available information regarding environmental conditions along the project corridor, including documents and maps of local geologic and relevant hydrogeologic conditions, aerial photographs, topographic maps, land use maps, and tax assessors' records.

As discussed in the *Land Use and Coastal Zone Technical Report*, both the East and West Lynn Canal project corridors are primarily undeveloped and within federally protected lands of the Tongass National Forest and state protected lands of the Haines State Forest. Previous land use through the East Lynn Canal portion has consisted of various levels of gold mining activity since the 1880s. Current land uses consist of mining activity in the area around Kensington Mine and the former Alaska Endicott Mine, recreational activities, and protected wilderness.

Aerial photography review was completed to help assess past and current land uses in the project areas. Aerial photography was provided by DOT&PF and Aeromap U.S., Inc. (Aeromap) in Anchorage, Alaska. Aerial photography review included areas within a ½-mile corridor (¼ mile on either side of the proposed centerline) and within a ¼-mile radius of any proposed marine terminals.

Additional information on land use within the project corridor is discussed in the *Land Use and Coastal Zone Technical Report*, which is included as a separate technical document to the Juneau Access Improvements SDEIS.

1.3.3 Regulatory Agency Database Review

The purpose of the regulatory agency database and file review is to identify known sources of contamination and sites that have regulated or registered activities to assess the risk of those sites relative to the project corridor. United States Environmental Protection Agency (USEPA)

and Alaska Department of Environmental Conservation (ADEC) database reviews were completed to identify sites which may be within the proposed ROW or adjacent to the project corridor. Relative to the distance on either side of the alignment centerline (i.e., radius), the following federal and Alaska regulatory agency databases and minimum search distances were used for the ISA review, and are based on the minimum search distances in ASTM E2247-02:

- National Priorities List (NPL): 1.0-mile radius (2-mile corridor).
- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS): 1.0-mile radius (2-mile corridor).
- Treatment, Storage and/or Disposal Facility (TSDF): 1.0-mile radius (2-mile corridor).
- Emergency Response Notification System (ERNS): proposed project limits (300-foot corridor).
- Resource Conservation and Recovery Act (RCRA) generators: 0.25-mile radius (0.5-mile corridor).
- State Contaminated Sites Database: 0.5-mile radius (1-mile corridor).
- Leaking underground storage tank (LUST): 0.5-mile radius (1-mile corridor).
- Municipal solid waste landfill (MSWLF): 0.5-mile radius (1-mile corridor).
- Registered underground storage tanks (UST): proposed project limits (300-foot corridor).

In addition to the above lists, the United States (U.S.) Bureau of Land Management (BLM) Abandoned Mine Lands (AML) program list was reviewed to identify any mine sites on federally managed claims that have been identified as having potential contamination issues associated with former mining operations. The U.S. Department of Agriculture (USDA) Forest Service was also contacted regarding any known facilities within the Tongass National Forest (e.g., log transfer facilities, logging camps, mine sites) that may have known contamination issues.

In addition to the above-listed database review completed by URS Corporation (URS) personnel, a commercial database search company was used for those portions of the project areas near the cities of Haines, Skagway, and Juneau. The Environmental Data Resources, Inc. (EDR) database search was used to evaluate activities that had the potential to threaten the environmental quality within or adjacent to the proposed ROW corridor. The EDR search included reviews of databases compiled by federal, state, and local governmental agencies. The EDR reports are presented in Attachment A. The EDR reports refer to sites listed in the state Contaminated Sites Database as State Hazardous Waste Sites (SHWS). Using the environmental database information reported in the EDR database is an accepted practice for performance of environmental due diligence investigations.

1.3.4 Limited Site and Vicinity Reconnaissance

The purpose of site visits is to gather information regarding potential hazardous material contamination based on a visual assessment of the land uses along the project corridor. A visual survey within ¼ mile of the project study corridor was performed for the portion of the project within Skagway and Haines on October 15 and 16, 2003, respectively. The visual survey was completed by Ms. Michelle Harper, a staff scientist with URS. The visual survey included observations of surrounding and adjacent land use to determine the potential for contamination to migrate to the proposed project limits from surrounding properties. No sampling or entry onto any adjacent properties occurred. The visual survey was also used to verify locations of sites identified in the regulatory agency database reviews.

Due to the undeveloped and relatively inaccessible nature of the project study corridor along the majority of the East and West Lynn Canal project highway alignments, site visits outside of Haines and Skagway were not included within the URS scope of work. Aerial photography review, as discussed in Section 1.3.2, and agency reviews were used to identify any suspect sites in place of on-site surveys for the other portions of the project.

1.3.5 Interviews

The purpose of conducting interviews with knowledgeable personnel is to gather additional information regarding potential hazardous material contamination along the project corridor. This task included interviewing available persons who were identified as having knowledge of past and present site activities along the project study corridor. Because large portions of the project study corridor go through federal and state protected lands, interviews concerning specific project concerns were limited primarily to regional and local regulatory agency staff. Information gathered from interviews is presented in Sections 2.0 and 3.0.

1.3.6 Hazard Assessment and Additional Investigation

A hazard assessment of potential hazardous materials involvement was completed along the project study corridor to identify sites that may require additional information to assess if the site is a risk to the project alignment. The hazard assessment is based on the information gathered during the screening phase of the ISA. Assignment of risk is a two-step process. The first step is an assessment of site contamination risk for sites within the study corridor. For screening purposes, the sites were assigned a site hazard rating based on the likelihood of encountering hazardous materials contamination at the property. This site hazard rating criteria is discussed in Section 1.3.6.1.

The second step in the hazard assessment is to assess the site risk relative to the proposed alignment corridor (i.e., ROW) using the information gathered during the ISA screening process. For example, a site could be a high risk-rated site due to known contamination on the site but could pose a minimal impact risk to the project alignment after assessment of the contamination characteristics (e.g., lateral contamination extent, groundwater flow direction). Alternatively, a medium risk-rated site may require a PSI if the site is directly impacted (e.g., purchased as part of the ROW process). This two-step approach allows for identification of sites with environmental issues within the search corridor that could constrain future alignment modifications, but eliminates sites that do not need to be managed based on the current alignment alternatives. Section 1.3.6.2 discusses the assessment process used to rate the impact of a site relative to the proposed project alignment.

1.3.6.1 Site Hazard Rating Assignment

Sites within the project study corridor were rated for contamination risk. Search corridors for specific types of sites (e.g., NPL, landfills, RCRA generators) are included in Section 1.3.3 and are discussed in additional detail in Section 2.0. Figures 3 through 8 include the sites identified during the ISA data review and their corresponding site hazard rating. Site hazard ratings were assigned based on the following criteria.

Negligible Site Hazard – A negligible site hazard rating was assigned to undeveloped sites when there was no evidence that hazardous materials will be a concern at the site based on current and past land uses. Sites with this risk rating were not assigned a numeric identifier and are not included on the hazard rating maps. Typical sites assigned a negligible risk rating included undeveloped land within protected land status areas such as Tongass National Forest, state parks, and areas of land that have had minimal human impacts. This risk rating was used

to screen out the relatively large portions of the project corridor that have minimal risk for hazardous materials involvement. Unless otherwise identified in the report, property within the ½-mile project corridor can be assumed to have a negligible risk rating.

Low Site Hazard – A low site hazard rating differs from a negligible hazard rating due to evidence that the site is or was within a developed area such as a community, or within an area of other human activity (e.g., mining, timber management, recreational areas, cabins) where a low likelihood for hazardous materials involvement exists.

A low site hazard rating was assigned to sites within the 300-foot corridor when either there was no indication of hazardous materials utilized on the property, or noncommercial quantities of petroleum products (e.g., home heating oil) are or were potentially stored on the property in aboveground storage tanks (ASTs) or other smaller containers. To be assigned a low site hazard rating, the ISA review must have found no evidence that groundwater and/or soil are currently impacted from current or past uses of the property. Typical sites assigned a low site hazard rating included residential areas and businesses with a low likelihood of managing large quantities of hazardous materials. The low site hazard rating indicates areas that have limited potential for hazardous materials involvement to the project. This rating has been assigned to large areas of land that have similar land uses to minimize the number of individual sites discussed in the report.

A low site hazard rating was also assigned to sites where historical information indicates that hazardous materials or fuel were once stored on the property and had impacted soil or groundwater in relatively small quantities (i.e., assigned low priority rating by ADEC), but cleanup was initiated and met regulatory cleanup requirements as documented in USEPA and ADEC records. Typically, this type of site was identified during review of the USEPA and ADEC databases for the adjacent property corridor search.

Medium Site Hazard – A medium site hazard rating was assigned when commercial quantities of fuel or hazardous materials are or have been stored on the property (e.g., gasoline station, industrial area). A medium site hazard rating was also assigned to properties where a UST may be present or was formerly located on-site. A medium site hazard rating does not necessarily indicate that the site is contaminated, only that the site will require additional assessment if the proposed ROW includes the site, since there may be undocumented impacts from the usage of those hazardous materials.

High Site Hazard – A high site hazard rating was assigned to sites where commercial quantities of petroleum products or hazardous materials are or have been stored or used on the property, or there is a high potential that soil or groundwater has been contaminated from past or current site uses. Sites noted as active on ADEC or USEPA contaminated site databases are automatically assigned a high site hazard rating.

1.3.6.2 Project Study Corridor Impact Risk Assignment

As discussed in Section 1.3.1, a 300-foot corridor was used to screen sites that may be within the proposed project ROW. Sites rated as high or medium risk, as described in Section 1.3.6.1, that were within the 300-foot corridor were given additional review since this corridor may be part of future DOT&PF ROW acquisition. Changes in the assumed 300-foot corridor width may affect the risk impact assignments.

Negligible Impact – Areas assigned as negligible site risks were automatically assigned a negligible impact rating to the proposed project ROW. Typically, this impact rating would only be assigned for sites that are negligible or low site risk. However, sites with a medium or high site risk rating may also have a negligible impact to the proposed ROW in certain specific cases such as when the site is downgradient of the ROW with minimal likelihood for hazardous materials migrating to the proposed ROW.

No mitigation costs are estimated and no additional studies are recommended for areas assigned a negligible impact rating.

Low Impact – A low impact rating was assigned to sites where it is unlikely that any past or current uses of that site have impacted soil or groundwater within the proposed project corridor at concentrations above state or federal standards. Generally, this impact rating would only be assigned to sites with a medium or low site risk. However, sites with a high site risk may be assigned a low impact risk to the proposed project corridor if review of the site-specific information indicates that the probability of impact is unlikely (e.g., site is downgradient, no off-site contamination migration, no excavation work in area).

No mitigation costs are estimated, since the likelihood of encountering contamination during project construction is low. No additional studies are recommended for areas assigned as low impact.

Medium Impact – A medium impact rating was assigned to sites with a medium or high site risk rating where soil or groundwater contamination above state or federal standards is possible but not specifically documented to have occurred within the proposed project ROW corridor.

A PSI is recommended to verify the presence and level of contamination prior to acquisition of ROW associated with the site. A PSI verifies the preliminary findings of the ISA and examines site-specific data so that the extent of contamination and remediation costs can be better defined. Depending on the amount of information known and the complexity of the site, a Phase I ESA may be required as a precursor to the PSI to gather additional site-specific information prior to the commencement of sampling activities.

Mitigation costs are estimated to be less than $75,000 for each site assigned medium impact rating.

High Impact – A high impact rating was assigned to sites with a high or medium site risk rating where soil or groundwater contamination above state or federal standards is known or strongly suspected to have occurred within the proposed project corridor.

A PSI is recommended to verify the presence and level of contamination prior to acquisition of ROW associated with the site. A PSI verifies the preliminary findings of the ISA and examines site-specific data so that the extent of contamination and remediation costs can be better defined. Depending on the amount of information known and the complexity of the site, a Phase I ESA may be required as a precursor to the PSI to gather additional site-specific information prior to the commencement of sampling activities.

Mitigation costs are estimated to be greater than $75,000 for each site assigned a high impact rating.

This page left intentionally blank.

2.0 STUDIES AND COORDINATION

Presented in this section are the results of the East and West Lynn Canal ISA and the resources used to identify any known or likely areas of hazardous materials along the project route. Each data source is reviewed relative to the areas discussed in Section 1.3.1. Areas of interest identified in the data source review were assigned a site code designation for reference purposes. A listing of sites assigned site code designations during the data review phase of the ISA is included in Tables 1 and 2. Based on the information reviewed during the ISA, sites were assigned a site risk rating and an assessment was completed to determine the probability of impact to the 300-foot alignment study corridor. Sites that are rated medium or high risk relative to a project alignment, or were medium risk sites within the 300-foot alignment study corridor, were selected for additional risk review and are discussed in additional detail in Section 3.0. The remaining sites are not discussed beyond this section and Tables 1 and 2. Data sources referenced in this section are included in Section 7.0. Figures 3 through 8 show the sites identified during the data source review.

2.1 Federal Data Sources

BLM AML Program List – The AML program addresses contamination resulting from former mining activity on federal claims. None of the 22 sites on the current BLM AML program list is located in southeast Alaska (BLM, 2003). Communications with BLM indicated that there are no identified mine sites with contamination issues within southeast Alaska; however, the USDA Forest Service administers mine issues within the southeast portion of the project corridor (Torrence, 2003). See discussion under the USDA Forest Service heading at the end of this section for additional information.

USEPA CERCLIS List – The CERCLIS list is a compilation by the USEPA of the properties or facilities which the USEPA has investigated or is currently investigating for a release or threatened release of hazardous substances pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (a.k.a., the Superfund Act). The search corridor used for the project was two miles (one mile on either side of the alignment centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; USEPA, 2003a.

- **East Lynn Canal**
  - Echo Cove Area: No sites identified within search corridor.
  - Kensington Mine Area: No sites identified within search corridor.
  - Skagway Approach (current alignment): Two sites were identified on this list: Site E04 – Skagway/Nahku Ore Terminal and Port Area and Site E25 – Skagway White Pass and Yukon Route (WP&YR) Railroad Yard. These two sites are shown on Figures 5 and 6, respectively, and are discussed in more detail in Section 3.0.
  - Skagway Approach (1997 DEIS alignment): Same as the current alignment approach.
- **West Lynn Canal** – No sites identified within the search corridor.

USEPA CERCLIS No Further Remedial Action Planned (NFRAP) List – As of February 1995, CERCLIS sites designated NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund Action or NPL consideration. USEPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so

USEPA does not needlessly repeat the investigations in the future. This policy change is part of the USEPA's Brownfields Redevelopment Program to help cities, states, private investors, and affected citizens promote economic redevelopment of unproductive urban sites. The search corridor used for the project was two miles (one mile on either side of the alignment centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; USEPA, 2003b.

- **East Lynn Canal**
  - Echo Cove Area: No sites identified within search corridor.
  - Kensington Mine Area: No sites identified within search corridor.
  - Skagway Approach (current alignment): One site was identified on this list and includes Site E25 – Skagway WP&YR Railroad Yard. The site is shown on Figure 6 and is discussed in more detail in Section 3.0. Note that the NFRAP entry for Site E25 is not the same entry as noted for the USEPA CERCLIS List in the prior section.
  - Skagway Approach (1997 DEIS alignment): Same as the current alignment approach.
- **West Lynn Canal** – No sites identified within search corridor.

USEPA Corrective Action Report (CORRACTS) – CORRACTS identifies hazardous waste handlers with RCRA corrective action activity. A "corrective action order" is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. This information is obtained from the Resource Conservation and Recovery Act Information System (RCRIS, also RCRAInfo) database. The search corridor used for the project was two miles (one mile on either side of the alignment centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; USEPA, 2003c.

- **East and West Lynn Canal** – No sites identified within search corridor.

USEPA ERNS List – The ERNS list is compiled by the USEPA from spills of potentially hazardous substances reported to federal authorities including USEPA, the U.S. Coast Guard, the U.S. National Response Center (NRC), and the U.S. Department of Transportation. Spill notifications included on this list have not necessarily been confirmed by the USEPA. The search corridor used for the project was 300 feet (150 feet on either side of centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; NRC, 2003.

- **East and West Lynn Canal** – No sites within search corridor were listed on the ERNS list as reported within the EDR information. The NRC lists smaller petroleum spills within Skagway harbor from marine vessels and minor spills along the Skagway railroad corridor. No corrective actions were noted for those spills (NRC, 2003).

USEPA NPL – The NPL includes those sites determined by the USEPA to require priority remedial action, and those sites for which Superfund finances have been allotted. The search corridor used for the project was two miles (one mile on either side of the alignment centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; USEPA, 2003d.

- **East and West Lynn Canal** – No sites identified within search corridor.

USEPA Polychlorinated Biphenyl (PCB) Activity Database (PAD) – The PAD includes sites with PCB activity. The search corridor used for the project was 300 feet (150 feet on either side of centerline) and only within the areas of the project near Juneau, Haines, and Skagway. Source: EDR, 2003a; EDR, 2003b; EDR, 2003c.

- **East Lynn Canal**
  - Echo Cove Area: No sites identified within search corridor.
  - Kensington Mine Area: No sites identified within search corridor.
  - Skagway Approach (current alignment): One location was identified on this list: Site E14 – The Alaska Power and Telephone, Inc. (AP&T) office. The AP&T site was noted in a 1991 listing as having failed to meet PCB record and reporting requirements (EDR, 2003b). The violation address at Site E14 is noted as the office address; however, AP&T has a maintenance building and equipment yard at Site E14B where transformers were observed during the October 14, 2003, visual survey. Site E14 is shown on Figure 5 and Site E14B is on Figure 6. Site E14B is discussed in more detail in Section 3.0.
  - Skagway Approach (1997 DEIS alignment): No sites identified within search corridor.
- **West Lynn Canal** – No sites identified within search corridor.

USEPA RCRA Generators or Notifiers List – The USEPA's RCRA Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities List is a compilation by the USEPA of reporting facilities that generate hazardous waste and is obtained from the USEPA RCRAInfo database. Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; USEPA, 2003e.

- RCRA TSDF (Search corridor of 2 miles)
  - **East and West Lynn Canal** – No sites identified within the search corridor of two miles (1-mile on either side of the alignment centerline) were listed as a RCRA TSDF.
- RCRA Large Quantity Generator (LQG) Facilities (Search corridor of 0.5 mile)
  - **East Lynn Canal**
    - Echo Cove Area: No sites identified within the search corridor.
    - Kensington Mine Area: No sites identified within search corridor.
    - Skagway Approach (current alignment): One site was identified on this list: Site E04 – Skagway/Nahku Ore Terminal and Port Area. This site is shown on Figure 5 and is discussed in more detail in Section 3.0.
    - Skagway Approach (1997 DEIS alignment): Same as the current alignment approach.
  - **West Lynn Canal** – No sites identified within search corridor.
- RCRA Small Quantity Generator (SQG) and Conditionally Exempt Small Quantity Generator (CESQG) Facilities (Search corridor of 0.5 mile)
  - **East Lynn Canal**
    - Echo Cove Area: No sites identified within the search corridor.
    - Kensington Mine Area: No sites identified within search corridor.

- Skagway Approach (current alignment): One property was identified as an SQG facility: Site E11 – WP&YR Railroad Office/Terminal at 2nd Avenue and Spring Street (this office site is listed on the EDR report as an SQG, but the report also makes reference to the WP&YR railroad yard, Site E25). Two properties were identified as CESQG facilities: Site E05 – Petro Marine Skagway Bulk Fuel Plant at 10 Beach Road, and Site E15 – City Hall located at 7th Avenue and Spring Street. No violations were documented at any of the above listed facilities. These sites are shown on Figure 5. At these sites, there appears to be a low to negligible probability of impacts to either approach corridor; therefore, the sites are not discussed further.
- Skagway Approach (1997 DEIS alignment): Same as the current alignment approach.

▪ **West Lynn Canal** – No sites identified within search corridor.

USDA Forest Service Log Transfer Facilities and Known Contamination Issues – The USDA Forest Service was contacted regarding any known contamination sites associated with current or former mining or logging activities within the project corridors. There are no active log transfer facilities within the East or West Lynn Canal project corridors (Vaughon, 2003). Based on information from the USDA Forest Service, no known mine contamination issues have been identified in the Echo Cove to Sawmill Creek area or along the East Lynn Canal alignment (Maas, 2003). No known mine site issues have been identified to the north of Comet since there has been minimal mining activity in this area (DOT&PF, 1995). At William Henry Bay, the former Alaska Endicott Mine has buried tailings that should not be disturbed, but no other mine contamination issues have been identified along the West Lynn Canal portion of project (Maas, 2003). The former Alaska Endicott Mine is shown on Figure 1 and is approximately one mile southwest of the beginning of the West Lynn Canal alignment (FPE/Roen, 1994).

2.2 State of Alaska Data Sources

ADEC Contaminated Sites and LUST Databases – The Contaminated Sites Database records are the state's equivalent of CERCLIS. These sites may or may not be already listed on the federal CERCLIS list. The LUST Incident Reports contain an inventory of reported leaking UST incidents. Facilities on the Contaminated Sites Database may also appear in the LUST database, which is why these lists have been combined for the purposes of this review. The search corridor used for the project was one mile (0.5 mile on either side of the alignment centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; ADEC, 2003a; ADEC, 2003b.

- **East Lynn Canal**
  - Echo Cove Area: No sites identified within search corridor.
  - Kensington Mine Area: No sites identified within search corridor.
  - Skagway Approach (current alignment): There are 15 sites on this combined list within the current alignment search corridor, as shown on Figures 5 and 6:
    1. **Site E01** – Skagway Former Wharf Tanks Area.
    2. **Site E01B** – Former Skagway to Whitehorse Fuel Pipeline.
    3. **Site E04** – Skagway/Nahku Ore Terminal and Port Area.
    4. **Site E05** – Petro Marine Skagway Bulk Fuel Plant.
    5. **Site E06** – AT&T Alascom Skagway Microwave Repeater.

6. **Site E10** – Skagway Petro Express (Services Unlimited).
7. **Site E12** – Skagway Chevron Hoovers Corner Station.
8. **Site E13** – Skagway Public Works Shop.
9. **Site E16** – Skagway Westours Bus Facility.
10. **Site E19** – Skagway Municipal Water Well House #2 Diesel Spill.
11. **Site E20** – Former Skagway Princess Tours Office.
12. **Site E21** – Skagway State Street Mystery Site.
13. **Site E22** – Skagway WP&YR Railroad Coach Cleaning Shop.
14. **Site E25** – Skagway WP&YR Railroad Yard.
15. **Site E26** – Former Upper Skagway Tank Farm.

Sites E22 and E25 are discussed in more detail in Section 3.0 since they are sites with high site risk ratings and are just outside the 300-foot search corridor for the current alignment. As summarized in Table 1, all other sites listed above were assessed to have a low or negligible impact probability to the current alignment and are not discussed further. Future changes in ROW requirements or an alignment that may require acquisition for any of the other sites or bring the proposed alignment closer to any of these sites will require additional evaluation to determine if a PSI is required. The increase in the number of sites for the current alignment approach to Skagway relative to the 1997 DEIS alignment is due to the current alignment bypassing most of Skagway and entering on the north end of the city. Although the current alignment is upgradient of Skagway for most of the bypass portion of the corridor, the result is that the one-mile search corridor for this approach encompasses most of the sites on the ADEC Contaminated Sites Database for the city of Skagway.

- Skagway Approach (1997 DEIS alignment) – There are nine sites on this combined list within the search corridor, as shown on Figure 5 (Site E01B, Figure 6):

  16. **Site E01** – Former Skagway Wharf Tanks Area.
  17. **Site E01B** – Former Skagway to Whitehorse Fuel Pipeline.
  18. **Site E04** – Skagway/Nahku Ore Terminal and Port Area.
  19. **Site E05** – Petro Marine Skagway Bulk Fuel Plant.
  20. **Site E06** – AT&T Alascom Skagway Microwave Repeater.
  21. **Site E10** – Skagway Petro Express (Services Unlimited).
  22. **Site E12** – Skagway Chevron Hoovers Corner Station.
  23. **Site E13** – Skagway Public Works Shop.
  24. **Site E16** – Skagway Westours Bus Facility.

Sites E01, E01B, E04, and E10 are discussed in more detail in Section 3.0 since there is a high probability of impact to the 1997 DEIS alignment for Site E01 and moderate probability of impact to the 1997 DEIS alignment for Sites E01B, E04, E10. As summarized in Table 1, all other sites listed above were assessed to have a low to negligible impact probability to the 1997 DEIS alignment and are not discussed further. Further evaluation will be required if there were changes to the 1997 DEIS alignment that required acquisition of sites E05, E06, E12, E13, or E16 or that brought the alignment closer to any of the sites.

- **West Lynn Canal** – There are two sites on this combined list within the project search corridor:

    25. **Site W01** – Former Federal Aviation Administration (FAA) Haines Station on FAA Road, ½ mile northeast of the bridge crossing to Mud Bay Road.
    26. **Site W03** – AT&T Alascom Sullivan River Microwave Repeater Station, one mile north of Sullivan River and within 600 feet of the proposed centerline.

Sites W01 and W03 are shown on Figure 7 and Figure 8, respectively. As summarized in Table 2, Sites W01 and W03 were assessed to have a negligible probability of impact to the proposed West Lynn Canal alignment. Future changes in ROW requirements or an alignment that may require acquisition of the above-listed sites or bring the alignment closer to the sites may require additional evaluation to determine if a PSI is required since diesel fuel contamination remains at both sites.

ADEC Registered UST Database – The UST database contains registered USTs only. USTs are regulated under Subtitle I of the RCRA. The UST list was reviewed to assess whether registered USTs are within 300 feet (150 feet on either side of centerline) of the project corridor. Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; ADEC, 2003a; ADEC, 2003b.

- **East Lynn Canal**
    - Echo Cove Area: No sites identified within search corridor.
    - Kensington Mine Area: No sites identified within search corridor.
    - Skagway Approach (Current Alignment): No sites identified within search corridor.
    - Skagway Approach (1997 DEIS Alignment): Two sites are listed on this database within the 300-foot search corridor: Site E07 – City of Skagway Sewage Treatment Plant, and Site E10 – Skagway Petro Express (Services Unlimited). These sites are shown on Figure 5 and are discussed in more detail in Section 3.0.
- **West Lynn Canal** – No sites identified within search corridor.

ADEC Solid Waste Disposal Facilities – The listing includes disposal sites that have been permitted under ADEC's solid waste disposal regulations, including MSWLFs. The search corridor used for the project was one mile (0.5 mile on either side of the alignment centerline). Source: EDR, 2003a; EDR, 2003b; EDR, 2003c; ADEC, 2003c.

- **East Lynn Canal**
    - Echo Cove Area: No sites identified within search corridor.
    - Kensington Mine Area: No sites identified within search corridor. The Kensington mine has a solid waste landfill (ADEC permit #9811-BA001) for disposal of dry mine tailings; however, this landfill is outside the search corridor for the project and is not discussed further.
    - Skagway Approach (current alignment): No sites identified within search corridor. The city of Skagway closed their former municipal Class III solid waste landfill under permit #9011-BA031. This landfill is located on Mile 3 of Dyea Road (Township 28 South, Range 59 East, Sections 2 and 11, Copper River Meridian), approximately 1.5 miles north of Skagway. Skagway currently operates a baler and incineration facility for receipt of solid waste under ADEC permit #9711-BA002. The incinerator

facility is six miles north of Skagway on the Klondike Highway (Township 27 South, Range 60 East, Section 20, Copper River Meridian). Both of these facilities are outside the search corridor for the project and are not discussed further.

  - Skagway Approach (1997 DEIS alignment): Same as the current alignment approach.

- **West Lynn Canal** – One site is within the search corridor: a Class III municipal solid waste landfill operated by Haines Sanitation under ADEC permit #0011-BA004. The landfill is approximately 5,000 feet northeast of the Haines approach into Mud Bay (See Figure 7). Although the facility is within the search corridor, it is outside of the proposed right-of-way and construction limits; therefore, impacts from the landfill are unlikely and this site is not discussed further in this report.

2.3 Land Use

The project area is located along the northern portion of Lynn Canal, which is largely wild and undeveloped. Present uses of these lands and waters include fish and wildlife harvest, recreation, tourism, mineral development, and subsistence. The proposed highway alternatives run along the east and west shores of Lynn Canal, skirting the bays, inlets, coves, and river deltas that border the canal. Steep, rugged mountains capped with ice fields are located along the canal (FPE/Roen, 1994).

The USDA Forest Service is the major land manager along Lynn Canal. Most of the lands in the project area are in the Tongass National Forest and are managed by the USDA Forest Service. Management direction for these lands is set forth in the Tongass National Forest Land Management Plan. The State of Alaska owns and manages several state parks, marine parks, and a state forest in the project area. The state also owns and manages most of the tidelands, submerged lands, and navigable water along Lynn Canal. There are also University of Alaska lands and Mental Health Trust lands within the project corridor (FPE/Roen, 1994).

The proposed project corridor also lies within City and Borough of Juneau, City of Skagway, City of Haines, and Haines Borough jurisdictions. Each local government owns or has selected certain lands within the project area. Private lands are clustered at several locations along each proposed route and include private homesteads, Goldbelt, Inc. land, and some Native allotments (FPE/Roen, 1994).

Mining activity is the primary land use activity that is of concern to the ISA review. Therefore, mining activity is discussed in more detail in Section 2.4.1. Additional land use information can be reviewed in the *Land Use and Coastal Zone Technical Report*, which is included as a separate technical document to the SDEIS.

2.3.1 Mining

The project area lies within a large mineral region know as the Juneau Mining District, which has produced large quantities of gold, silver, and lead since 1869. The larger-scale mining activities have occurred primarily outside the project corridor, to the south of the project, near Juneau. However, the Juneau Access Improvements Project alignments run through areas of prospects, claims, and historic and current mines. Mining and prospecting within the project corridor have been primarily for copper, gold, silver, and zinc, with the primary area of historic mining activity along the Berners Bay area at the Jualin and Kensington Mines (Figure 3) (DOT&PF, 1995).

The Jualin veins associated with mining at the Jualin Mine were discovered in 1895 and mined up until 1919. Drilling occurred from 1896 to 1901 and 1905 to 1906 at the “Lower Camp.”

Drilling then moved to the "Upper Camp," up the Johnson Creek valley to about 700 feet elevation from 1915 to 1917 and for three months in 1919. Hydraulic and pneumatic pipelines connected the two camps; however, the mills were destroyed due to fire in 1920. Exploration drilling is being conducted in the area, but no full-scale ore extraction has occurred in recent times. A historic horse-drawn tramway provided access to the mill sites from the shoreline at the east end of Slate Cove. This tram was upgraded to a "low visibility" road following the 1988 Jualin Mine Exploration Environmental Assessment (EA) (USDA Forest Service, 1988b). The mine access road is approximately 12 feet wide, has a total cleared width of 30 feet, and follows a similar route as the historic tramway. A barge ramp facility and helicopter staging area was also built near the east end of Slate Cove. The Jualin Mine is approximately 2.5 miles northeast of the proposed current highway alignment, although the proposed highway will pass through historic beachhead support areas for mining activity in the area.

The current alignment along East Lynn Canal will pass within 150 feet of the Kensington Mine beachhead facilities at Comet. The 1997 DEIS alignment passed through the Kensington beachhead facilities. The Kensington Mine is in the process of reopening once all federal and state permits have been obtained. To the north of the Kensington Mine area and Comet, along the current East Lynn Canal alignment, there is minimal historic and no current mining activity (DOT&PF, 1995). A stamp mill was completed by 1894, which is thought to have been located along Sherman Creek and approximately one mile north of Kensington beachhead facilities. This stamp mill used mercury to bind the gold. As part of the Environmental Impact Statement (EIS) documentation for the Kensington Mine facility, water samples from Sherman Creek were analyzed, and no mercury or other heavy metals were detected (FPE/Roen, 1994). A historic access road was built to an old mine entrance, approximately 1.5 miles southeast of the present Kensington adit, and was then extended following the 1988 Kensington Mine Exploration EA to the current adit portal (1.5-mile road). Waste rock from the adit, totaling approximately 130,000 cubic yards, was deposited near the adit entrance, and an exploratory camp was constructed at Comet (USDA Forest Service, 1988a).

Historic mining production along the West Lynn Canal has also been minimal with the exception of the Alaska Endicott Mine, near William Henry Bay, and the Dream Prospect, on the mainland west of Sullivan Island. The former Alaska Endicott Mine is approximately one mile southwest of the beginning of the current West Lynn Canal alignment at William Henry Bay. The former Alaska Endicott Mine was mined in the early 1900s for copper and incidental amounts of gold and silver until 1924. The Dream Prospect was extensively explored for zinc and copper with no significant mineral recovery. The Dream and Sullivan Area prospects were approximately one mile west of the West Lynn Canal alignment. Ten other mineral occurrences, prospects and mines are in the West Lynn Canal alignment (DOT&PF, 1995). Based on the current project alignment, the West Lynn Canal alignment is not expected to impact any of these historic operations.

There is the potential for encountering undocumented impacts from those historic mining activities (e.g., mine tailings, rock wastes, fuel, debris, mercury, other heavy metals) along the project corridor. Depending on the ore mineralization, waste rock or tailings could contain heavy metals. Historically, free gold contained within the ore was separated with the use of stamp mills that used mercury to bind the gold. Gold concentrated within pyrites was sometimes leached chemically using cyanide or shipped out of Alaska for processing. However, with the exception of Jualin, Kensington, and Alaska Endicott Mines, the mining activity within the project area has been primarily small-scale investigations and claim staking (FPE/Roen, 1994). No areas have been identified on ADEC, BLM, USEPA, or USDA Forest Service information databases to indicate that there are any significant impacts from these

historic activities along either project corridor. Therefore, the probability of impact from mining operations to the proposed alignments is low.

2.3.2 Other Land Uses

Other land uses in the project area have included fish and wildlife harvest, timber harvesting, recreation, tourism, and subsistence (FPE/Roen, 1994). No major impacts from a hazardous materials involvement perspective have been identified along the project corridor.

2.4 Visual Survey

The ISA included a limited on-site field review for the portions of the proposed alignment within the cities of Skagway and Haines. The scope of work for the ISA did not include an on-site visual survey for undeveloped or relatively inaccessible portions of the project (e.g., Tongass National Forest or Kensington Mine). Additionally, the Skagway on-site visual survey was limited to those portions of the current alignment and 1997 DEIS alignment that impact existing developed areas within Skagway (e.g., roads, docks, residential areas, industrial areas). Areas of the Skagway approaches that are within undeveloped parcels and not accessible by passenger vehicle were not visually surveyed for the ISA.

2.4.1 Skagway Visual Survey

The five-hour visual survey of the Skagway approaches was completed on October 14, 2003, by Ms. Michelle Harper, Staff Scientist, with URS. Weather during the site reconnaissance was sunny with air temperatures between 40 degrees Fahrenheit (°F) and 50 °F. The visual survey for Skagway included the areas of both sides of 23rd Avenue, where the current alignment enters into Skagway. The survey also included the port area to State Street on the south end of the city, where the 1997 DEIS alignment enters Skagway. No entry onto individual sites was performed.

The visual survey was also used to confirm the locations of sites identified during the environmental database search, since addresses within the USEPA and ADEC databases are not always accurate to the parcel level. Based on the visual survey the following sites were added for review:

- **Site E02** – Skagway Small Boat Harbor ASTs: Two 2,000-gallon marine fuel ASTs were observed to the north of Congress Way, along the jetty to the south of the small boat harbor (Figure 5). The ASTs are used for boat refueling. Other than commercial storage of fuel at the location, no visual indication of hazardous materials was observed (e.g., staining); however, this site was rated as a medium risk to the 1997 DEIS alignment since it is within the 300-foot screening corridor for that alignment and commercial quantities of fuel are managed at the AST location. There is a negligible probability for hazardous materials involvement for the current alignment.
- **Site E03** – Skagway Port Area and Proposed ROW to State Street: This area includes properties within the 300-foot screening corridor for the east-west portion of the 1997 DEIS alignment from the former WP&YR railroad dock spur to State Street (Figure 5). This area includes Lot 2D of the WP&YR Ore Terminal Lease. This area has relatively few structures. In the past, the area was an industrial section of the port with railroad lines formerly serving the ferry dock terminal and the WP&YR wharf (see Figure B1, Attachment B). Currently this area includes the Shoreline Park recreational vehicle (RV) park, harbor master building, watercraft dry dock, and Lynden Transport freight container staging area. No visual indication of hazardous materials was observed during the visual survey. However, cleanup of surface soils contaminated with lead and zinc from

the former ore terminal (Site E04) was completed in the area and the risk for hazardous materials involvement to the 1997 DEIS alignment was assessed as moderate. See Section 3.0, Site E04, for additional information on the lead contamination associated with this area. There is a negligible probability for hazardous materials involvement for the current alignment.

- **Site E08** – Skagway State Street Corridor (West): This area includes properties within the 300-foot screening corridor on the west side of State Street for the 1997 DEIS alignment (Figure 5). The parcels include: Block 43, Lots 1 to 6 and Block 38, Lots 1 through 12. Block 43, Lots 1 to 6 are residential. Block 43, Lots 7 to 12 include the Skagway Wastewater Treatment facility, which was assigned as Site E07 and is discussed separately in Section 3.0. Block 38 includes vacant land at Lots 1, 2, 11, and 12. Residential units are located at Block 38, Lots 3 through 10. No visual indication of hazardous materials involvement was observed during the visual survey; therefore, the risk to the 1997 DEIS alignment is low for sites within this area. Cleanup of surface soils contaminated with lead from the former ore terminal (Site E04) was completed in the area. See Section 3.0, Site E04, for additional information on the lead contamination in the area. There is a negligible probability for hazardous materials involvement for the current alignment.
- **Site E09** – Skagway State Street Corridor (East): This area is shown on Figure 5 and includes Block 44, Lots 1 to 12, which includes the police station (Lots 7 through 9), vacant lots (Lots 3 to 6 and 10 to 12), and the Princess Tours office (Lots 1 and 2). This area also includes Block 37, Lots 1 to 5 and 7 to 12, which include vacant buildings/lots (Lots 2, 3 and 7 to 9) and tourist shops (Lots 4, 5 and 10 to 12). Block 37, Lot 6, is the Petro Express gasoline station, which was assigned a separate site code (Site E10) and is discussed in more detail in Section 3.0. This area was included within the ISA review since the sites are within the proposed 300-foot screening corridor for the 1997 DEIS alignment. No visual indication of hazardous materials involvement was observed during the visual survey; therefore, the risk to the 1997 DEIS alignment is low for sites within this area. There is a negligible probability for hazardous materials involvement for the current alignment.
- **Site E14B** – Skagway AP&T Maintenance Building and Equipment Yard (Figure 6): This site is on Block 128, Lots 4 to 8 and is just outside the southern extent of the current alignment 300-foot corridor along 23rd Avenue. Transformers were observed on the northwest side of the property (adjacent to the corner of 23rd Avenue and Alaska Street). It is unknown if the transformers contain any dielectric fluid. It is unknown if there is any staining adjacent to the transformers due to the tall grass around the area. Approximately 300 feet from the terminus of the current alignment centerline is the AP&T maintenance and garage facility. A 500-gallon heating oil AST was observed on the north side of the building (200 feet south of the current alignment centerline). A 55-gallon drum with unknown contents was observed at the front (west side) of the maintenance shop. This site is discussed in more detail in Section 3.0 since it is a medium risk site within the 300-foot screening corridor for the current alignment approach. The risk for hazardous materials involvement is negligible for the 1997 DEIS alignment.
- **Site E23** – Residential Area, Blocks 126 and 127 (Figure 6): All of these lots are near the terminus of the current alignment approach into Skagway. All of the lots were residential with the exception of Block 127, Lots 5 and 12, which were vacant. Home heating oil tanks were observed at each of the residential lots. No visual indication of hazardous materials involvement was observed during the visual survey; therefore, the

risk to the current alignment is low for sites within Block 127. Block 126 is the remediation treatment unit associated with the WP&YR Railroad Yard (Site E25) to the north of 23rd Avenue. Section 3.0 includes additional details on the treatment system at Site E25. The risk for hazardous materials involvement is negligible for the 1997 DEIS alignment.

- **Site E24** – Residential Area, Block 128 (Lots 1 to 3 and 9 to 12): This site is shown on Figure 6 and contains properties within Block 128, with the exception of the AP&T facility, which is discussed above (Site E14B). All of these lots are near the terminus of the current alignment approach into Skagway. Lots 1 through 3 include a daycare center. Lot 11 is vacant and Lots 9, 10, and 12 are residential. Home heating oil tanks were observed at each of the residential lots and day care facility. No visual indication of hazardous materials involvement was observed during the visual survey; therefore, the risk to the current alignment is low for Lots 1 to 3 and 9 to 12 within Block 128. The risk for hazardous materials involvement is negligible for the 1997 DEIS alignment.
- Other Skagway Observations: Soil vapor extraction (SVE) remediation units that are actively being used as part of remediation activities at the WP&YR Railroad Yard along the north side of 23rd Avenue were observed. These units were also located to the east of the Harbor Master office on Congress Way, near the former location of the Former Wharf Tanks Area (Site E01). The treatment units in this area indicate potential impacts within the project corridor (beneath the current ROW), which is discussed in more detail in Section 3.2.4.

2.4.2 Haines Visual Survey

On October 15, 2003, a limited half-hour visual survey was completed in Haines by driving through the Mud Bay bridge approach area (Figure 7). URS was not initially scoped to complete a visual survey of this area. The task was added since there was time to conduct a limited survey prior to flight departure and after completing document retrieval tasks at the ADEC Haines office. No entry onto individual sites was performed.

No industrial areas were located within the ½-mile project corridor, which was also supported by the aerial photography review. Based on the visual survey conducted by Ms. Michelle Harper of URS, the Haines approach corridor is a low-density residential housing area. Heating oil tanks are present on the residential lots but no other visual indications of hazardous materials involvement were observed within the corridor. Site W02 – Mud Bay Road Residential Area was designated to represent the residential area as a whole for tracking purposes and to reflect that the hazard classification relative to the proposed alignment was low for properties within this area.

2.5 Aerial Photography Review

Past use of the subject property and adjoining properties was researched by reviewing historical aerial photographs for the project corridor. All aerial photography was obtained from Aeromap and DOT&PF. Select aerial photographs are included in Attachment B. The results from this research are described below.

2.5.1 East Lynn Canal

National Aeronautics and Space Administration (NASA) aerial photography from 1979 and USDA Forest Service aerial photograph from 1948 are available, but these photographs are not located in Alaska and are not of a scale that is generally suitable for ISA review. The only aerial photography available for the entire East Lynn Canal length at Aeromap was the DOT&PF August 16, 1997, aerial photography. The 1997 aerial photography is reviewed within ¼ mile of

the current alignment centerline to identify any areas that may have been impacted from previous development or uses. Other than the Echo Cove Area, Kensington Mine Area, and Skagway Approach Areas, no major areas of disturbance were found during the review to indicate the potential for hazardous materials involvement from past development. The Echo Cove, Kensington Mine, and Skagway Approach areas have additional aerial photography coverage as described below:

- **Echo Cove Area –** Aerial photography is available from Aeromap for the years 1984, 1989, 1993, and 1997. In 1997, the road and boat launch at Echo Cove existed and much of the eastern coast of the cove was used as a recreational area. Prior to 1984, this area was relatively undeveloped (Aeromap, 2003a).
- **Kensington Mine Area –** In the 1985 aerial photography, several small structures were present near Sherman Creek, but there was no barge landing or roads in the area of Comet. In 2003 and 1997, there was a road leading from Berners Bay north to the Kensington Mine area. The Kensington Mine access road and barge landing were present in the 1997 (Figure B5, Attachment B) and 2003 aerial photographs (Aeromap, 2003b).
- **Skagway Approach Areas –** The DOT&PF August 16, 1997, aerial photography for the entire East Lynn Canal alignment (including Skagway) was reviewed within ¼ mile of the current alignment centerline to identify any areas that may have been impacted. Aerial photography is also available from 1959, 1965, 1971, 1973, 1977, 1979, 1982, 1985, 1987, 1989, 1990, 1992, 1997, 1998, 2002, and 2003 for the Skagway area. Aerial photography from 1959, 1973, 1987, and 2003 was reviewed at Aeromap for historical purposes. Figures B1, B2, and B3 in Attachment B present aerial photographs from 2003, 1987, and 1973, respectively. The 1987 aerial photograph shows railroad round house and railroad car maintenance sheds adjacent to 23rd Avenue and the current alignment approach into Skagway. These sheds are no longer present at the site (Figure B2). The former Skagway Upper Skagway Tank Farm (Site E26) was also visible in the 1987 aerial photography. The 1973 aerial photograph shows the Former Wharf Tanks Area (Site E01) along the former railroad dock (Figure B3). Additionally, the 1973 photography shows the railroad corridors and relatively undeveloped area of the Skagway port area (Aeromap, 2003c).

2.5.2 West Lynn Canal

NASA aerial photography from 1979 and USDA Forest Service aerial photography from 1948 are available, but these photographs are not located in Alaska and are not of a scale that is generally suitable for ISA review. The DOT&PF July 1, 2003, aerial photography for the entire West Lynn Canal alignment was reviewed within ¼ mile of either side of the current alignment centerline (i.e., ½-mile project corridor) to identify any areas that may have been impacted from previous development or uses (Aeromap, 2003d). In general, land along West Lynn Canal is undeveloped and vegetated within the ½-mile project corridor and has no major disturbances, with the following exceptions:

- Dirt road exists along coastline and is within ½-mile search corridor near Station 4570+00.
- Chilkat Guides structures approximately 500 and 1,100 feet east of the current centerline alignment at Station 5432+00.
- AT&T Alascom Sullivan River Microwave Repeater Site (Site W03) approximately 600 feet east of the current centerline alignment at Station 4810+00 (Aeromap, 2003d).

The west shore of the Chilkat River, near the bridge crossing to Pyramid Island is undeveloped and vegetated. For the Haines Approach into Mud Bay Road, the area is low-density residential housing. Historical aerial photography for the Haines approach study corridor is available for years 1961, 1965, 1971, 1973, 1976, 1978, 1982, 1985, 1987, 1989, 1992, 1995, 1997, 1998, 2000, 2002, and 2003. The aerial photography from 1973 was reviewed for historical purposes. Some minor structures were evident in the 1973 photography, but no significant development was evident. Residential areas are visible in the 2003 aerial photography (Figure B4, Attachment B), approximately 250 feet north of the alignment centerline endpoint and within the ½-mile search corridor (Aeromap, 2003e).

This page left intentionally blank

3.0 AFFECTED ENVIRONMENT

Based on the site screening data presented in Section 2.0 and summarized in Tables 1 and 2, seven medium risk-rated and four high risk-rated sites warrant further discussion, due to their potential impacts to the project corridor. Additional detail is provided in this section for each of these sites. Sites assessed within the screening process as having a negligible impact to either the current alignment or the 1997 DEIS alignment are not discussed within this section. Section 4.0 discusses the hazardous materials impacts and mitigation issues for each project alternative.

3.1 Medium Risk-Rated Sites

The seven sites discussed in this section were assigned a medium site risk rating for hazardous materials involvement based on the data gathered for the ISA, as discussed in Section 2.0. In addition to having a medium site risk rating, all of these sites are within the 300-foot search corridor for either the 1997 DEIS alignment or the current alignment. Therefore, a potential impact to the project existed and additional assessment was required. Each of the seven sites is discussed in more detail in the following sections.

3.1.1 Site E01B – Former Skagway to Whitehorse Fuel Pipeline

This site encompasses the portions of the pipeline system within the City of Skagway. At certain points, the pipeline is within the 1997 DEIS alignment and current alignment 300-foot study corridors (Figure 5). The 110-mile, 8-inch diameter, petroleum pipeline was constructed in 1948 by the U.S. Army, and was operated jointly by the U.S. Army and Canadian Army until 1958. The pipeline transported diesel and gasoline from Skagway to Whitehorse, Canada, for distribution throughout the Yukon. The pipeline generally followed the railroad ROW corridor for most of its length. Pacific and Arctic Pipelines, Inc. (PAPI) operated the 20.5-mile U.S. portion of the pipeline from 1958 until 1995 (Golder Associates, Inc. [Golder], 2001a). The U.S. and Canadian portions of the pipeline were abandoned in 1996 (Canada National Energy Board [CNEB], 1996). The pipeline system was part of a larger fuel handling system within Skagway that consisted of the Wharf Tanks Area (Site E01) and Upper Skagway Tank Farm (Site E26). The Wharf Tanks Area is discussed in more detail in Section 3.2.1.

Multiple historic spills were noted along the pipeline when it was in operation. All of the spills documented with the ADEC have occurred outside of the project search corridor. The U.S. portion of the pipeline is listed by the ADEC as a former contaminated site, under record key 1996110128501. ADEC has closed the entry in their Contaminated Sites Database for the pipeline and has issued an NFRAP determination (ADEC, 2003a).

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the 1997 DEIS alignment and current alignment.

3.1.2 Site E02 – Skagway Small Boat Harbor ASTs

This site is located on the breakwater structure within the Small Boat Harbor on the southeast extent of Skagway (Figure 5), within the East Lynn Canal portion of the project. This site is within the 1997 DEIS alignment corridor only. The two 2,000-gallon ASTs used for diesel fuel storage at the Small Boat Harbor are within 150 feet of the 1997 DEIS alignment centerline into Skagway. At its closest point, the current alignment is 1,600 feet upgradient (500-foot change in elevation) from the site, therefore, there is a negligible probability of impact to the current alignment.

A review of ADEC database files indicates that there are no documented leaks from the two ASTs (ADEC, 2003a). However, lateral impacts are likely from petroleum hydrocarbon contamination known to exist at Site E01 – Wharf Tanks Area (50 feet east of this site). Due to the proximity of the Wharf Tanks Area to Site E02 and the documented petroleum hydrocarbon contamination above ADEC cleanup levels in groundwater and soil, investigation and mitigation issues for Site E02, relative to the 1997 DEIS alignment, are discussed in combination with Site E01 in Section 3.2.1.

3.1.3 Site E03 – Skagway Port Area and Proposed ROW to State Street

This area extends from Congress Way, near the Small Boat Harbor, through the Skagway dry dock and Lynden Transport Staging Area, then to State Street (Figure 5). At its closest point, the current alignment approach into Skagway is 1,600 feet upgradient (500-foot change in elevation) from the site; therefore, there is a negligible probability of impact to the current alignment. This site would be within the 1997 DEIS alignment corridor and is discussed in combination with the investigation and mitigation issues at Site E04 – Skagway/Nahku Ore Terminal and Port Area (Section 3.1.4).

3.1.4 Site E04 – Skagway/Nahku Ore Terminal and Port Area

The Skagway/Nahku Ore Terminal (ore terminal) is located on the southwest extent of the harbor facilities in Skagway and on WP&YR Ore Terminal Lease, Lot 2C (Figure 5). There have been lead and zinc impacts over much of Skagway from ore processing at the ore terminal and from transport of ore along the railroad corridor within Skagway. However, there is a low probability that lead and zinc contamination from ore handling activities associated with Site E04 has impacted the current alignment. The ore terminal is approximately 650 feet southwest of the 1997 DEIS alignment approach centerline, and the 1997 DEIS alignment approach would bisect the port area that has been historically impacted by lead and zinc contamination.

The ore terminal was built in 1969 to ship and receive lead and zinc ore concentrates via train, truck, and barge (D&M, 1995). Ore was mined in the Yukon and brought through Skagway for loading on ships at the Ore Terminal (FPE/Roen, 1994). The ore terminal facility and port area is approximately seven acres and is built on a man-made peninsula, which was constructed by adding fill to tidal flats and the river outwash between the Skagway River and the Alaska State Ferry Terminal. During its operation until 1993 when the facility was shut down, the facility consisted of five buildings, a tank farm, a conveyor belt ship-loading system, and a deep-water dock. A railroad spur connected the ore terminal to the WP&YR railroad system on the east side of Skagway. The ore terminal also had a diesel fuel tank farm, which included four 10,000-gallon, and two 8,000-gallon diesel fuel ASTs. The tank farm was taken out of service in 1991. Fuel was delivered to the tanks via aboveground and belowground pipelines from the former Wharf Tanks Area (Site E01). The lines were left in place but were reportedly drained and capped in 1995 (Dames and Moore [D&M], 1995).

In the mid-1980s, lead-contaminated soil was identified throughout much of Skagway because of the ore-handling operations at the ore terminal and from transport of ore through Skagway. In general, high levels of lead and zinc were confined to the top 8 to 12 inches of soil around the terminal and port area (D&M, 1995). Due to the lead contamination and associated human health issues related to lead exposure, the USEPA listed the site as a CERCLA site under identification number AKD981767148 in 1988. Zinc was considered a contaminant of concern. A preliminary site assessment was completed in 1989 and based on that information the site was not listed as an NPL site. ADEC lists the site on their Contaminated Sites Database under record key 1988110934709. The USEPA also lists the site as an LQG of hazardous waste.

In 1988, surface soil samples were collected from around the terminal facility and analyzed for lead; the lead results were as high as 57,800 milligrams per kilogram (mg/kg). The highest concentrations of lead were from samples collected on the southwest and northwest sides of the ore storage warehouse. In 1988, ADEC collected surface soil samples from within the town of Skagway and analyzed the samples for lead. Lead concentrations ranged from 8 mg/kg to 28,440 mg/kg. The highest concentrations of lead were detected in samples collected from the southwest end of Skagway, near the ore terminal, and along the WP&YR railroad corridor (D&M, 1995). Soil samples were also collected by ADEC at 12 locations along State Street. These soil samples were analyzed for total lead and zinc content, with lead concentrations ranging from 4,228 mg/kg to 28,533 mg/kg. Concentrations of both lead and zinc were detected in soil samples at the extreme north (near 23rd Avenue) and south (near 1st Avenue) ends of State Street (D&M, 1995).

Lead- and zinc-contaminated soils were removed in 1989 and 1990 using vacuum trucks, loaders, backhoes, and an asphalt grinder. Soils were excavated until lead levels were below 1,000 mg/kg. The primary focus of the cleanup was on area-wide lead contamination. Zinc contamination was considered a secondary concern due to the higher ADEC cleanup levels (relative to lead) of 9,100 mg/kg and 30,000 mg/kg for the groundwater and ingestion pathways, respectively (ADEC, 2003d). Between one and four feet of soil was removed and replaced with clean backfill in areas of the terminal facility and dock area. The contaminated soil was processed through a soil washing plant located in Skagway and the lead ore was concentrated into sludge. Unwashed contaminated soil and sludge were trucked to the mine site in the Yukon Territories for reprocessing and recovery of ore (D&M, 1995). Most of the wharf area was also paved to reduce exposure by residents to lead remaining within surface soils in the port and ore terminal area.

Based on ADEC documentation, the upland portion of the cleanup is completed; however, zinc- and lead-contaminated sediments around Skagway Harbor still exist. ADEC has not determined what additional action (if any) will be completed to remediate the lead- and zinc-contaminated sediments around the ore terminal (Palmieri, 2003a). High concentrations of lead and zinc were found in sediments near the ore terminal, with levels decreasing with distance from the terminal. Sediment core sampling indicated that high lead and zinc concentrations decreased immediately below the surface and then returned to relatively high levels with increasing depth, to approximately 24 inches below ground surface (bgs) (D&M, 1995). Concentrations of lead and zinc within sediments near the Small Boat Harbor have not been extensively assessed. However, based on discussions with ADEC, no significant lead and zinc impacts are likely at the Small Boat Harbor due to the relatively localized distribution pattern of lead and zinc contamination found around the ore terminal (Palmieri, 2003b).

In addition to potential undocumented lead-contaminated soils in the port area, diesel fuel pipelines from the former Wharf Tanks Area (Site E01) went through the port area (Site E03) for service to the ore terminal. The port area has also historically been the industrial corridor of Skagway for over 100 years. Therefore, there may be undocumented petroleum hydrocarbon contamination through this area.

Section 4.0 discusses any mitigation issues associated with this site relative to the 1997 DEIS alignment and current alignment.

3.1.5 Site E07 – City Of Skagway Sewage Treatment Plant

Site E07 is located in Skagway one block south of 1st Avenue, along State Street on Block 43, Lots 7 to 12 (Figure 5), within the East Lynn Canal portion of the project. At its closest point, the current alignment is 2,700 feet upgradient (500-foot change in elevation) from the site;

therefore, there is a negligible probability of impact to the current alignment. The site would be within the 1997 DEIS alignment 300-foot study corridor and immediately adjacent to State Street, where the alignment will terminate.

The site was assigned a medium site hazard risk rating based on the facility having one 2,000-gallon and one 1,000-gallon diesel fuel UST currently in use at the site. The site is listed on ADEC's UST database under UST facility identification number 1979. No petroleum spills have been reported at the site based on a review of ADEC database records (ADEC, 2003a; ADEC, 2003b).

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the 1997 DEIS alignment.

3.1.6 Site E14B – Skagway AP&T Maintenance Building and Equipment Yard

Site E14B is located in Skagway at 23rd Avenue and Alaska Street on Block 128, Lots 4 to 8 (Figure 6), within the East Lynn Canal portion of the project. This site would have a negligible probability of impact to the 1997 DEIS alignment. That alignment is approximately 6,500 feet southwest of the site. The site is 250 feet from the terminus of the current alignment centerline at Station 3690+00 and is immediately adjacent to 23rd Avenue.

The site includes an equipment yard and maintenance building associated with AP&T power and telephone operations. The AP&T maintenance facility is 400 feet west of the current alignment centerline terminus. During the visual survey of the area in October 2003, electrical transformers were observed in the yard along the corner of Alaska Street and 23rd Avenue and within 250 feet of the current alignment centerline. Due to vegetation cover and no right-of-entry access to the property, it is unknown if there are stained areas within the storage yard. Based on the observation of electrical transformers in the equipment yard next to 23rd Avenue, the site was assigned a medium risk rating to address the possibility of PCB-related issues.

A review of the USEPA PAD indicates that the AP&T was found to be out of compliance with PCB-record keeping requirements in 1991, but no other violations were noted. The PAD address of record was the office facility (Site E14), located at 5th Avenue and Spring Street. However, an address used for the USEPA records is typically the mailing address of the business and not always the physical address of the violation. Therefore, Site E14B may also have been included within the compliance issue. No hazardous materials spills have been reported at the site based on a review of ADEC and EPA database records (ADEC, 2003a; ADEC, 2003b; EDR, 2003b).

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the current alignment.

3.1.7 Site E27 – Kensington Mine Area

This site is located on the East Lynn Canal portion of the project, near Comet. The current alignment centerline is within 600 feet of the beachhead facilities for the Kensington Gold Project Mine (Figure 4). The 1997 DEIS alignment, which was similar to the June 12, 2003, alignment shown on Figure 4, would include this site. Inclusion of this site within the ROW corridor would have resulted in a high probability for hazardous materials involvement. Therefore, the current alignment was moved upgradient of the beach facilities so that the facility was not included within the current alignment ROW corridor.

The gold mine facility is operated by Coeur Alaska, Inc. (Coeur), a subsidiary of Coeur d'Alene Mines Corporation. Coeur is conducting exploration within the Kensington Mine area and is waiting for completion of permits to begin gold mining in the area (USDA Forest Service, 2003). Coeur became the sole owner of the Kensington Gold Project in 1995 and submitted a Plan of Operations that same year. This Plan of Operations was revised, approved, and permitted by 1997, but another revision was proposed in 2002 due to changes in the gold market. Construction has not yet occurred for the project; however, the mine has been permitted to operate underground. The 2002 Plan of Operations amendment shifts the access to the Kensington Gold Mine from Comet Beach to the old Jualin Mine Slate Creek Cove access and could shift the Kensington surface operations from Sherman Creek to Johnson Creek. A tunnel could be constructed to connect the Jualin Mine to the Kensington Mine workings, and a tailings storage facility could be constructed at Lower Slate Lake (USDA Forest Service, 2002).

Historically, development and ore production occurred at the Kensington mine site from 1897 through 1938. The adjacent Jualin prospect was discovered in 1895 and operated from 1896 to 1928. The Kensington Gold Project now encompasses the Jualin and Kensington prospects, which are located on federal land overseen by the USDA Forest Service as well as on private and state lands (Alaska Department of Natural Resources, 2003).

Although the mining facility (e.g., mine portal, tailings impoundments) is over a mile east of the current highway alignment, Coeur operates an exploration camp along the beach at Comet, which is within 150 feet upgradient of the current alignment from Station 1320+00 to 1330+00. The following Kensington Gold Project Mine facilities are within the 300-foot search corridor of the 1997 DEIS alignment (similar to the June 12, 2003, alignment noted on Figure 4):

- Three 20,000-gallon diesel fuel ASTs and impoundment;
- Generator building;
- Maintenance building;
- Camp facility;
- Sample preparation buildings;
- Water quality laboratory;
- Pump house; and,
- Geologists' office.

The Kensington beach facility was assigned a medium site hazard risk rating because the facility has commercial quantities of diesel fuel (three 20,000-gallon ASTs). However, there have been no reported petroleum spills at the bulk fuel farm or within ½ mile of the current alignment through the Kensington Mine area based on ADEC records (ADEC, 2003a; ADEC, 2003b). In 1989 or 1990, there was a spill at the mine portal when a flow valve was stuck on a temporary tank (Richens, 2003); however, that area is 7,200 feet east of the current alignment centerline. The current alignment will cross the Kensington Mine access road from the Comet beachhead facilities to the mine portal. A buried diesel fuel pipeline is also located along the access road. ADEC and USEPA records do not indicate any documented hazardous materials spills within the 300-foot search corridor.

Section 4.0 discusses additional impacts and mitigation issues associated with this site relative to the 1997 DEIS alignment. The risk to the current alignment from this site is negligible.

3.2 High Risk-Rated Sites

The four sites discussed in this section were assigned a high site risk rating for hazardous materials involvement based on the data gathered for the ISA, as discussed in Section 2.0. These sites were also determined to have potential hazardous material impacts to either the 1997 DEIS alignment or the current alignment. Each of the four sites is discussed in more detail in the following sections.

3.2.1 Site E01 – Skagway Former Wharf Tanks Area

This site is located in Skagway to the east of the Small Boat Harbor, on Lot 1, of the WP&YR Wharf on Congress Way (Figure 5). At its closest point, the current alignment is 1,200 feet upgradient of the site (500-foot change in elevation) from the site; therefore, there is a negligible probability of impact to the current alignment. The 1997 DEIS alignment would have included a 1,000-foot corridor of this site.

The Wharf Tanks Area formerly consisted of a bulk fuel farm, pump buildings, and railroad spur along a narrow strip of land between Skagway Harbor and the adjacent mountainside toe. The railroad spur was located adjacent to the bulk fuel farm tanks and terminated 1,000 feet southwest at the railroad wharf loading dock. The former railroad dock and Wharf Tanks Area is now used as a dock for cruise ships entering Skagway.

The Wharf Tanks Area is listed by ADEC as a contaminated site, under record key 1997110118201, and is listed as an active remediation site (ADEC, 2003a). The Wharf Tanks Area was a component of a larger fuel storage system that consisted of the Upper Skagway Tank Farm (Site E26), located 7,500 feet north of the Wharf Tanks Area, and a 110-mile pipeline system that went from Skagway to Whitehorse, Canada (Site E01B). The Upper Skagway Tank Farm is across the Skagway River and is considered a low impact risk to the current alignment and to the 1997 DEIS alignment. The Wharf Tanks Area is considered a low impact risk to the current alignment. However, the 1997 DEIS alignment centerline would go directly through the former Wharf Tanks Area and portions of the former pipeline system (Site E01B) discussed in Section 3.1

The Wharf Tanks Area and Upper Skagway Tank Farm facilities were constructed in 1942 by the U.S. Army. The Wharf Tanks Area consisted of 11 ASTs for fuel storage of gasoline and diesel (Golder, 2001a). In 1958, Yukon Pipelines, Inc. (YPL) bought the U.S. and Canadian portions of the fuel line, along with the WP&YR railroad and dock property interests. PAPI was the American corporate name for the 20.5-mile portion of the pipeline within U.S. borders. Pacific and Arctic Railway and Navigation Company (PARN) was the American corporate name for the railroad interests for the U.S. portion of the railway (CNEB, 1996). PARN and PAPI were both owned by Toronto-based Russel Metals, Inc. until 1997 when the railroad and dock interests were sold to Tri-White Corporation (Tri-White) based in Toronto, Ontario (Tri-White, 2002). Both tank farms operated until 1995, when all of the ASTs were removed from service. All 11 of the ASTs at the Wharf Tanks Area had been demolished by 1996 (Golder, 2001a). No ASTs are currently located in the area, except for two ASTs at the Small Boat Harbor, which are discussed in Section 3.1.1 and are unrelated to operations at the former Wharf Tanks Area.

Historically, rock avalanches from the adjacent mountain slope have damaged the ASTs at the Wharf Tanks Area. In the mid-1970s, a catastrophic failure of one AST occurred (Tank 11), when a rock avalanche damaged the AST. Approximately half of the volume of the one million-gallon AST leaked, contaminating the adjacent wharf area and harbor. The fuel spill caused several feet of soil erosion below the adjacent railway tracks before flowing into the nearby

small boat harbor (just north of Site E02). It is estimated that approximately 0.5 million gallons of gasoline leaked from the AST during the 1970s failure (Golder, 2001a).

Tri-White is responsible for the dock facility area and the associated former Wharf Tanks Area and is overseeing remediation of the area. Based on remediation status reports provided to ADEC by Tri-White, diesel range organics (DRO), gasoline range organics (GRO), benzene, toluene, ethylbenzene, and total xylenes (BTEX) target compounds were detected above ADEC cleanup levels in groundwater and soil in a 1,000-foot by 80-foot corridor along the wharf (dashed area on Figure 5). Groundwater in the area is from 12 to 21 feet bgs. High tidal fluctuations in the area have resulted in a thick smear zone of approximately 10 feet. A network of 19 SVE/bioventing wells and 19 sparging wells were proposed in 2001 (Golder, 2001a). The 1997 DEIS alignment would have included the known contamination area.

A report completed by Golder for Tri-White in 2002, indicates that concentrations of GRO, DRO, and BTEX were above ADEC cleanup levels in groundwater monitoring wells at the site. Monitoring well MW00-44 was observed to have 2 inches of free-phase hydrocarbons on the groundwater during inspection in 2002. This monitoring well is approximately 100 feet east of the 2,000-gallon Small Boat Harbor ASTs (Site E02). Several other wells within the wharf area were observed to have thin layers of free-phase hydrocarbons (0.04 to 0.08 inches). Golder estimated an order of magnitude estimate of hydrocarbon volume within the soil in the contaminated area to be 38,000 gallons as of April 2001. The 2002 report recommended implementation of the corrective action plan developed in 2001 for the site (Golder, 2002). Corrective action was scheduled to begin in the summer of 2003 (Palmieri, 2003a).

Contamination through this area is known to exist and has been previously documented in reports submitted by Tri-White to ADEC. Remediation is being completed by Tri-White. An air sparging/bioventing system has been installed, which began operating in May 2004 (Palmieri, 2004); however, based on the levels of contamination, the estimated treatment period will be 5 to 10 years. No minor alignment shifts would have avoided the known contamination within this area for the 1997 DEIS alignment approach.

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the 1997 DEIS alignment.

3.2.2 Site E10 – Skagway Petro Express (Services Unlimited)

This site is located in Skagway on 2nd Avenue and State Street, on Block 37, Lot 6 (Figure 5). This site is 1,800 feet east and upgradient of the current alignment (500-foot change in elevation); therefore, the site has a negligible probability of impact to the current alignment. The site would be within 300 feet of the terminus of the 1997 DEIS alignment centerline.

This site has operated since 1974 as an automotive service station and Laundromat (Access Consulting Group, 2003). Two gasoline USTs are currently located at the site and are registered as UST facility identification number 2437 by ADEC (ADEC, 2003b). In 1999, a 2,000-gallon UST and a 3,000-gallon UST were removed and replaced with new units. During the investigation, gasoline-contaminated soil was encountered and 140 cubic yards of soil were removed for off-site disposal. Groundwater was not encountered during excavation activities in 1999. Based on the gasoline-contaminated soil found in 1999, the site is listed on the ADEC LUST database under record key number 1999110012501. No work has been completed subsequent to 1999 to remediate the remaining gasoline-contaminated soil, and the site is an active ADEC cleanup site.

GRO ranging from 1.4 to 15,000 mg/kg was detected at the site during the UST removals in 1999. Benzene concentrations up to 160 mg/kg were also found. Higher concentrations of gasoline contamination were observed on the eastern portion of the tank excavation. Contaminated soil was excavated up to the sidewalk boundary on the west side (immediately adjacent to State Street). Benzene was detected in a soil confirmation sample from the west sidewall at 0.074 mg/kg, which is above the 0.02 mg/kg ADEC cleanup level. The most extensive gasoline contamination was found at the base of the UST excavation. The concentrations of gasoline-contaminated soil diminished rapidly laterally from the UST excavation (URS Greiner Woodward-Clyde, 1999).

In May 2004, soil and groundwater samples were collected to assess the extent of contamination at the site. Two borings were drilled at the edge of State Street, and samples collected from the borings at 13 feet bgs had low concentrations of petroleum contamination. Based on these sample results, petroleum contamination does not appear to have migrated considerably across State Street from the former tank locations (Palmieri, 2004).

The site was assigned a high site hazard risk rating based on the site having documented gasoline contamination above ADEC cleanup levels. The site is 300 feet northeast of the terminus of the 1997 DEIS alignment. The 2004 soil and groundwater sample results indicate that petroleum contamination from the former USTs has not likely migrated considerably across State Street. However, based on the proximity of GRO- and benzene-contaminated soils adjacent to State Street, there is a moderate probability of gasoline-contaminated soils within the existing ROW at State Street and the possibility of impacts to the 1997 DEIS alignment.

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the 1997 DEIS alignment.

3.2.3 Site E22 – Skagway WP&YR Railroad Coach Cleaning Shop

Site E22 is located in Skagway on 21st Avenue and State Street, on Block 123, Lots 5 to 9 (Figure 6). This site would have had a low probability of impact to the 1997 DEIS alignment, which is 5,500 feet southwest of the site. The site is within 150 feet of the current alignment centerline.

One small building is located on the property. No heating oil system is present on the site; it is heated by electricity. No other fuel tanks are located on the property. The site is used by WP&YR as a staging and storage area for cleaning supplies used to clean passenger cars on tourist trains (Golder, 2001b). This site is listed as an ADEC contaminated site based on diesel fuel contamination to soil and groundwater and is under the ADEC database record key number 2000110118901.

In 2001, excavation was completed at the site to remove diesel-contaminated soils from an unknown source. During the investigation, groundwater was encountered at 6.5 to 7.0 feet bgs. Excavation of the diesel-impacted soils was constrained by State Street on the west and by the building on the east. Soil with DRO at concentrations of 7,930 mg/kg was not removed along State Street. Soil with DRO at concentrations of 2,370 mg/kg was left adjacent to the building foundation (Golder, 2001b). Both areas are above the 250 mg/kg ADEC cleanup level (ADEC, 2003d). No additional assessment or soil removal has been completed since the 2001 work based on ADEC records, and the site remains as an active cleanup site (ADEC, 2003). The site was assigned a high site hazard risk rating based on the site having documented concentrations of petroleum hydrocarbons above ADEC cleanup levels. However, the current alignment centerline is upgradient of the site and the site is on the very edge of the 300-foot

screening corridor used for the ISA. Additionally, ROW requirements will be reduced to a 60- to 80-foot corridor for the non-rural areas of the project. Therefore, the probability of impacts to the current alignment will be low. If a full or partial take of the parcel is required, then the probability of impact to the current alignment is increased to high, and mitigation requirements are expected to be moderate.

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the current alignment.

3.2.4 Site E25 – WP&YR Skagway Railroad Yard

This site is located in Skagway on the south side of 23rd Avenue between Alaska and State Streets (Figure 6). The site is on a WP&YR lease and is the maintenance yard for the WP&YR railroad. The 1997 DEIS alignment terminus is over one mile southwest of this site, and the probability of impacts from this site to the 1997 DEIS alignment would be low. However, the last 300-foot portion of the current alignment into Skagway is immediately adjacent to the site, along 23rd Avenue.

The WP&YR railroad has occupied the locomotive maintenance facility since the early 1900s. The facility was operated by the military from 1942 to 1945 and is currently operated by Tri-White, a Canadian company. The site formerly consisted of shop buildings, warehouse facilities, a roundhouse, bulk fuel storage, and paint shops. Many of the original facilities were demolished in the 1960s and a new shop was constructed approximately 500 feet north of 23rd Avenue (Golder, 1998). Additional demolition of railroad car maintenance sheds and the bulk fuel storage facility was completed after 1987, based on aerial photography of the site. A 1987 historical aerial photograph of the area (Figure B2, Attachment B) shows railroad car maintenance sheds immediately north of 23rd Avenue and approximately 200 feet from the terminus of the current alignment centerline.

This site is listed as an ADEC contaminated site under record key number 1988110934705 based on volatile organic compound (VOC) and petroleum hydrocarbon contamination from degreasers, solvents, and fuels used at the facility. Additionally, the site is contaminated with lead from former ore transport activities. The site is listed by USEPA as a CERCLA site under numbers AKSFN1002184 and AKD083354209. The primary VOCs found at the site include trichloroethene (TCE) and tetrachloroethylene (PCE). TCE and PCE have been detected at concentrations below USEPA drinking water maximum contaminant levels (MCLs) downgradient from the site at the city water well system, 2,300 feet southwest of the site (Golder, 1998). Lead ore was also transported via railroad and truck near State Street and within the project corridor; therefore, there may be undocumented lead-contaminated soils within this area.

Cleanup of the site commenced in 1998 and is ongoing. SVE remediation unit buildings on the north side of 23rd Avenue were observed during the visual survey by URS in October 2003. The groundwater flow direction in the area is to the south-southwest (CH2M Hill, 2003), and the existing ROW at 23rd Avenue is immediately downgradient of the site. According to an October 2003 Draft Status Report on the cleanup actions at the site, groundwater contamination has migrated from the property under 23rd Avenue and is present in downgradient groundwater monitoring wells. Based on the contamination migrating downgradient from this site, it is highly probable that the existing ROW west of Main Street along 23rd Avenue is impacted with some concentrations of VOCs and petroleum hydrocarbons from past site uses at the railroad yard.

Section 4.0 discusses additional project impacts and mitigation issues associated with this site relative to the current alignment.

This page left intentionally blank.

4.0 PROJECT IMPACTS AND MITIGATION

An assessment of project impacts and mitigation measures relative to each project alternative is discussed in this section. This assessment is based on the current and historical assessment of hazardous materials involvement and the site-specific information presented in Sections 2.0 and 3.0. Table 3 includes a summary of the impacts and additional work recommended for each site along East Lynn Canal for the current alignment. Table 4 includes a summary of impacts and additional work for sites along East Lynn Canal for the 1997 DEIS alignment. The 1997 DEIS alignment is no longer being considered. The information in Table 4 is presented solely for the purpose of comparison to the 1994 ISA information. Sites assessed within the screening process as having a negligible impact to both the current alignment and 1997 DEIS alignment (see Sections 2.0 and 3.0) are only discussed in summary within this section. Table 5 includes a summary of the impacts and additional work recommended for each site within the West Lynn Canal portion of project.

4.1 Alternative 1 – No Action

This alternative will result in no new ROW acquisition, structure demolition or modification, or excavation specifically for the Lynn Canal project area; therefore, there is no hazardous material risk associated with this alternative and no mitigation is necessary.

4.2 Alternative 2 – East Lynn Canal Highway with Katzehin Ferry Terminal

This alternative will extend the existing Glacier Highway near Juneau from its terminus near Echo Cove to Skagway by constructing a new highway along East Lynn Canal. A ferry terminal will be constructed near the Katzehin River to provide service to Haines. Based on the ISA review, the probability for hazardous materials involvement for the Katzehin terminal area is negligible.

Of the selected alternatives, Alternative 2, and correspondingly similar Alternatives 2A and 2C, have the greatest probability for hazardous materials involvement relative to the other alternatives, primarily due to the Skagway approach portion of the project corridor.

As part of this alternative, two alignments were reviewed: the current alignment and the 1997 DEIS alignment. The 1997 DEIS alignment is similar to the alignment reviewed in the 1994 ISA. An update to the 1994 ISA review was completed to provide a consistent basis of comparison between the two alignments. The comparison shows the reduced hazardous materials involvement for the current alignment relative to the 1997 DEIS alignment. With the exception of the alignment approaches into Skagway and alignment in the Comet area, both the current alignment and the 1997 DEIS alignment are similar from a hazardous materials involvement perspective. However, the current alignment differs significantly from the 1997 DEIS alignment for the Skagway approach portion of the project corridor. The current alignment approach into Skagway goes through undeveloped land on the east side of Skagway and enters Skagway from the north side of the town at 23rd Avenue. The 1997 DEIS alignment approach enters Skagway on the south side along the Taiya Inlet coastline. The 1997 DEIS alignment approach then goes through the railroad dock and small boat harbor area and ties into State Street and 1st Avenue. Due to the alignment approach differences and the differences in the hazardous materials involvement for the current alignment and the 1997 DEIS alignment, the project impacts and mitigations issues for each alignment are discussed separately in Sections 4.2.1 and 4.2.2.

4.2.1 Current Alignment

Twenty-eight of the 29 sites selected for ISA review along East Lynn Canal are within the Skagway approach area of the project. The only site identified during the ISA screening process that is outside the Skagway approach area is the Kensington Mine (Site E27), located near Comet. However, the current alignment is upgradient of the Comet beachhead fuel storage facility; therefore, the probability for hazardous materials impacts from the Comet facility to the proposed current alignment is low. A low probability of impact to the current alignment was assigned rather than a negligible impact probability due to the current alignment crossing fuel lines from the beachhead fuel storage facility to the mine adit facility. However, no additional work is recommended for Site E27 based on the current alignment. Future changes in ROW requirements for the current alignment that may require acquisition of the beachhead facilities or movement of the alignment downgradient of the Comet bulk fuel farm (i.e., similar to the 1997 DEIS alignment) will require re-evaluation to determine if a PSI is required.

As presented in Table 3, 20 sites were assessed as having a negligible probability of hazardous material impacts to the current alignment. The remaining nine sites were assessed as having a low probability of hazardous material impacts to the current alignment. The probability for hazardous materials involvement with the current alignment is substantially less than the 1997 DEIS alignment (see Section 4.2.2). The current alignment will bypass most of the known hazardous materials sites within Skagway by going through undeveloped land, upgradient to the east of Skagway.

Of the 29 screened sites along the current alignment for East Lynn Canal, four of the nine sites assessed as having a low probability for hazardous materials impact to the proposed project alignment were selected for additional discussion based on the site risk ratings assigned in Section 2.0 and the proximity of the sites to the current alignment study corridor.

- **Site E01B** – Former Skagway to Whitehorse Fuel Pipeline: The current alignment approach into Skagway will cross the reported former petroleum pipeline location near Station 3685+00. The current alignment will cross perpendicular to the reported former pipeline location, limiting the collocation of the site and the current alignment to the ROW width of 60 to 80 feet. However, there is no documentation that any spills related to the pipeline have occurred within the immediate area of the highway crossing. Additionally, no significant excavation is planned in the former pipeline area as part of the proposed highway construction, reducing the probability for hazardous materials involvement for the current alignment to low.
- **Site E14B** – Skagway Alaska Power and Telephone Yard: The site is just outside the 300-foot screening corridor of the current alignment terminus at Station 3690+00 and immediately adjacent to 23rd Avenue. The site includes an equipment yard and maintenance building associated with AP&T power and telephone operations. The primary concern at this site is potential PCB contamination from transformer storage in the yard. The site also has an AP&T maintenance facility, which is 400 feet west of the current alignment centerline terminus. No full or partial ROW take of the AP&T equipment yard area is anticipated. The probability of PCB impacts to the current alignment and the existing ROW at 23rd Avenue is low. No additional work is recommended. However, if the AP&T yard area is included due to ROW acquisition, the probability of hazardous material impact to the current alignment is increased to moderate, with moderate mitigation costs. A PSI should be completed prior to ROW acquisition to determine if there is any undocumented PCB contamination.

- **Site E22** – Skagway WP&YR Railroad Coach Cleaning Shop: There is known diesel-contaminated soil on property. The current alignment centerline is upgradient of the site and the site is on the very edge of the 300-foot screening corridor used for the ISA. ROW requirements for the urban portion of the alignment will be reduced to a 60- to 80-foot corridor. Therefore, the probability of diesel fuel impacts to the current alignment will be low. If a full or partial take of the parcel is required, a PSI will be required. In addition, the probability of diesel fuel impacts to the current alignment will increase to high and mitigation requirements are expected to be moderate.
- **Site E25** – Skagway WP&YR Railroad Yard: The WP&YR Railroad Yard has known contamination to soil and groundwater from VOCs, petroleum hydrocarbons, lead, and zinc. This site is listed as a CERCLA site by USEPA and as a contaminated site by ADEC. The site is undergoing remediation by Tri-White, and known VOC groundwater contamination has been identified over half a mile downgradient (southwest) of Site E25 in the public water system and in downgradient groundwater monitoring wells. The WP&YR Railroad Yard is the suspected source of the solvent plume. Additionally, known lead and zinc contamination has been identified in Skagway from ore handling at the ore terminal and along the railroad corridor where the ore was hauled in open railroad cars. For this alignment, DOT&PF plans to use the existing ROW at 23rd Avenue from Station 3685+00 to 3690+00 with no new parcel acquisitions or excavation work from approximately Station 3685+00 to the terminus of the project at Station 3690+00. Therefore, the probability for hazardous materials impacts to the current alignment will be low. However, if ROW within any portion of the WP&YR Railroad Yard is acquired or the project is extended beyond the current alignment terminus at Station 3690+00, a PSI will be necessary. In that event, the probability of impact to the current alignment will be increased to high with expected high mitigation requirements because of the type of contaminants (e.g., TCE, PCE, lead, zinc) found at the site.

Although there may be unidentified localized areas of hazardous materials impacts from historical mining and recreational activities within the portion of the project from Berners Bay to Comet, there are no known areas of contamination within the project corridor based on the ISA review. Therefore, the probability of encountering hazardous materials within the current alignment corridor for Alternative 2 is low. There are no known mitigation requirements for Alternative 2 since no hazardous materials impacts were identified.

4.2.2 1997 DEIS Alignment

The 1997 DEIS alignment would have a greater probability for hazardous materials involvement due to its approach into Skagway. Five sites have a medium probability for hazardous materials involvement and two sites have a high probability for hazardous materials involvement to the 1997 DEIS alignment. In comparison, the current alignment discussed in Section 4.2.1 does not have any sites assessed to have a medium or high probability for hazardous materials impacts to its corridor. As presented in Table 4, five sites within the project corridor were assessed as having a moderate probability for hazardous materials involvement for the 1997 DEIS alignment:

- **Site E01B** – Former Skagway to Whitehorse Fuel Pipeline: Potential gasoline and diesel fuel impacts from undocumented spills along pipeline corridor.
- **Site E02** – Skagway Small Boat Harbor ASTs: Potential diesel fuel contamination from undocumented spills within area. Additionally, lateral contamination is likely from petroleum hydrocarbon contamination known to exist at Site E01, Wharf Tanks Area (50 feet east of this site).

- **Site E03** – Skagway Port Area and Proposed ROW to State Street: Documented lead and zinc contamination in port area. Potential petroleum hydrocarbon contamination from former fuel lines in area. This site is discussed in combination with Site E04.
- **Site E04** – Skagway/Nahku Ore Terminal and Port Area: Same issues as Site E03.
- **Site E10** – Skagway Petro Express (Services Unlimited): Documented gasoline contamination to property with potential gasoline contamination to current ROW at State Street.

Two sites were assessed as having a high probability for hazardous materials involvement for the 1997 DEIS alignment:

- **Site E01** – Skagway Former Wharf Tanks Area
- **Site E27** – Kensington Mine Area

Of the sites reviewed for this alignment, Site E01, the Skagway Former Wharf Tanks Area, was determined to have the highest probability for hazardous materials involvement to the alignment and, correspondingly, the highest mitigation costs. The 1997 DEIS alignment would have included a 1,000-foot corridor of a known groundwater and soil petroleum hydrocarbon contamination area, extending from the former railroad dock to the former Wharf Tanks Area (Site E01). Remediation is ongoing by Tri-White and will likely not be completed for 5 to 10 years. Due to the limited space between the shoreline and the mountainside through the Wharf Tanks Area, no minor alignment changes would have reduced the impacts to the 1997 DEIS alignment from the known contamination in the area.

This area of the 1997 DEIS alignment has been historically used as an industrial area and fuel transfer facility since the 1940s and until 1995. Approximately 1,500 feet of the project corridor would be within areas known to have former fuel pipeline corridors from the Wharf Tanks Area (Site E01B). Two ASTs at the Skagway Small Boat Harbor (Site E02) are also within the project corridor, and there may be undocumented diesel fuel impacts associated with fuel management at this site. Selection of the 1997 DEIS alignment would have required a PSI within this area to determine the extent and nature of contaminants within the corridor.

The last 2,000 feet of the 1997 DEIS alignment from the Wharf Tanks Area (Site E01) to the connection into State Street (Site E03) would include areas known to have had lead and zinc soil contamination from the former ore terminal (Site E04). Construction of a highway and any overpass facilities from the entry point into Skagway and then to State Street would traverse the lead-impacted area where cleanup actions were completed in the 1990s. Although lead- and zinc-contaminated soils were removed in the 1990s during corrective action in the area, there may be undocumented lead and zinc contamination within the project corridor and petroleum hydrocarbon contamination from fuel lines that bisected the project corridor. Disturbance of soils during excavation for any proposed highway construction associated with the 1997 DEIS alignment may require management of any undocumented petroleum-, lead-, or zinc-contaminated soil. Additionally, the cleanup level used during the 1990s corrective action was 1,000 mg/kg for lead. Under ADEC regulations within Title 18, Chapter 75, and Section 341, of the Alaska Administrative Code (AAC), the ADEC lead cleanup level is currently 400 mg/kg for residential areas and 1,000 mg/kg for industrial areas (ADEC, 2003d). Although the area was once an industrial corridor of Skagway, the area now consists of park areas and tourism-related activities, which may result in a different regulatory determination if the area is disturbed due to highway construction. If the 1997 DEIS alignment were selected, DOT&PF, in coordination with ADEC and USEPA, would have to re-assess the appropriate lead cleanup level for the site

(residential vs. industrial), and contaminated soil would have to be removed and properly disposed. Zinc-contaminated soils encountered within the 1997 DEIS alignment corridor would also have to be removed from the site.

A gasoline station (Site E10), upgradient of and within 250 feet of the terminus of the 1997 DEIS alignment has known gasoline contamination that may have impacted the existing ROW at State Street.

Site E27, the Kensington Mine Area, was identified as another site with a high probability for hazardous materials involvement for the 1997 DEIS alignment. The alignment would have included the Kensington Mine beachhead fuel storage facilities at Comet.

Each of the seven sites discussed above would have required a PSI to further assess the potential hazardous materials impacts to the 1997 DEIS alignment corridor and to better refine the mitigation costs prior to property acquisition or highway construction. Estimated mitigation costs for the above sites are presented in Table 4.

Site E07, the city of Skagway Sewage Treatment Plant, was identified as having the potential to impact the 1997 DEIS alignment due to storage of commercial quantities of diesel fuel in USTs at the site. The site is within the 300-foot screening corridor of the 1997 DEIS alignment and immediately adjacent to State Street. However, no ROW acquisition of this parcel was anticipated for the 1997 DEIS alignment. There is a low probability for hazardous materials involvement within the existing ROW at State Street; therefore, no additional studies would have been recommended for the 1997 DEIS alignment. If the UST location was included within the 1997 DEIS alignment due to ROW acquisition, the probability of hazardous material involvement to the 1997 DEIS alignment would have been increased to moderate and additional review would be needed to determine if a PSI would be required.

The 1994 ISA concluded that Alternative 2 (i.e., the 1997 DEIS alignment) would have a moderate potential for hazardous materials involvement. However, this updated assessment of the 1997 DEIS alignment indicates there would have been a high potential for hazardous materials involvement for the 1997 DEIS alignment due to the known contamination areas within the 1997 DEIS alignment within Skagway and the inclusion of the Kensington Mine beachhead facilities.

4.3 Alternative 2A – East Lynn Canal Highway with Berners Bay Shuttles

The project impacts and mitigation measures for hazardous materials involvement for this alternative are the same as those described for the current alignment under Alternative 2. This alternative differs from Alternative 2 by the deletion of the Berners Bay portion of the East Lynn Canal Highway and the addition of two ferry terminals. The Berners Bay area is a wilderness area with minimal human development or impacts. The risk for hazardous materials involvement around Berners Bay is negligible. All other portions of the alternative remain the same, with the exception of ferry terminals that will be constructed at Sawmill Cove and Slate Cove. No recognized environmental conditions were found to exist within the search corridor for the Slate Cove or Sawmill Cove ferry terminals. Although there may be unidentified localized areas of hazardous materials impacts from historical mining and recreational activities within the portion of the project from Berners Bay to Comet, there are no known areas of contamination within the project corridor based on the ISA review. Therefore, the probability of encountering hazardous materials within the project corridor for Alternative 2A is low. There are no known mitigation requirements for Alternative 2A since no hazardous materials impacts were identified. This alternative was not included in the 1994 ISA.

4.4 Alternative 2B – East Lynn Canal Highway to Katzehin with Shuttles to Haines and Skagway

This alternative is the same as the current alignment under Alternative 2, with the exception that the highway segment from Katzehin to Skagway will be deleted. By deleting the portion of the highway project that enters into Skagway, 28 of the 29 sites identified within the East Lynn Canal search corridor are eliminated.

Only the Kensington Mine Comet beachhead facility (Site E27) remains as an identified site for this alternative. However, the associated risk of hazardous material involvement to the alignment from Site E27 is the same as for Alternatives 2 and 2B. As discussed for Alternative 2, the current alignment is upgradient of the Comet facility and there is a low probability for hazardous materials involvement from the Comet facility relative to the current alignment.

No recognized environmental conditions were found for the Katzehin Ferry Terminal area. Although there may be unidentified localized areas of hazardous materials impacts from historical mining and recreational activities within the portion of the project from Berners Bay to Comet, there are no known areas of contamination within the project corridor based on the ISA review. Therefore, the probability of encountering hazardous materials within the project corridor for Alternative 2B is low. There are no known mitigation requirements for Alternative 2B since no hazardous materials impacts were identified. This alternative was not included in the 1994 ISA.

4.5 Alternative 2C – East Lynn Canal Highway with Haines/Skagway Shuttle

The risk of encountering hazardous materials for this alternative is the same as for the current alignment under Alternative 2. This alternative is the same as Alternative 2, except it deletes the ferry terminal at Katzehin. No hazardous materials impacts were identified during the ISA for the portion of the project around the Katzehin Ferry Terminal; therefore, there is no change in the probability of encountering hazardous materials for this alternative relative to Alternative 2. Although there may be unidentified localized areas of hazardous materials impacts from historical mining and recreational activities within the portion of the project from Berners Bay to Comet, there are no known areas of contamination within the project corridor based on the ISA review. Therefore, the probability of encountering hazardous materials within the project corridor for Alternative 2C is low. There are no known mitigation requirements for Alternative 2C since no hazardous materials impacts were identified. This alternative was not included in the 1994 ISA.

4.6 Alternative 3 – West Lynn Canal Highway

This alternative will extend the existing Glacier Highway from Echo Cove to Sawmill Cove. A new marine terminal will be constructed at Sawmill Cove and at William Henry Bay on the west side of Lynn Canal. A highway will be constructed from the new William Henry Bay Ferry Terminal to Haines. A bridge will cross the Chilkat River from Green Point at Pyramid Harbor to Haines via Pyramid Island and connect to Mud Bay Road in Haines. As presented in Table 5, two of the three sites were identified as having a negligible probability of impact to the project corridor with the third site as having a low probability of hazardous materials involvement to the alignment corridor. Although there may be unidentified areas of hazardous materials impacts from historical mining in the alignment corridor, there are no known areas of contamination within the proposed alignment, based on ISA document review. Therefore, the probability of encountering hazardous materials within the project corridor for Alternative 3 is low. There are no known mitigation requirements for this alternative, since no hazardous materials impacts were identified. The 1994 ISA also concluded that this alternative has a low potential for hazardous materials involvement.

4.7 Alternatives 4A Through 4D – Marine Options

This alternative includes modifications to the existing AMHS to provide improved access to Haines, Juneau, and Skagway. All four options under this alternative will require construction of a new double stern berth at Auke Bay. Auke Bay terminal construction will be limited to new berth construction with no additional land acquisition, since it will be completed on existing state-owned land. The Auke Bay construction will consist primarily of work within the tidelands to modify the existing berths at the facility with no significant on-shore construction activities. Hazardous materials involvement associated with the Auke Bay berth construction is expected to be negligible. Correspondingly, the risk for hazardous materials involvement is considered negligible for Alternatives 4, 4A, and 4C. These alternatives include no new terminal or highway construction, and no additional facility construction other than the Auke Bay berth expansion.

In addition to the Auke Bay berth expansion, Alternatives 4B and 4D will also include new highway and terminal construction. Alternatives 4B and 4D only differ by the level and type of ferry service provided. Alternatives 4B and 4D extend the existing Glacier Highway from Echo Cove to Sawmill Cove. A new marine terminal will be constructed at Sawmill Cove on East Lynn Canal to provide ferry service to Haines and Skagway for both alternatives. The probability of hazardous material involvement within the alignment corridor from Echo Cove to Sawmill Cove and within the search corridor around the new Sawmill Cove Ferry Terminal is negligible.

In summary, the probability of hazardous material involvement for Alternatives 4, 4A, 4B, 4C, and 4D is negligible with no mitigation requirements since no hazardous materials impacts to the proposed project areas were identified. The 1994 ISA also concluded that Alternatives 4A, 4B, and 4C have a negligible potential for hazardous materials involvement. Alternatives 4 and 4D were not included as alternatives in the 1994 ISA.

This page left intentionally blank.

5.0 LIMITATIONS

This ISA has been prepared in general accordance with the requirements of the AASHTO ISA Hazardous Waste Guide for Project Development (February 1990). This report has been written for the exclusive use of the DOT&PF. Any reliance on this report by third parties shall be at such party's sole risk. It is intended to provide DOT&PF with an understanding of the potential for environmental contamination by hazardous materials or petroleum products within the project corridor based upon alignment information dated October 28, 2003, and November 11, 2003, for the East and West Lynn Canal alignments, respectively.

The findings and recommendations contained in this report are based on the expertise and experience of URS in conducting similar assessments. In assessing the subject property, URS has also relied upon representations and information furnished by individuals noted in the report, with respect to existing operations and property conditions, and the historic uses of the properties to the extent that the information obtained has not been contradicted by data obtained from other sources. Accordingly, URS accepts no responsibility for any deficiency, misstatements, or inaccuracy contained in this report because of misstatements, omissions, misrepresentations, or fraudulent information provided by the persons interviewed or contained in public documents reviewed.

It should be recognized that this study was not intended to be a definitive assessment of contamination along the project corridor but a screening process to identify sites with known contamination issues that may require additional review and assessment. Opinions and judgments expressed herein, which are based on our understanding and interpretation of current regulatory standards, should not be construed as legal opinions. Given that the scope of service for this assessment did not include soil or groundwater sampling and analytical testing, radon testing, or an asbestos- or lead-based assessment, it is possible that currently unrecognized contamination may exist along the project corridor and, if present, that the levels of contamination may vary across the project corridor. In no way should this report be used or considered an "audit" or a "regulatory site audit."

Opinions and recommendations presented herein apply to site conditions existing at the time of our assessment and reasonably foreseeable conditions. A re-evaluation of the ISA data must be completed for any alignment modifications, especially those sites identified within this report. Additionally, a re-evaluation must be completed during the design phase of the project to determine if there have been any changes to the project corridor since the completion of the ISA. Should environmentally significant changes to the project corridor or additional information become available, URS should be provided the opportunity to review this information/data and amend our opinions, as appropriate.

Costs included in the mitigation section of the report are provided as a method to assign a relative cost to sites assigned as "medium" or "high" impact. These costs are provided for screening purposes only and are considered very gross approximations based on limited site-specific information reviewed as part of the ISA screening process. A PSI is required to better define the actual costs of any mitigation measures based on actual site data (e.g., soil and groundwater samples).

URS' objective is to perform our work with care, exercising the customary thoroughness and competence of environmental and engineering consulting professionals, in accordance with the standard for professional services at the time and location those services are rendered. It is important to recognize that even the most comprehensive scope of services may fail to detect environmental liability on a project of this size. Therefore, URS cannot act as insurers and cannot "certify or underwrite" that the project corridor is free of environmental contamination.

No expressed or implied representation or warranty is included or intended in our reports, except that our work was performed within the limits prescribed by our client, with the customary thoroughness and competence of our profession.

6.0 LIST OF PREPARERS

Chris Holden	Project Engineer URS Corporation B.S. Civil Engineering Author
Michele Harper	Environmental Scientist URS Corporation B.S. Natural Science Performed visual surveys in Haines and Skagway, conducted interviews and gathered data at the ADEC Haines office, and assisted with review of historical aerial photography.
Tara Howell	Environmental Scientist URS Corporation B.A. Environmental Science Performed ADEC and USEPA data records reviews, interviews with ADEC and other federal agencies, and conducted site research.
Kelley Nixon	Environmental Technician URS Corporation B.A. Sociology Performed aerial photography review, contacted information sources regarding impacts to the project, and conducted an editorial review of the ISA document.
Timothy King	GIS Specialist URS Corporation B.A. Anthropology, B.S. Education, M.S. Geography Coordinated GIS mapping
Sharon Sullivan	Senior Geologist URS Corporation B.S. Geology Senior review of document

This page left intentionally blank.

7.0 REFERENCES

Access Consulting Group. 2003. Services Unlimited - Site Assessment Review and Recommendations for the Development of a Corrective Action Plan. Prepared for Services Unlimited, Skagway, Alaska. January.

Aeromap U.S., Inc. (Aeromap). 2003a. Aerial Photographs for East Lynn Canal, Skagway to Echo Cove, Alaska, dated 1997. Aerial photography from 1997 provided by DOT&PF from Aeromap data.

Aeromap. 2003b. Aerial Photographs for Kensington Mine, Alaska, dated 1985, 1997, and 2003. Aerial photography from 2003 provided by DOT&PF from Aeromap data.

Aeromap. 2003c. Aerial Photographs for Skagway, Alaska, dated 1959, 1973, 1987, 1997, and 2003. Aerial photography from 2003 provided by DOT&PF from Aeromap data.

Aeromap. 2003d. Aerial Photographs for West Lynn Canal, Haines to William Henry Bay, Alaska, dated 2003. Aerial photography from 2003 provided by DOT&PF from Aeromap data.

Aeromap. 2003e. Aerial Photographs for Haines, Alaska, dated 1973 and 2003. Aerial photography from 2003 provided by DOT&PF from Aeromap data.

Alaska Department of Environmental Conservation (ADEC). 2003a. State of Alaska Contaminated Sites Database. Retrieved September 22, 2003, from the World Wide Web: http://www.state.ak.us/dec/dspar/csites/cs_search.htm

ADEC. 2003b. State of Alaska Leaking Underground Storage Tanks (LUST) and Underground Storage Tank (UST) Database. Retrieved September 24, 2003, from the World Wide Web: http://www.state.ak.us/dec/dspar/stp/search.htm

ADEC. 2003c. State of Alaska Solid Waste Disposal Facility Permits Database. Retrieved October 14, 2003, from the World Wide Web: http://www.state.ak.us/dec/deh/solidwaste/southeast.htm

ADEC. 2003d. Oil and Other Hazardous Substances Pollution Control Regulations as amended through January 30, 2003.

Alaska Department of Natural Resources (ADNR). 2003. Kensington Gold Project Fact Sheet. Retrieved September 25, 2003, from the World Wide Web: http://www.dnr.state.ak.us/mlw/mining/kensington/index.htm

Alaska Department of Transportation and Public Facilities (DOT&PF). 1995. Juneau Access Improvements – Land Use and Coastal Zone Technical Report. April. pp. 3-39 to 3-48.

American Association of State Highway and Transportation Officials (AASHTO). 1990. Hazardous Waste Guide for Project Development. February. 9 pp.

American Society for Testing and Materials (ASTM) International. 2000. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. Designation: E 1527-00. ASTM International, 100 Barr Harbor Dr., PO Box C700, West Conshohocken, PA 19428-2959, USA. May.

ASTM International. 2002. Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process for Forestland or Rural Property. Designation: E 2247-02. ASTM International, 100 Barr Harbor Dr., PO Box C700, West Conshohocken, PA 19428-2959, USA. November.

Bureau of Land Management (BLM). 2003. The Abandoned Mine Lands (AML) Program. Retrieved September 24, 2003 from the World Wide Web: http://www.ak.blm.gov/ak940/solids/aml/amlindex.html

Canada National Energy Board (CNEB). 1996. Reasons for Decision - Facility Abandonment, Yukon Pipelines Limited (MH-3-96). 21 pp. September.

CH2M Hill. 2003. *Final Site Characterization Report State Street Mystery Site.* Report prepared for Alaska Department of Environmental Conservation. 184 pp. September

Dames and Moore (D&M). 1995. *Final Environmental Site Assessment Report for the Skagway Ore Terminal.* Prepared for Alaska Industrial Development and Export Authority. November.

Environmental Data Resources, Inc. (EDR). 2003a. The EDR Corridor Study Report – Study Area Haines Segment, Inquiry ID Number 1053555.3r, dated October 2, 2003.

EDR. 2003b. The EDR Corridor Study Report – Study Area Skagway Segment, Inquiry ID Number 1053555.1r, dated October 3, 2003.

EDR. 2003c. The EDR Corridor Study Report – Study Area Juneau Segment, Inquiry ID Number 1053555.2r, dated October 6, 2003.

Federal Highway Administration (FHWA). 1988. Interim Guidance – Hazardous Waste Sites Affecting Highway Project Development. Memorandum to Regional Federal Highway Administrators. August 5.

FHWA. 1997. Supplemental Hazardous Waste Guidance. Memorandum Division Administrators. January 16.

FPE/Roen-Lochner Joint Venture (FPE/Roen). 1994. Juneau Access DEIS, Draft Technical Memorandum, Initial Site Evaluation. Report prepared for Alaska Department of Transportation and Public Facilities. 20 pp. October 6.

Golder Associates, Inc. (Golder). 1998. Draft Report on Environmental Site Assessment and Corrective Action Plan for White Pass & Yukon Route Shops, Skagway, Alaska. July 10.

Golder. 2001a. Draft Report on Results of Site Characterization Program and Corrective Action Plan, Former Wharf Tanks Site, Skagway, Alaska. April 25.

Golder. 2001b. Phase II Environmental Site Assessment, White Pass & Yukon Route, 21st Avenue and State Street, Skagway, Alaska. August.

Golder. 2002. Results of Supplementary Investigation, Former Wharf Tanks Site, Skagway, Alaska. November 27.

Lee, Bryce. 1998. Canada Calling. p. 1-2. Railways of Canada Group Archives. Retrieved October 1, 2003, from the World Wide Web: http://www.trainweb.org/canadianrailways/CanadaCalling/February1998.htmlFebruary)

Maas, Ken. U.S. Department of Agriculture (USDA) Forest Service. 2003. Personal communication regarding potential historic and current mine claims with contamination issues along East and West Lynn Canal. September 29.

Palmieri, Anne Marie. 2003a. ADEC. Letter regarding WP&YR Railroad Contaminated Sites, Skagway to Gary Danielson of WP&YR Railroad. June 11.

Palmieri, Anne Marie. 2003b. ADEC. Personal communication regarding Wharf Tanks Area contamination and Small Boat Harbor sediment investigations. October 20.

Palmieri, Anne Marie. 2004. ADEC. Email communication providing comments on Juneau Access Improvements Project Draft Initial Site Assessment (ISA) Technical Report. June 23.

Richens, Rick. 2003. Coeur Alaska. 2003 Personal communication regarding Kensington Mine facilities within the project corridor along East Lynn Canal. October 13.

Torrence, Leslie. U.S. Department of Interior, Bureau of Land Management (BLM). 2003. Email communication regarding potential contaminated mine site issues along East and West Lynn Canal. September 25.

Tri-White Corporation (Tri-White). 2002. Annual Corporate Report. p. 6.

URS Greiner Woodward-Clyde. 1999. *Site Assessment for UST Closures, Services Unlimited, Skagway, Alaska.* Report prepared for the T. C. I. Environmental. 17 pp. July.

U.S. Department of Agriculture (USDA) Forest Service. 1988a. Decision Notice and Finding of No Significant Impact, Mining Operation Plan, Kensington Project, Echo Bay Exploration Inc. USDA Forest Service, R10, Tongass National Forest, Chatham Area, Juneau Ranger District. Available on-line at http://www.kensingtoneis.com (eShare Public Logon, Shared Documents).

USDA Forest Service. 1988b. Decision Notice and Finding of No Significant Impact, Jualin Mine Access, Exploration and Bulk Sampling. USDA Forest Service, R10, Tongass National Forest, Chatham Area, Juneau Ranger District. Available on-line at http://www.kensingtoneis.com (eShare Public Logon, Shared Documents).

USDA Forest Service. 2002. Kensington Gold Project Amended Plan of Operations. Supplemental Environmental Impact Statement Scoping Document. USDA Forest Service, Juneau Ranger District. September 2002. Available on-line at http://www.kensingtoneis.com/ (eShare Public Logon, Shared Documents).

USDA Forest Service. 2003. Kensington Gold Project SEIS Web Site. Retrieved October 13, 2003, from the World Wide Web: http://www.kensingtoneis.com/.

U.S. Environmental Protection Agency (USEPA). 2003a. Superfund Information System, CERCLIS Database. Retrieved September 22, 2003 from the World Wide Web: http://www.epa.gov/superfund/sites/siteinfo.htm

USEPA. 2003b. Superfund Information System, CERCLIS NFRAP Archived Database. Retrieved October 21, 2003, from the World Wide Web: http://cfpub.epa.gov/supercpad/arcsites/srchsites.cfm

USEPA. 2003c. Enforcement and Compliance History Online (ECHO) Database. Retrieved October 22, 2003, from the World Wide Web: http://oaspub.epa.gov/enviro/ef_home2.compliance

USEPA. 2003d. National Priorities List (NPL) Database. Retrieved September 23, 2003, from the World Wide Web http://www.epa.gov/superfund/sites/npl/index.htm

USEPA. 2003e. Resource Conservation and Recover Act Information (RCRAInfo) and Biennial Reporting System (BRS), EnviroFacts Warehouse Database. Retrieved September 23, 2003, from the World Wide Web: http://www.epa.gov/enviro/html/rcris/rcris_query_java.html

U.S. National Response Center (NRC) Incident Reporting Database. 2003. Retrieved October 21, 2003, from the World Wide Web:http://www.nrc.uscg.mil/wdbcgi/wdbcgi.exe/WWWUSER/WEBDB.foia_query.show_parms

Vaughon, Ken. 2003. USDA Forest Service. Personal communication regarding potential log transfer facilities and contaminated sites along East and West Lynn Canal. September 26.

TABLES

This page left intentionally blank.

TABLE 1

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E01	Skagway Former Wharf Tanks Area	High	High - 1997 DEIS alignment	Skagway Boat Harbor, Congress Way, Skagway, Alaska	Lot 1, WP&YR Wharf, Township 28S, Range 59E, Section 14, Copper River Meridian	ADEC Record Key 1997110118201	ADEC SHWS	High: Active	Documented soil and groundwater petroleum contamination above ADEC cleanup levels from past fuel storage at the facility that was in operation from 1942 to 1995. Approximately 0.5 million-gallon gasoline release from an AST occurred in 1970s impacting the wharf and harbor area. ASTs removed and remediation ongoing by Tri-White using air sparging and biovent systems to remediate soil and groundwater at site. 1997 DEIS alignment would impact the entire length and width of the known contamination zone.
E01	Skagway Former Wharf Tanks Area	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E01B	Former Skagway to Whitehorse Fuel Pipeline	Medium	Medium - 1997 DEIS alignment	From WP&YR railroad dock in Skagway to Whitehorse, Canada along WP&YR railroad right-of-way	Along WP&YR railroad right-of-way, Skagway, Alaska	ADEC Record Key 1996110128501	ADEC SHWS	Medium: NFRAP Issued	Pipeline from former railroad Wharf Tanks Area (Site E01) to Whitehorse, Canada. Pipeline was in operation from 1948 to 1995. Multiple historic spills of petroleum along 20.5 miles of pipeline for U.S. portion, mostly around check valve locations. Pipeline reportedly abandoned and removed in most locations. There may be undocumented impacts along pipeline route within the former railroad dock area and Wharf Tanks Area for the 1997 DEIS alignment.
E01B	Former Skagway to Whitehorse Fuel Pipeline	Medium	Low - current alignment	Same information as noted above for 1997 DEIS alignment					The current alignment ROW crosses former pipeline corridor at 23rd Avenue. However, no excavation planned within this area so risk of encountering hazardous materials during highway construction is low. No reported petroleum spills from pipeline in this area.
E02	Skagway Small Boat Harbor ASTs	Medium	Medium - 1997 DEIS alignment	Skagway Boat Harbor, Congress Way, Skagway, Alaska	Lot 1, WP&YR Wharf, Township 28S, Range 59E, Section 14, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable - Identified during windshield survey and on aerial photography.	Not Applicable	Two 2,000-gallon ASTs used for marine refueling at Small Boat Harbor. No leaks reported based on review of ADEC database files; however, there may be undocumented impacts from past fuel management. Known impacts to land immediately adjacent to site at Wharf Tanks Area (Site E01). This site is within the 300-foot screening corridor.
E02	Skagway Small Boat Harbor ASTs	Medium	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E03	Skagway Port Area and Proposed ROW to State Street	Medium	Medium - 1997 DEIS alignment	Dry dock area, State of Alaska ferry terminal staging area, Shoreline Park area, Lynden Transport cargo area, Skagway, Alaska	WP&YR Railroad Ore Terminal Lease, Lot 2D, Township 28S, Range 58E Section 11, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable	Not Applicable	Includes portions of the project through the dry dock, recreational vehicle park, ferry terminal staging area, Lynden Transport cargo staging area, and shoreline park. No significant issues identified during windshield survey; however, may be undocumented contamination from historic uses in area. May be undocumented areas of high lead that were not removed during cleanup associated with the Skagway Ore Terminal (see Site E04). May also be impacts from former diesel fuel pipelines in area.
E03	Skagway Port Area and Proposed ROW to State Street	Medium	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.
ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 1 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E04	Skagway/Nahku Ore Terminal and Port Area	High	Medium - 1997 DEIS alignment	1 Ore Dock Road, Skagway, Alaska	WP&YR Ore Terminal Lease Lot 2C, Township 28S, Range 59E, Section 14, Copper River Meridian	ADEC Record Key 1988110934709 USEPA CERCLIS #AKD981767148.	ADEC SHWS, USEPA CERCLIS, USEPA RCRIS, RCRA Large Quantity Generator (LQG)	Inactive: Medium CERCLIS but not listed on NPL	Lead and zinc ore releases from historical ore transfer operations to Skagway area, predominantly around the ore facility and railroad system. Facility operated from 1969 to 1993 and is no longer in operation. Cleanup of area around ore terminal occurred in 1990s to remove lead-contaminated soil over 1,000 ppm in Skagway area. No additional surface soil remediation planned. There may be undocumented areas of lead and petroleum contamination within proposed 1997 DEIS alignment. Coordination with ADEC required to determine if soil managed for construction of highway would require treatment to 400 ppm residential ADEC cleanup level for lead. Lead contamination remaining in sediments around ore terminal. Limited contamination known to exist for the portions south of the Ore Terminal near the Small Boat Harbor.
E04	Skagway/Nahku Ore Terminal and Port Area	High	Low - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is upgradient of the ore terminal and port area.
E05	Petro Marine Skagway Bulk Fuel Plant	High	Low - 1997 DEIS alignment	10 Beach Road, Skagway, Alaska	WP&YR Ore Terminal Lease, Lot 2A and 2B, Township 28S, Range 58E Section 11, Copper River Meridian	ADEC Record Key 1995110118201	ADEC SHWS, USEPA RCRIS, RCRA Conditionally Exempt Small Quantity Generator (CESQG)	Low: Active	Bulk fuel farm to the north of the Ore Terminal. Diesel fuel spill of 265 gallons impacted 175 cubic yards of soil that were removed to off-site biocell. Remaining issue is confirmation sampling. There is no evidence based on the information within ADEC records to indicate that the bulk fuel farm or the spill associated with this site would impact the 1997 DEIS alignment. The 1997 DEIS alignment is approximately 700 feet northeast and no ROW acquisition is proposed.
E05	Petro Marine Skagway Bulk Fuel Plant	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E06	AT&T Alascom Skagway Microwave Repeater	Low	Low - 1997 DEIS alignment	2nd Avenue and Main Street	Block 39, Lots 1 to 7, Township 28S, Range 59E, Section 11, Copper River Meridian	ADEC Record Key 1990110019201	ADEC UST and ADEC LUST	Low: Closed	Three diesel USTs were removed in 1990 and diesel soil contamination found. Approximately 70 cubic yards of soil removed and site closed in 1992. No USTs on site after 1992 but AST used for backup purposes. Site is 500 feet northwest of 1997 DEIS alignment centerline and no ROW acquisition of property is proposed. ADEC has closed the site.
E06	AT&T Alascom Skagway Microwave Repeater	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 1 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E07	City of Skagway Sewage Treatment Plant	Medium	Low - 1997 DEIS alignment	1st Avenue and State Street, Skagway, Alaska	Block 43, Lots 7 to 12, Township 28S, Range 58E, Section 11, Copper River Meridian	ADEC UST Facility ID 1979	ADEC UST	Not Applicable	One 2,000-gallon and one 1,000-gallon UST still in use on the property. No leaks reported based on review of ADEC database files. This site is immediately adjacent to State Street 1997 DEIS alignment and within the 300-foot screening corridor for the alignment. The probability of impacts to existing alignment at State Street are low. Impact probability is increased to moderate if UST area is included or parcel is acquired.
E07	City of Skagway Sewage Treatment Plant	Medium	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E08	Skagway State Street Corridor (West)	Low	Low - 1997 DEIS alignment	Various lots along west side of State Street between 1st and 2nd Avenues.	Block 43, Lots 1 through 6. Block 38, Lots 1 through 12, Township 28S, Range 58E Section 11, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable	Not Applicable	Residential and non-industrial related businesses on these lots. Heating oil systems located on properties. These parcels are within the 300-foot search corridor.
E08	Skagway State Street Corridor (West)	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is upgradient of site and no concerns noted for this alignment.
E09	Skagway State Street Corridor (East)	Low	Low - 1997 DEIS alignment	Various lots along east side of State Street between 1st Avenue and port area.	Block 44, Lots 1 through 12, Township 28S, Range 58E Section 11, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable	Not Applicable	Residential and non-industrial related businesses on these lots. Heating oil tanks used for buildings. These parcels are within the 300-foot search corridor for 1997 DEIS alignment.
E09	Skagway State Street Corridor (East)	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E10	Skagway Petro Express (Services Unlimited)	High	Medium - 1997 DEIS alignment	State Street and 2nd Avenue, Skagway, Alaska	Block 37, Lot 6, Township 28S, Range 58E Section 11, Copper River Meridian	ADEC Record Key 1999110012501 and ADEC UST Facility ID 2437	ADEC UST and ADEC LUST	High: Active	Gasoline contamination found during UST removal in 1999. 140 cubic yard of gasoline-contaminated soil removed from site but contamination still present adjacent to State Street and beneath the former tank locations (15 feet bgs) as of 2003. High gasoline range petroleum hydrocarbons. Site is 250 feet upgradient of the centerline terminus.
E10	Skagway Petro Express (Services Unlimited)	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E11	Skagway WP&YR Railroad (Office/Terminal)	Low	Negligible - 1997 DEIS alignment	2nd Avenue and Spring Street, Skagway, Alaska	Block 36, Lots 1 to 3, Township 28S, Range 58E Section 11, Copper River Meridian	Not Applicable	USEPA RCRIS, RCRA Small Quantity Generator (SQG)	Not Applicable	Listed as RCRA small quantity generator of hazardous waste on RCRIS. No violations noted. Generation/use of wastes is at the WP&YR Railroad Yard (see Site E25). Office/Terminal site is 400 feet northeast of 1997 DEIS alignment centerline. WP&YR Railroad Yard 6,500 feet northeast of 1997 DEIS alignment.
E11	Skagway WP&YR Railroad (Office/Terminal)	Low	Low - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.
ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 1 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E12	Skagway Chevron Hoovers Corner Station	High	Low - 1997 DEIS alignment	444 4th Avenue (4th Avenue and Main Street), Skagway, Alaska	Block 8, Lots 7 and 8, Township 28S, Range 58E, Section 11, Copper River Meridian	ADEC Record Key 1993110013401	ADEC UST and ADEC LUST	Medium: Active	During 1993 UST removal, petroleum-contaminated soil found. Soil removed to ADEC Level C cleanup levels but cleanup level for benzene was not met and contaminated soil remains in place. Formerly had diesel and gasoline USTs. 18,000-gallon gasoline UST for commercial sales still in operation. Site is 900 feet northeast of terminus of 1997 DEIS alignment centerline with no ROW acquisition proposed.
E12	Skagway Chevron Hoovers Corner Station	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E13	Skagway Public Works Shop	High	Low - 1997 DEIS alignment	5th Avenue and Alaska Street, Skagway, Alaska	Block 10, Lots 7 to 10, Township 28S, Range 58E, Section 11, Copper River Meridian	ADEC Record Key 2002110007102 and 1998110014001	ADEC UST and ADEC LUST	Not assigned. 1998 spill closed. 2002 open.	A gasoline and diesel UST formerly located at site. Confirmed petroleum hydrocarbon release to soil in 1998 and 2002. 1998 release is closed according to ADEC records; however, the 2002 spill is still open. Site is 1,400 feet north of 1997 DEIS alignment centerline terminus with no ROW acquisition proposed.
E13	Skagway Public Works Shop	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E14	Skagway Alaska Power and Telephone, Inc. (Office)	Low	Low - 1997 DEIS alignment	5th Avenue and Spring Street, Skagway, Alaska	Mill Lot, Township 28S, Range 58E, Section 12, Copper River Meridian	No spills noted on ADEC or USEPA database records	USEPA PADS	Not Applicable	Listed on PCB activity database by USEPA as having a 1991 violation for failure to maintain PCB records and reporting. No spills noted in either USEPA or ADEC databases. Site is 1,300 feet northeast of the 1997 DEIS alignment centerline with no ROW acquisition proposed.
E14	Skagway Alaska Power and Telephone, Inc. (Office)	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E14B	Skagway Alaska Power and Telephone, Inc. (Maintenance Building and Equipment Yard)	Medium	Negligible - 1997 DEIS alignment	23rd Avenue and Alaska Street, Skagway, Alaska	Block 128, Lots 4 to 8, Township 28S, Range 58E Section 11, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable	Not Applicable	Same information as noted below for current alignment. However, site is 6,500 feet southwest of 1997 DEIS alignment.
E14B	Skagway Alaska Power and Telephone, Inc. (Maintenance Building and Equipment Yard)	Medium	Low - current alignment	Same information as noted above for 1997 DEIS alignment					During visual survey of area, transformers observed in yard along corner of Alaska and 23rd Street and within 250 feet of current alignment centerline terminus. Maintenance facility on property is 400 feet west of current alignment centerline terminus. PCB documentation violation in 1991. Possible PCB issues onsite (see Site E14) if yard area is impacted. However, no ROW acquisition proposed. Impact probability is increased to moderate if adjacent property or parcel is impacted.
E15	Skagway City Hall	Low	Low - 1997 DEIS alignment	7th Avenue and Spring Street, Skagway, Alaska	Court House Reserve Lot, Township 28S, Range 58E, Section 12, Copper River Meridian	No spills noted on ADEC or USEPA database records	USEPA RCRIS, RCRA Conditionally Exempt Small Quantity Generator (CESQG).	Not Applicable	Listed as conditionally exempt small quantity generator of hazardous waste on RCRIS. No violations noted in ADEC or USEPA databases. Site is 1,700 feet northeast of the 1997 DEIS alignment centerline terminus with no ROW acquisition proposed.
E15	Skagway City Hall	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is upgradient of site and no concerns noted for this alignment.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.
ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 1 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E16	Skagway Westours Bus Facility	High	Low - 1997 DEIS alignment	9th Avenue and Spring Street, Skagway, Alaska	Block 21, Lots 1 to 4 and Lots 9 to 12, Township 28S, Range 59E, Section 12, CM	ADEC Record Key 1989110032701	ADEC UST and ADEC LUST	Medium: Active	One 1,000-gallon gasoline UST and one 10,000-gallon diesel UST both removed. Diesel fuel impacts documented and soil was excavated; bioremediation of groundwater and soil is on-going. As of 1994, site is not closed. Site is 2,100 feet northeast of the 1997 DEIS alignment centerline terminus with no ROW acquisition proposed.
E16	Skagway Westours Bus Facility	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E17	Skagway Fuels (Airport)	Medium	Low - 1997 DEIS alignment	8th Avenue and Alaska Street, Skagway, Alaska	Skagway Airport Lease, Township 28S, Range 58E Section 11, Copper River Meridian	ADEC UST Facility ID 1560	ADEC UST	Not Applicable	Two gasoline USTs removed in 2003. No leaks reported and USTs were not replaced. Site is 1,900 feet north of the 1997 DEIS alignment centerline terminus with no ROW acquisition proposed.
E17	Skagway Fuels (Airport)	Medium	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E18	Skagway City Building (Old School)	Low	Low - 1997 DEIS alignment	12th Avenue and State Street, Skagway, Alaska	Block 10, Lots 7 to 9, Township 28S, Range 58E, Section 12, Copper River Meridian	ADEC UST Facility ID 3331	ADEC UST	Not Applicable	Three heating oil tanks on the site. No leaks noted in ADEC and USEPA database records. Site is 3,200 feet north of the 1997 DEIS alignment centerline terminus with no ROW acquisition proposed.
E18	Skagway City Building (Old School)	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E19	Skagway Municipal Water Well House #2 Diesel Spill	High	Low - 1997 DEIS alignment	15th Avenue and Alaska Street, Skagway, Alaska	Block 94, Lots 7 to 12, Township 28S, Range 58E, Section 12, Copper River Meridian	ADEC Record Key 1997110100301	ADEC SHWS	Low: Active	City of Skagway Well House #2 had a 300-gallon diesel fuel spill adjacent to municipal water supply. Removed soil from area but some petroleum-contaminated soil remains. Groundwater monitoring being completed. City water well depth to water is 51 feet. TCE was detected at 4.5 parts per billion from upgradient sources such as WP&YR Railroad Yard. Outside 1/4-mile search corridor for 1997 DEIS alignment.
E19	Skagway Municipal Water Well House #2 Diesel Spill	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E20	Former Skagway Princess Tours Office	Low	Negligible - 1997 DEIS alignment	14th Avenue and State Street, Skagway, Alaska	Block 95, Lots 7 and 8, Township 28S Range 58E, Section 12, Copper River Meridian	ADEC Record Key 1995110125401	ADEC SHWS	Low: Closed	Contamination found during diesel fuel UST removal. Approximately 30 cubic yards confined underground next to housing structure. ADEC issued NFRAP closure. Site is 4,000 feet northeast of the 1997 DEIS alignment centerline terminus with no ROW acquisition proposed.
E20	Former Skagway Princess Tours Office	Low	Negligible - current alignment	Same information as noted above for 1997 DEIS Alignment Approach					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 1 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E21	Skagway State Street Mystery Site	High	Low - 1997 DEIS alignment	20th Avenue and State Street, Skagway, Alaska	Block 119, Lots 11 and 12, Township 28S, Range 58E, Section 12, Copper River Meridian	ADEC Record Key 1998110132201	ADEC SHWS	Medium: Active	Diesel fuel encountered at a vacant lot; free product observed flowing from upgradient source. Investigation completed by ADEC and found that groundwater and soil were contaminated, primarily on northwest portion of lots 11 and 12. Possible source of contamination was from heating oil tank that was involved in a fire at the property (CH2M, 2003). The 1997 DEIS alignment is 5,300 feet southwest of this site.
E21	Skagway State Street Mystery Site	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. However, current alignment is outside the 300-foot screening corridor and upgradient of site. No concerns noted for this alignment.
E22	Skagway White Pass and Yukon Route Railroad Coach Cleaning Shop	High	Low - 1997 DEIS alignment	21st Avenue and State Street, Skagway, Alaska	Block 123, Lots 5 to 9, Township 28S, Range 58E, Section 12, Copper River Meridian	ADEC Record Key 2000110118901	ADEC SHWS	Medium: Active	Diesel-contaminated soil removed from site but documented concentrations of hydrocarbons above ADEC cleanup levels under building and along State Street. The 1997 DEIS alignment is 5,500 feet southwest of this site.
E22	Skagway White Pass and Yukon Route Railroad Coach Cleaning Shop	High	Low - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. Site is within 150 feet of the current alignment. Actual ROW requirements expected to be less with no impact to this property. Impact probability is increased to high if adjacent property or parcel is impacted.
E23	Residential Area, Blocks 126 and 127 - Skagway	Low	Negligible - 1997 DEIS alignment	Various addresses to south of 23rd Avenue and within 300-foot current alignment search corridor, Skagway, Alaska	Blocks 126 and 127, Township 28S, Range 58E, Section 12, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable	Not Applicable	Residential and non-industrial related businesses on these blocks in Skagway. Heating oil tanks used for buildings. Site is 5,700 feet southwest of the 1997 DEIS alignment.
E23	Residential Area, Blocks 126 and 127 - Skagway	Low	Low - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. Parcels are within the 300-foot search corridor for current alignment. However, no new ROW acquisition is expected from that already present along 23rd Ave.
E24	Residential Area, Block 128 (Lots 1 to 3 and 9 to 12) - Skagway	Low	Negligible - 1997 DEIS alignment	Various addresses to south of 23rd Avenue and within 300-foot current alignment search corridor, Skagway, Alaska	Block 128, Lots 1 to 3, and Lots 9 to 12, Township 28S, Range 58E, Section 12, Copper River Meridian	No spills noted on ADEC or USEPA database records	Not Applicable	Not Applicable	Residential and non-industrial related businesses on these blocks in Skagway. Heating oil tanks used for buildings. Site is 5,700 feet southwest of the 1997 DEIS alignment.
E24	Residential Area, Block 128 (Lots 1 to 3 and 9 to 12) - Skagway	Low	Low - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. Parcels are within the 300-foot search corridor for current alignment. However, no new ROW acquisition is expected from that already present along 23rd Ave.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.
ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 1 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING BY ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Site Hazard Rating	Project Study Corridor Impact Risk Rating	Address	Legal Description	Database Record Number	Agency Database Record Reference	ADEC Priority / Status	Concerns
E25	Skagway WP&YR Railroad Yard	High	Low - 1997 DEIS alignment	NE of 23rd Avenue Bridge, Skagway, Alaska	WP&YR Lease, Parcel to north of 23rd Avenue Township 28S Range 58E, Section 12, Copper River Meridian	ADEC Record Key 1988110934705 CERCLIS #AKSFN1002184 and AKD083354209 (NFRAP)	ADEC SHWS, USEPA RCRIS, USEPA CERCLIS	High: Active CERCLIS but not listed on NPL	The WP&YR railroad has occupied the locomotive maintenance facility since the early 1900s. Solvents, heavy metals, and petroleum hydrocarbons detected in railroad yard soils and groundwater in previous investigations. Lead ore hauled along 23rd Avenue and State Street in trucks and also via railroad along State Street. Surface soil contaminated at site with solvents including TCE and PCE. Most contaminated soil has been excavated, and annual monitoring and off-site bioremediation activities are ongoing. Solvent-impacted groundwater found over 2,500 feet downgradient of site. However, site is over a mile southwest of the 1997 DEIS alignment.
E25	Skagway WP&YR Railroad Yard	High	Low - current alignment	Same information as noted above for 1997 DEIS alignment					The terminus of the current alignment is immediately downgradient and adjacent to the site. No ROW acquisition or new construction is anticipated along 23rd Avenue and adjacent to this site. Impact risk to current alignment goes to high if acquisition is required of any portions of the WP&YR Yard or excavation south of State Street.
E26	Former Upper Skagway Tank Farm	High	Negligible - 1997 DEIS alignment	1 Mile Klondike Highway, Skagway, Alaska	Tract 19 and 20, US Survey 3312.	ADEC Record Key 1996110128503	ADEC SHWS	High: NFRAP Issued	Former bulk fuel storage system for Skagway which included 22 tanks along Klondike Highway and 11 ASTs at Wharf Area Tanks. Gasoline and diesel range hydrocarbons and lead above state standards for soil and groundwater. ASTs have been removed and there is ongoing remediation at site. Location of biocell for treatment of hydrocarbon-contaminated soil. Site is across Skagway River and approximately 6,500 feet southwest of 1997 DEIS alignment centerline terminus.
E26	Former Upper Skagway Tank Farm	High	Negligible - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. Site is across Skagway River and 1,500 feet west of current alignment centerline terminus. No concerns noted for this alignment.
E27	Kensington Mine Area	Medium	High - 1997 DEIS alignment	Comet, Alaska	Township 35S, Range 62E, Section 6, NW1/4,Copper River Meridian	No spills noted on ADEC or USEPA database records (for	Not Applicable	Not Applicable	No known fuel spills in area but commercial quantities of fuel managed at beach facility at Comet. The 1997 DEIS alignment would include the facility and the fuel ASTs.
E27	Kensington Mine Area	Medium	Low - current alignment	Same information as noted above for 1997 DEIS alignment					Same information as noted above for 1997 DEIS alignment. The current alignment is 150 feet upgradient of the beach facility and no acquisition of the bulk fuel storage facility property is proposed.

Notes: Site Hazard and Project Study Corridor Impact Risk Ratings discussed in Section 1.3.6.
Shading indicates additional site information in Section 3.0.
ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
bgs = below ground surface
CERCLIS = Comprehensive Environmental Response, Compensation, and Liability Information System
DEIS = Draft Environmental Impact Statement
LUST = leaking underground storage tank as listed on ADEC's contaminated sites listing database
NFRAP = no further remedial action planned
PCB = polychlorinated biphenyl
PCE = tetrachloroethylene
ppm = parts per million
PSI = Preliminary Site Investigation
RCRA = Resource Conservation and Recovery Act
ROW = right-of-way
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
TCE = trichloroethene
USEPA = U.S. Environmental Protection Agency
UST = underground storage tank
WP&YR = White Pass and Yukon Route

TABLE 2

JUNEAU ACCESS IMPROVEMENTS SDEIS
ISA HAZARD RATING AND SITE LISTING
WEST LYNN CANAL

Site Code	Site Name	Site Risk Rating	Probability of Hazardous Materials Involvement to Current Alignment	Address	Legal Description	Database Record Number	Database Record Reference	ADEC Priority / Status	Concerns
W01	Former FAA Haines Station	High	Negligible	FAA Road	Township 31S, Range 59E, Section 2, SW1/4, Copper River Meridian	ADEC Record Key 2000110118301	ADEC SHWS /USEPA RCRIS	Active	In 1940s, FAA station contaminated from petroleum hydrocarbons and also high lead concentrations found at site. Former FAA station demobilized and leased to Lynn Canal Broadcasting and State of Alaska for radio and telecommunications. Site is 2,800 feet northeast and upgradient of the terminus of the Haines Approach. However, there is no evidence to indicate any impacts to the proposed alignment from this site.
W02	Mud Bay Road Residential Area (within 1/4-mile of Haines Approach)	Low	Low	Mud Bay Road	Township 31S, Range 59E, Section 11, NW1/4, Copper River Meridian	Not Applicable	Not Applicable	Not Applicable	Residential areas within 1/4 mile of Haines bridge crossing approach. No industrial areas identified during windshield survey of area. Area within 300-foot search corridor is vegetated and undeveloped. Heating oil tanks used for home heating on properties adjacent to the 300-foot corridor but risk of significant hazardous materials involvement due to these sites is low.
W03	AT&T Alascom Sullivan River Microwave Repeater Station	Medium	Negligible	13 miles southwest of Haines and 1 mile north of Sullivan River	Township 34S, Range 60E, Section 23, Copper River Meridian	ADEC Record Key 2000110118301	ADEC SHWS, USEPA RCRIS	Medium: NFRAP Issued (Closed)	Six 2,000-gallon diesel fuel ASTs leaked at the site. Diesel range hydrocarbon contamination was detected in soil and surface water. Documentation of site indicates diesel fuel contamination remaining under generator building; however, site was issued a NFRAP determination by ADEC. ASTs still present in area for communications facility fuel supply. Site is 500 feet east and downgradient of current alignment centerline at Station 4811+00. There is no evidence to indicate any impacts to the proposed alignment from this site.

Notes: Site Risk Rating and Probability Impacts discussed in Section 1.3.6.
ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
FAA = Federal Aviation Administration
NFRAP = no further remedial action planned
RCRIS = Resource Conservation and Recovery Information System (a.k.a., RCRAInfo)
SHWS = state hazardous waste site as listed on ADEC's contaminated sites listing database
USEPA = U.S. Environmental Protection Agency

TABLE 3

JUNEAU ACCESS IMPROVEMENTS SDEIS
MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR CURRENT ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Involvement to Current Alignment (Impact Risk Rating)	PSI Recommended For Site?	Mitigation Costs	Additional Work and Mitigation Issues
E01	Skagway Former Wharf Tanks Area	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E01B	Former Skagway to Whitehorse Fuel Pipeline	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
E02	Skagway Small Boat Harbor ASTs	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E03	Skagway Port Area and Proposed ROW to State Street	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E04	Skagway/Nahku Ore Terminal and Port Area	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
E05	Petro Marine Skagway Bulk Fuel Plant	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E06	AT&T Alascom Skagway Microwave Repeater	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E07	City of Skagway Sewage Treatment Plant	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E08	Skagway State Street Corridor (West)	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E09	Skagway State Street Corridor (East)	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E10	Skagway Petro Express (Services Unlimited)	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E11	Skagway WP&YR Railroad (Office/Terminal)	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
E12	Skagway Chevron Hoovers Corner Station	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.

Notes: Impact probability assessment based on 10/28/03 East Lynn Canal alignment

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
CERCLA = Comprehensive Environmental Response, Compensation and Liability Act
DEIS = Draft Environmental Impact Statement
PSI = Preliminary Site Investigation
ROW = right-of-way
USEPA = U.S. Environmental Protection Agency
WP&YR = White Pass and Yukon Route

TABLE 3 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR CURRENT ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Involvement to Current Alignment	PSI Recommended For Site?	Mitigation Costs	Additional Work and Mitigation Issues
E13	Skagway Public Works Shop	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E14	Skagway Alaska Power and Telephone, Inc. (Office)	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E14B	Skagway Alaska Power and Telephone, Inc. (Maintenance Building and Equipment Yard)	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW. However, a PSI is recommended if there is a full or partial take of the site to determine if there are any undocumented polychlorinated biphenyl contamination from transformer storage in the yard. A full or partial take of parcel will increase the potential contamination impact probability to moderate and associated mitigation costs from none to moderate.
E15	Skagway City Hall	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E16	Skagway Westours Bus Facility	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E17	Skagway Fuels (Airport)	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E18	Skagway City Building (Old School)	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E19	Skagway Municipal Water Well House #2 Diesel Spill	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E20	Former Skagway Princess Tours Office	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E21	Skagway State Street Mystery Site	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.

Notes: Impact probability assessment based on 10/28/03 East Lynn Canal alignment

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
CERCLA = Comprehensive Environmental Response, Compensation and Liability Act
DEIS = Draft Environmental Impact Statement
PSI = Preliminary Site Investigation
ROW = right-of-way
USEPA = U.S. Environmental Protection Agency
WP&YR = White Pass and Yukon Route

TABLE 3 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR CURRENT ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Involvement to Current Alignment	PSI Recommended For Site?	Mitigation Costs	Additional Work and Mitigation Issues
E22	Skagway WP&YR Railroad Coach Cleaning Shop	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW. However, a PSI is recommended if there is a full or partial take of the site due to known diesel fuel contamination on site. A full or partial take of parcel will increase the potential contamination impact probability to high and associated mitigation costs from none to moderate.
E23	Residential Area, Blocks 126 and 127 - Skagway	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
E24	Residential Area, Block 128 (Lots 1 to 3 and 9 to 12) - Skagway	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
E25	Skagway WP&YR Railroad Yard	Low	No	Not Applicable	The WP&YR Railroad Yard has known impacts to soil and groundwater from volatile organic compounds, petroleum hydrocarbons, lead, and zinc. The site is undergoing remediation by Tri-White. This site is listed as a CERCLA site by USEPA and as a contaminated site by ADEC. High probability of petroleum hydrocarbon and chlorinated solvent impacts to existing ROW along western portion of 23rd Avenue. Limited information pertaining to the current concentrations of contaminants at the site and within the project corridor adjacent to the site. Alignment will use existing ROW at 23rd Avenue from Station 3685+00 to 3690+00 with no new ROW acquisitions or excavation work from approximately Station 3685+00 to the terminus of the project at Station 3690+00. A full or parcel take of properties within this area would increase the potential contamination impact probability to high and associated mitigation costs from none to high.
E26	Former Upper Skagway Tank Farm	Negligible	No	Not Applicable	No mitigation or additional work required; negligible probability of site impacts to proposed alignment ROW.
E27	Kensington Mine Area	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.

Notes: Impact probability assessment based on 10/28/03 East Lynn Canal alignment

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
CERCLA = Comprehensive Environmental Response, Compensation and Liability Act
DEIS = Draft Environmental Impact Statement
PSI = Preliminary Site Investigation
ROW = right-of-way
USEPA = U.S. Environmental Protection Agency
WP&YR = White Pass and Yukon Route

TABLE 4

JUNEAU ACCESS IMPROVEMENTS SDEIS
MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR 1997 DEIS ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Involvement to Alignment (Impact Risk Rating)	PSI Recommended For 1997 DEIS Alignment?	Mitigation Costs	Additional Work and Mitigation Issues (If the 1997 DEIS alignment was considered)
E01	Skagway Former Wharf Tanks Area	High	Yes	High	A PSI would have been recommended to refine the mitigation issues and costs associated with construction of a highway through the known petroleum contamination area. High mitigation costs would have been expected based on the extent of petroleum hydrocarbon contamination known to exist for approximately 1,000 feet of the alignment length. Responsible party is completing cleanup of property but remediation will likely not be complete for at least 5 years.
E01B	Former Skagway to Whitehorse Fuel Pipeline	Medium	Yes	See Site E01	Additional work at this site could have been incorporated into PSI requirements for Sites E01 to address possible undocumented petroleum spills along former pipeline corridor near Site E01.
E02	Skagway Small Boat Harbor ASTs	Medium	Yes	See Site E01	Due to the proximity of the Wharf Tanks Area to this site (100 feet east) additional work and mitigation issues associated with this site could have been combined with Site E01.
E03	Skagway Port Area and Proposed ROW to State Street	Medium	Yes	See Site E04	See Site E04 for additional work and mitigation issues associated with potential lead and petroleum hydrocarbon contamination in this area.
E04	Skagway/Nahku Ore Terminal and Port Area	Medium	Yes	Moderate to High	Coordination with ADEC and USEPA would have been required to confirm the lead cleanup action level for construction of highway through lead-impacted areas and that remaining zinc concentrations at site are acceptable if disturbed as part of highway construction. Based on outcome of that coordination, a PSI may have been required to determine extent of lead, zinc, and petroleum impacts through corridor. Moderate mitigation costs would have been expected if the existing lead cleanup level of 1,000 ppm were used for the project corridor and only limited petroleum hydrocarbon contamination existed. High mitigation costs would have been expected if corrective action were required for lead-contaminated soils above 400 ppm but less than 1,000 ppm.
E05	Petro Marine Skagway Bulk Fuel Plant	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to alignment. Future changes in ROW requirements that may require acquisition of this parcel or adjacent parcels will require a PSI, since commercial quantities of fuel are managed at facility.
E06	AT&T Alascom Skagway Microwave Repeater	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.

Notes: Shading indicates site where PSI is recommended if 1997 DEIS alignment were selected.

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
DEIS = Draft Environmental Impact Statement
ppm = parts per million
PSI = Preliminary Site Investigation
ROW = right-of-way
USEPA = U.S. Environmental Protection Agency
WP&YR = White Pass and Yukon Route

TABLE 4 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS
MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR 1997 DEIS ALIGNMENT
EAST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Involvement to Alignment	PSI Recommended For 1997 DEIS Alignment?	Mitigation Costs	Additional Work and Mitigation Issues (If the 1997 DEIS alignment was considered)
E07	City of Skagway Sewage Treatment Plant	Low	No	Not Applicable	Probability of impacts to existing ROW at State Street is low. A PSI would have been recommended if there is a full or partial property take of property.
E08	Skagway State Street Corridor (West)	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E09	Skagway State Street Corridor (East)	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E10	Skagway Petro Express (Services Unlimited)	Medium	Yes	Moderate	A PSI would have been recommended to refine the mitigation issues and costs associated with gasoline-impacted soils within the existing ROW at State Street. Soil and groundwater sample results from 2004 indicate that petroleum contamination has not likely migrated considerably across State Street; therefore, expected impacts to existing ROW would have been expected to be moderate. A PSI would also have been required if a partial or full take of the parcel were needed, since the area has known gasoline-impacted soils. Partial or full take of parcel would have resulted in a high probability of hazardous materials involvement and increase in mitigation costs to high.
E11	Skagway WP&YR Railroad (Office/Terminal)	Negligible	No	Not Applicable	No mitigation or work required; negligible probability of site impacts to 1997 DEIS alignment.
E12	Skagway Chevron Hoovers Corner Station	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E13	Skagway Public Works Shop	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E14	Skagway Alaska Power and Telephone, Inc. (Office)	Negligible	No	Not Applicable	No mitigation or work required; negligible probability of site impacts to 1997 DEIS alignment.
E14B	Skagway Alaska Power and Telephone, Inc. (Maintenance Building and Equipment Yard)	Negligible	No	Not Applicable	No mitigation or work required; negligible probability of site impacts to 1997 DEIS alignment.
E15	Skagway City Hall	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E16	Skagway Westours Bus Facility	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.

Notes: Shading indicates site where PSI is recommended if 1997 DEIS alignment were selected.

ADEC = Alaska Department of Environmental Conservation
AST = aboveground storage tank
DEIS = Draft Environmental Impact Statement
ppm = parts per million
PSI = Preliminary Site Investigation
ROW = right-of-way
USEPA = U.S. Environmental Protection Agency
WP&YR = White Pass and Yukon Route

TABLE 4 (CONTINUED)

JUNEAU ACCESS IMPROVEMENTS SDEIS

MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR 1997 DEIS ALIGNMENT

EAST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Involvement to Alignment	PSI Recommended For 1997 DEIS Alignment?	Mitigation Costs	Additional Work and Mitigation Issues (If the 1997 DEIS alignment was considered)
E17	Skagway Fuels (Airport)	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E18	Skagway City Building (Old School)	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E19	Skagway Municipal Water Well House #2 Diesel Spill	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E20	Former Skagway Princess Tours Office	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E21	Skagway State Street Mystery Site	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E22	Skagway WP&YR Railroad Coach Cleaning Shop	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E23	Residential Area, Blocks 126 and 127 - Skagway	Negligible	No	Not Applicable	No mitigation or work required; negligible probability of site impacts to 1997 DEIS alignment.
E24	Residential Area, Block 128 (Lots 1 to 3 and 9 to 12) - Skagway	Negligible	No	Not Applicable	No mitigation or work required; negligible probability of site impacts to 1997 DEIS alignment.
E25	Skagway WP&YR Railroad Yard	Low	No	Not Applicable	No mitigation or work required; low probability of site impacts to 1997 DEIS alignment.
E26	Former Upper Skagway Tank Farm	Negligible	No	Not Applicable	No mitigation or work required; negligible probability of site impacts to 1997 DEIS alignment.
E27	Kensington Mine Area	High	Yes	High	Alignment woud have included the fuel handing facility (3-2,000-gallon ASTs) on Comet Beach for the Kensington Mine where a high probability of hazardous materials involvement would have been expected. A PSI would have been recommended to determine the extent (if any) of diesel-impacted soils within the fuel storage area. Mitigation costs expected to be high for this alignment.

Notes: Shading indicates site where PSI is recommended if 1997 DEIS alignment were selected.

ADEC = Alaska Department of Environmental Conservation

AST = aboveground storage tank

DEIS = Draft Environmental Impact Statement

ppm = parts per million

PSI = Preliminary Site Investigation

ROW = right-of-way

USEPA = U.S. Environmental Protection Agency

WP&YR = White Pass and Yukon Route

TABLE 5

JUNEAU ACCESS IMPROVEMENTS SDEIS
MITIGATION AND ADDITIONAL WORK SUMMARY BY SITE FOR CURRENT ALIGNMENT
WEST LYNN CANAL

Site Code	Site Name	Probability of Hazardous Materials Impacts to Current Alignment (Impact Risk Rating)	PSI Recommended For Site?	Mitigation Costs	Additional Work and Mitigation Issues
W01	Former FAA Haines Station	Negligible	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
W02	Mud Bay Road Residential Area (within 1/4-mile of Haines Approach)	Low	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.
W03	AT&T Alascom Sullivan River Microwave Repeater Station	Negligible	No	Not Applicable	No mitigation or additional work required; low probability of site impacts to proposed alignment ROW.

Notes: Impact probability assessment based on 11/11/03 West Lynn Canal alignment

FAA = Federal Aviation Administration

PSI = preliminary site investigation

ROW = right-of-way

This page left intentionally blank.

FIGURES

This page left intentionally blank.

LEGEND

East Route

- Current Alignment as of 10/28/2003
- Alignment as of 6/12/2003

West Route

- Current Alignment as of 11/11/2003
- 1994 Lochner Alignment
- Existing Highway
- New Multi-span Bridge

Figure Index

0 0.5 1 1.5 2 2.5 3 3.5 Miles

1 inch equals 3.5 miles

CANADA (British Columbia)
USA (Alaska)

Gilkey River
Antler Lake
Sawmill Cove Ferry Terminal
Glacier Highway
Sawmill Creek
Antler River
Echo Cove
Cowee Creek

Figure 3
Berners River
Lace River
Berners Bay
Point Saint Mary
Johnson Creek
Jualin Mine
Slate Creek
Comet Mines
Kensington Mine
Horrible Mine
Ophir Mine
Ivanhoe Mine
Slate Cove Ferry Terminal
Sweeny Creek
Comet
Sherman Rock
Figure 4

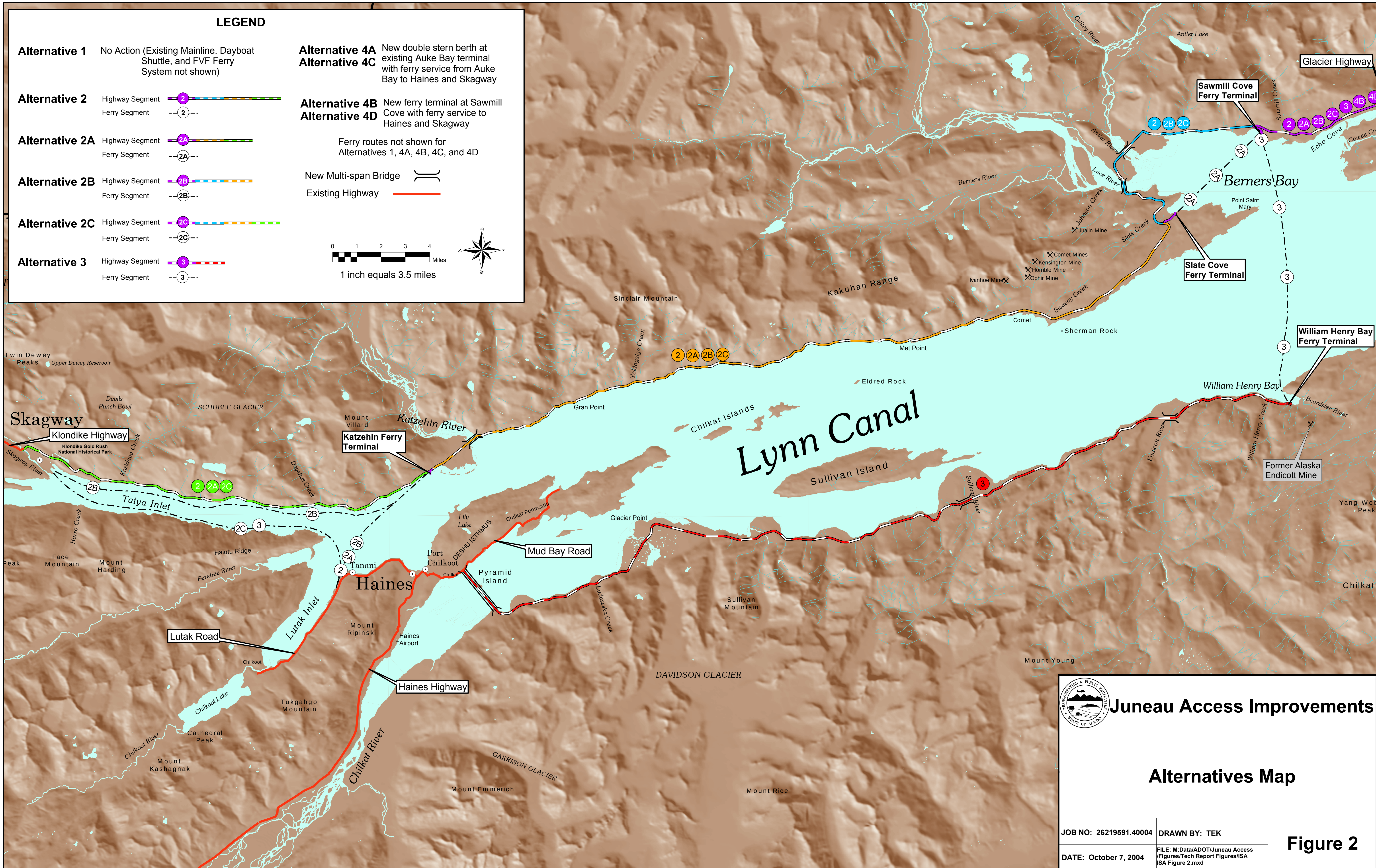
Kakuhan Range
Sinclair Mountain
Yeldagalga Creek
Met Point
Eldred Rock
Gran Point
Chilkat Islands
Lynn Canal
William Henry Bay Ferry Terminal
William Henry Bay
Beardslee River
William Henry Creek
Endicott River
Former Alaska Endicott Mine
Yang-Webster Peak

Twin Dewey Peaks
Upper Dewey Reservoir
Devils Punch Bowl
SCHUBEE GLACIER
Skagway
Figure 6
Klondike Gold Rush National Historical Park
Skagway River
Figure 5
Klondike Highway
Kasidaya Creek
Mount Villard
Katzehin River
Katzehin Ferry Terminal
Douglas Creek
Taiya Inlet
Burro Creek
Face Mountain
Mount Harding
Halutu Ridge
Ferebee River
Sullivan Island
Sullivan River
Figure 8
Glacier Point
Lily Lake
Chilkat Peninsula
DESHU ISTHMUS
Mud Bay Road
Port Chilkoot
Chilkat
Pyramid Island
Figure 7
Tanani
Haines
Lutak Inlet
Lutak Road
Mount Ripinski
Haines Airport
Haines Highway
Chilkoot
Ludaseka Creek
Sullivan Mountain
Mount Young
Chilkat R
DAVIDSON GLACIER
Chilkat River
GARRISON GLACIER
Mount Emmerich
Mount Rice

Juneau Access Improvements

Site Location Map and Figure Index

JOB NO: 26219591.40002	DRAWN BY: TEK	Figure 1
DATE: October 7, 2004	FILE: M:Data/ADOT/Juneau Access /Figures/Tech Report Figures/ISA ISA Figure 1.mxd	



LEGEND
Alternative 1
No Action (Existing Mainline. Dayboat Shuttle, and FVF Ferry System not shown)
Alternative 2
Highway Segment
Ferry Segment
Alternative 2A
Highway Segment
Ferry Segment
Alternative 2B
Highway Segment
Ferry Segment
Alternative 2C
Highway Segment
Ferry Segment
Alternative 3
Highway Segment
Ferry Segment
Alternative 4A
Alternative 4C
New double stern berth at existing Auke Bay terminal with ferry service from Auke Bay to Haines and Skagway
Alternative 4B
Alternative 4D
New ferry terminal at Sawmill Cove with ferry service to Haines and Skagway
Ferry routes not shown for Alternatives 1, 4A, 4B, 4C, and 4D
New Multi-span Bridge
Existing Highway
0 1 2 3 4 Miles
1 inch equals 3.5 miles
Lynn Canal
Berners Bay
Skagway
Haines
Klondike Highway
Klondike Gold Rush National Historical Park
Katzehin Ferry Terminal
Mud Bay Road
Lutak Road
Haines Highway
Glacier Highway
Sawmill Cove Ferry Terminal
Slate Cove Ferry Terminal
William Henry Bay Ferry Terminal
Former Alaska Endicott Mine
Taiya Inlet
Lutak Inlet
Chilkat Islands
Sullivan Island
Eldred Rock
Kakuhan Range
Katzehin River
Chilkat River
Chilkat Peninsula
Chilkoot Lake
William Henry Bay
Echo Cove
Sinclair Mountain
Gran Point
Met Point
Glacier Point
Pyramid Island
Sherman Rock
Port Chilkoot
Tanani
Haines Airport
DAVIDSON GLACIER
GARRISON GLACIER
SCHUBEE GLACIER
Mount Emmerich
Mount Rice
Mount Young
Sullivan Mountain
Mount Ripinski
Tukgahgo Mountain
Cathedral Peak
Mount Kashagnak
Mount Villard
Mount Harding
Face Mountain
Twin Dewey Peaks
Upper Dewey Reservoir
Devils Punch Bowl
DESHU ISTHMUS
Juneau Access Improvements
Alternatives Map
JOB NO: 26219591.40004
DRAWN BY: TEK
DATE: October 7, 2004
FILE: M:Data/ADOT/Juneau Access /Figures/Tech Report Figures/ISA ISA Figure 2.mxd
Figure 2

LEGEND

East Route

Current Alignment as of 10/28/2003

Alignment as of 6/12/2003

Site Hazard Rating (number indicates site)

E1 -High

E1 -Medium

E1 -Low

300' Corridor

0.5 mile Corridor

Mining Claims

BLM Active Federal Mining Claims in Alaska GIS Data 01/16/2003

Mine

Contour Interval = 100 feet

Derived from USGS 45m DEM (above MSL)

0 1,000 2,000 3,000 4,000 Feet

1 inch equals 4,000 feet

Photo: Aeromap U.S. Inc., July 1, 1997

Berners Bay

Berners River

Lace River

Johnson Creek

Slate Cove Ferry Terminal

Slate Creek

Jualin Mine

Comet Mine

Kensington Mine

Horrible Mine

Ophir Mine

Independence Lake

Ivanhoe Mine

Sherman Creek

Sweeny Creek

1500

1000

500

E27

With the exception of Comet, the hazard rating is low for areas of road traversing mine claims. Non-mine claim areas have a negligible risk rating.

Comet

See Figure 4 for detailed map.

Point Sherman

Sherman Rock

Lynn Canal

Juneau Access Improvements

Hazard Rating Map
Kensington Mine Area
East Lynn Canal

JOB NO: 26219591.40002	DRAWN BY: TEK	**Figure 3**
DATE: October 7, 2004	FILE: M:\Data\ADOT\Juneau_Access\Figures\Tech Report Figures\ISA\ISA FIGURE 4.mxd	

LEGEND

East Route

Current Alignment as of 10/28/2003

Alignment as of 6/12/2003

Site Hazard Rating (number indicates site)

E1 -High

E1 -Medium

E1 -Low

300' Corridor

Contour Interval = 100 feet

Derived from USGS 45m DEM (above MSL)

0 30 60 90 120 Feet

1 inch equals 150 feet

Photo: Aeromap U.S. Inc., July 1, 1997

Sherman Creek

1330+00

1320+00

200

100

E27

(3) 2,000-gallon Diesel ASTs and Impoundment

Maintenance Garage

Bunkhouse and Tents

Kensington Mine Access Road

Generator Building

Comet

Incinerator

USFS Bunkhouse

Geologists' Office

Lynn Canal

Juneau Access Improvements

Hazard Rating Map
Kensington Mine Detail
East Lynn Canal

JOB NO: 26219591.40002	DRAWN BY: TEK	**Figure 4**
DATE: October 13, 2004	FILE: M:\Data\ADOT\Juneau_Access\Figures\Tech Report Figures\ISA\ISA Figure 4_90_v1_10_1_04.mxd	

LEGEND

East Route

Current Alignment as of 10/28/2003

Alignment as of 6/12/2003

Site Hazard Rating (number indicates site)

E1 -High

E1 -Medium

E1 -Low

300' Corridor

0.5 mile Corridor

Contour Interval = 100 feet

Derived from USGS 45m DEM (above MSL)

0 130 260 390 520 Feet

1 inch equals 500 feet

Photo: Aeromap U.S. Inc., July 1, 1997

3650+00
3640+00
3630+00
3620+00
3610+00
3600+00
3590+00
3580+00

1000
500
500

E16 E15 E14 E17 E13 E12 E11 E10 E8 E9 E6 E7 E3 E1 E2 E5 E4

8th 7th 6th 5th 4th 3rd 2nd 1st

Water Tanks

Spring Street
Broadway Street
State Street
Main Street

Shoreline Park
RV Park
Dry Dock
Small Boat Harbor
Former Wharf Tanks Area
Known Petroleum Impacted Area
Lynden Transport Staging Area
Ferry Terminal
Broadway Dock
Former Railroad Dock
Airport
Airport Services
Skagway/Nahku Ore Terminal
Petro Marine Bulk Fuel Plant

Lower Dewey Lake

Skagway River

Taiya Inlet

Juneau Access Improvements

Hazard Rating Map
Skagway Approach-South
East Lynn Canal

JOB NO: 26219591.40004	DRAWN BY: TEK	Figure 5
DATE: October 7, 2004	FILE: M:Data/ADOT/Juneau Access /Figures/Tech Report Figures/ISA ISA Figure 7.mxd	

LEGEND

East Route

- Current Alignment as of 10/28/2003
- Alignment as of 6/12/2003

Site Hazard Rating (number indicates site)

- E1 -High
- E1 -Medium
- E1 -Low
- 300' Corridor
- 0.5 mile Corridor

Contour Interval = 100 feet

Derived from USGS 45m DEM (above MSL)

0 130 260 390 520 Feet

1 inch equals 502 feet

Photo: Aeromap U.S. Inc., July 1, 1997

WP&YR Railroad Yard

Former fuel line along rail corridor.

E1B E25 E23 E22 E24 E14B E21 E26 E20 E19 E18 E16 E15 E17 E13

3680+00 3670+00 3660+00 3650+00 3640+00 3630+00

1500 1000 500

23rd 22nd 21st 20th 19th 18th 17th 15th 14th 13th 12th 11th 10th 9th 8th 7th 6th 5th

Alaska Main State Broadway

Railroad Tracks

Skagway River

Water Tank

Juneau Access Improvements

Hazard Rating Map
Skagway Approach-North
East Lynn Canal

JOB NO: 26219591.40004	DRAWN BY: TEK	**Figure 6**
DATE: October 7, 2004	FILE: M:Data/ADOT/Juneau Access /Figures/Tech Report Figures/ISA ISA Figure 7.mxd	

LEGEND

West Route

Current Alignment as of 11/11/2003
with 1000' stations

Site Hazard Rating (number indicates site)

W1 -High

W1 -Medium

W1 -Low

300' Corridor

0.5 mile Corridor

Contour Interval = 100 feet

Derived from USGS 45m DEM (above MSL)

0 175 350 525 700 Feet

1 inch equals 700 feet

Photo: Aeromap U.S. Inc., August 16, 2003

Haines Landfill

Radio Towers

W1

Residential area within study boundary assigned a risk rating of low

FAA Road

Small Tract Road

Mud Bay Road

W2

80+70+00

Bridge Crossing

80+50+00

80+30+00

Pyramid Isl

300'

200

100

Chilkat Inlet

Juneau Access Improvements

Hazard Rating Map
Haines Approach
West Lynn Canal

JOB NO: 26219591.40002	DRAWN BY: TEK	Figure 7
DATE: October 7, 2004	FILE: M:Data/ADOT/Juneau Access /Figures/Tech Report Figures/ISA ISA Figure 8.mxd	

LEGEND

West Route

Current Alignment as of 11/11/2003
with 1000' stations

1994 Lochner Alignment

Site Hazard Rating (number indicates site)

W1 -High

W1 -Medium

W1 -Low

300' Corridor

0.5 mile Corridor

Contour Interval = 100 feet

Derived from USGS 45m DEM (above MSL)

0 125 250 375 500 Feet

1 inch equals 500 feet

Photo: Aeromap U.S. Inc., August 16, 2003

Tongass National Forest

AT&T Repeater Site

W3

Sullivan River

100

200

300

478+00

479+00

480+00

481+00

482+00

483+00

484+00

485+00

Juneau Access Improvements

Hazard Rating Map
Sullivan River Area
West Lynn Canal

JOB NO: 26219591.40004	DRAWN BY: TEK	Figure 8
DATE: October 7, 2004	FILE: M:Data/ADOT/Juneau Access /Figures/Tech Report Figures/ISA ISA Figure 9.mxd	

ATTACHMENT A

EDR REPORT

This page left intentionally blank.

The EDR Corridor Study Report

Study Area
Haines Segment
Haines, AK 99827

October 02, 2003

Inquiry number 1053555.3r

Environmental Data Resources, Inc.

The Source For Environmental Risk Management Data

3530 Post Road
Southport, Connecticut 06890

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR).

TARGET PROPERTY INFORMATION

ADDRESS

HAINES SEGMENT
HAINES, AK 99827

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL ASTM STANDARD

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRIS-TSD	Resource Conservation and Recovery Information System
RCRIS-LQG	Resource Conservation and Recovery Information System
RCRIS-SQG	Resource Conservation and Recovery Information System
ERNS	Emergency Response Notification System

STATE ASTM STANDARD

SHWS	Contaminated Sites Database
SWF/LF	Solid Waste Facilities
LUST	Leaking Underground Storage Tank Database
UST	Underground Storage Tank Database
INDIAN UST	Underground Storage Tanks on Indian Land
VCP	Voluntary Cleanup Program sites

FEDERAL ASTM SUPPLEMENTAL

CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
Delisted NPL	National Priority List Deletions
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS	Hazardous Materials Information Reporting System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
NPL Liens	Federal Superfund Liens

PADS PCB Activity Database System
DOD Department of Defense Sites
US BROWNFIELDS A Listing of Brownfields Sites
RAATS RCRA Administrative Action Tracking System
TRIS Toxic Chemical Release Inventory System
TSCA Toxic Substances Control Act
SSTS Section 7 Tracking Systems
FTTS FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

STATE OR LOCAL ASTM SUPPLEMENTAL

AST Regulated Aboveground Storage Tanks
AK Spills Spills Database

BROWNFIELDS DATABASES

US BROWNFIELDS A Listing of Brownfields Sites
Inst Control Contaminated Sites with Institutional Controls
VCP Voluntary Cleanup Program sites

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were not identified.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

Database	Total Plotted
FEDERAL ASTM STANDARD	
NPL	0
Proposed NPL	0
CERCLIS	0
CERC-NFRAP	0
CORRACTS	0
RCRIS-TSD	0
RCRIS Lg. Quan. Gen.	0
RCRIS Sm. Quan. Gen.	0
ERNS	0
STATE ASTM STANDARD	
State Haz. Waste	0
State Landfill	0
LUST	0
UST	0
INDIAN UST	0
VCP	0
FEDERAL ASTM SUPPLEMENTAL	
CONSENT	0
ROD	0
Delisted NPL	0
FINDS	0
HMIRS	0
MLTS	0
MINES	0
NPL Liens	0
PADS	0
DOD	0
US BROWNFIELDS	0
RAATS	0
TRIS	0
TSCA	0
SSTS	0
FTTS	0
STATE OR LOCAL ASTM SUPPLEMENTAL	
AST	0
AK Spills	0
BROWNFIELDS DATABASES	
US BROWNFIELDS	0

MAP FINDINGS SUMMARY

Database	Total Plotted
Inst Control	0
VCP	0

NOTES:

Sites may be listed in more than one database

Coal Gas Site Search: EDR does not presently have coal gas site information available in this state.

NO SITES FOUND

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HAINES	1003880779	CHILKOOT BARRACKS	59 08'00"N, 135 29'00"W. S OF HAINES	99827	CERC-NFRAP
HAINES	1001115163	CHILKOOT LUMBER CO INC	MI 5 LUTAK HWY	99827	RCRIS-SQG
HAINES	S104893161	HAINES TANK FARM	BEACH ROAD	99827	SHWS
HAINES	1000817145	J & W LOGGING CAMP	CHILKAT PENINSULA69 MI SW CY	99827	RCRIS-SQG, FINDS
HAINES	U003330996	6TH INF.DIV.(LT.)& U.S.ARMY GAR.	HAINES TERMINAL	99827	UST
HAINES	U003365243	HAINES FERRY TERMINAL	MP0.1 HAINES FERRY TERMINAL RD	99827	UST
HAINES	S105247036	ADOTPF - HAINES MAINTENANCE STATIO	HAINES	99827	SHWS, LUST
HAINES	U003541076	HAINES HOME BUILDING SUPPLY	1051 HAINES CUT-OFF HWY	99827	LUST, UST
HAINES	1001115160	CHILKOOT LUMBER CO INC	5 MI LUTAK HWY	99827	RCRIS-SQG, FINDS
HAINES	S104893163	HAINES FUEL TERMINAL - GOO PIT	LUTAK ROAD	99827	SHWS
HAINES	1004670156	PETRO MARINE SERVICES HAINES	MILE 0 HAINES HWY	99827	RCRIS-SQG, FINDS
HAINES	S105246719	BIGFOOT AUTO SERVICE INCORPORATED	1-1/4 MILE HAINES HWY P.O. B	99827	LUST
HAINES	S105246735	NORTHERN TIMBER CORPORATION - HAIN	4.6 MILE HAINES HWY	99827	LUST
HAINES	S105555675	HAINES SAWMILL	MILE 5, LUTAK HIGHWAY	99827	SHWS
HAINES	U001959712	BIGFOOT AUTO SERVICE INC.	1.25 MILE HAINES HWY	99827	UST
HAINES	S105096357	33 MILE ROADHOUSE - HAINES	33 MILE, HAINES HWY	99827	LUST
HAINES	U003140354	33 MILE ROADHOUSE	33 MILE, HAINES HWY	99827	UST
HAINES	S104893160	AT&T ALASCOM MT. RIPINSKI REPEATER	MT. RIPINSKI	99827	SHWS, VCP
HAINES	1002838696	USDOT FAA HAINES AIR NAVIGATION STATION	2.5 MI S ON FAA/HAINES ROAD	99827	CERC-NFRAP
HAINES	S105246734	MOUNTAIN MARKET (FORMERLY K&J AUTO	THIRD AVE + HAINES C/O HY	99827	LUST
HAINES (NEAR)	S104893155	USCG ELDRED ROCK LIGHT STATION	LYNN CANAL	99827	SHWS, VCP
HAINES (NEAR)	S105755082	AT&T ALASCOM SULLIVAN RIVER REPEAT	13 MILES SOUTH OF HAINES	99827	SHWS
HAINES CITY	S105547050	376 ALLEN ROAD, HAINES	376 ALLEN ROAD, HAINES	99827	SHWS, AK Spills

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/22/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites
Source: EPA
Telephone: N/A

Date of Government Version: 06/10/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 06/16/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 06/23/03

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 06/11/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 06/23/03

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 08/13/03
Date Made Active at EDR: 09/18/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/22/03
Elapsed ASTM days: 27
Date of Last EDR Contact: 09/08/03

RCRIS: Resource Conservation and Recovery Information System
Source: EPA
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/10/03
Date Made Active at EDR: 10/01/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 09/11/03
Elapsed ASTM days: 20
Date of Last EDR Contact: 09/11/03

ERNS: Emergency Response Notification System
Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/02
Date Made Active at EDR: 02/03/03
Database Release Frequency: Annually
Date of Data Arrival at EDR: 01/27/03
Elapsed ASTM days: 7
Date of Last EDR Contact: 07/28/03

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/99
Database Release Frequency: Biennially
Date of Last EDR Contact: 06/16/03
Date of Next Scheduled EDR Contact: 09/15/03

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

ROD: Records Of Decision
Source: EPA
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/09/03
Database Release Frequency: Annually
Date of Last EDR Contact: 07/07/03
Date of Next Scheduled EDR Contact: 10/06/03

DELISTED NPL: National Priority List Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/22/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 08/04/03
Date of Next Scheduled EDR Contact: 11/03/03

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/25/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 07/02/03
Date of Next Scheduled EDR Contact: 10/06/03

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/03
Database Release Frequency: Annually
Date of Last EDR Contact: 07/23/03
Date of Next Scheduled EDR Contact: 10/20/03

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/16/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 07/02/03
Date of Next Scheduled EDR Contact: 10/06/03

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 06/07/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 06/30/03
Date of Next Scheduled EDR Contact: 09/29/03

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 202-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-564-3887
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/30/03
Database Release Frequency: Annually
Date of Last EDR Contact: 08/13/03
Date of Next Scheduled EDR Contact: 11/10/03

DOD: Department of Defense Sites
Source: USGS
Telephone: 703-648-5920
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/15/03
Date of Next Scheduled EDR Contact: 11/10/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 07/15/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 06/27/03
Date of Next Scheduled EDR Contact: 09/22/03

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-5521
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years
Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/08/03

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA
Telephone: 202-564-2501

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

SSTS: Section 7 Tracking Systems
Source: EPA
Telephone: 202-564-5008
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 07/24/03
Date of Next Scheduled EDR Contact: 10/20/03

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

STATE OF ALASKA ASTM STANDARD RECORDS

SHWS: Contaminated Sites Database
Source: Department of Environmental Conservation
Telephone: 907-269-7546
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 06/20/03
Date Made Active at EDR: 07/16/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/20/03
Elapsed ASTM days: 26
Date of Last EDR Contact: 09/15/03

SWF/LF: Solid Waste Facilities
Source: Department of Environmental Conservation
Telephone: 907-269-7632
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/01/03
Date Made Active at EDR: 05/08/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 04/28/03
Elapsed ASTM days: 10
Date of Last EDR Contact: 07/28/03

LUST: Leaking Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-465-5301
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 06/16/03
Date Made Active at EDR: 06/27/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/16/03
Elapsed ASTM days: 11
Date of Last EDR Contact: 09/15/03

UST: Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-269-7504
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 06/16/03
Date Made Active at EDR: 07/02/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/16/03
Elapsed ASTM days: 16
Date of Last EDR Contact: 09/15/03

INDIAN UST: Underground Storage Tanks on Indian Land
Source: EPA Region 10
Telephone: 206-553-2857

Date of Government Version: 06/02/03
Date Made Active at EDR: 06/17/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 06/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 08/25/03

VCP: Voluntary Cleanup Program sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 06/16/03
Date Made Active at EDR: 07/03/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 06/17/03
Elapsed ASTM days: 16
Date of Last EDR Contact: 09/15/03

STATE OF ALASKA ASTM SUPPLEMENTAL RECORDS

AST: Regulated Aboveground Storage Tanks
Source: Department of Environmental Conservation
Telephone: 907-465-5231
Registered Aboveground Storage Tanks.

Date of Government Version: 05/01/01
Database Release Frequency: Varies
Date of Last EDR Contact: 08/01/03
Date of Next Scheduled EDR Contact: 09/15/03

SPILLS: Spills Database
Source: Department of Environmental Conservation
Telephone: 907-465-5242

Date of Government Version: 03/31/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/18/03
Date of Next Scheduled EDR Contact: 11/03/03

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR PROPRIETARY HISTORICAL DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

BROWNFIELDS DATABASES

Inst Control: Contaminated Sites with Institutional Controls
Source: Department of Environmental Conservation
Telephone: 907-269-3063
Contaminated sites that have institutional controls.

Date of Government Version: 06/16/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

VCP: Voluntary Cleanup Program Sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 06/16/03
Database Release Frequency: Varies
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities Database
Source: Department of Education & Early Development
Telephone: 907-465-2800

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer

This Report contains information obtained from a variety of public sources and EDR makes no representation or warranty regarding the accuracy, reliability, quality, or completeness of said information or the information contained in this report. The customer shall assume full responsibility for the use of this report.
No warranty of merchantability or of fitness for a particular purpose, expressed or implied, shall apply and EDR specifically disclaims the making of such warranties. In no event shall EDR be liable to anyone for special, incidental, consequential or exemplary damages.

This page left intentionally blank.

The EDR Corridor Study Report

Study Area
Juneau Segment
Juneau, AK 99801

October 06, 2003

Inquiry number 1053555.2r

Environmental Data Resources, Inc.

The Source For Environmental Risk Management Data

3530 Post Road
Southport, Connecticut 06890

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR).

TARGET PROPERTY INFORMATION

ADDRESS

JUNEAU SEGMENT
JUNEAU, AK 99801

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL ASTM STANDARD

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
CORRACTS	Corrective Action Report
RCRIS-TSD	Resource Conservation and Recovery Information System
RCRIS-LQG	Resource Conservation and Recovery Information System
RCRIS-SQG	Resource Conservation and Recovery Information System
ERNS	Emergency Response Notification System

STATE ASTM STANDARD

SWF/LF	Solid Waste Facilities
LUST	Leaking Underground Storage Tank Database
UST	Underground Storage Tank Database
INDIAN UST	Underground Storage Tanks on Indian Land
VCP	Voluntary Cleanup Program sites

FEDERAL ASTM SUPPLEMENTAL

CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
Delisted NPL	National Priority List Deletions
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS	Hazardous Materials Information Reporting System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
NPL Liens	Federal Superfund Liens
PADS	PCB Activity Database System

DOD ..... Department of Defense Sites
US BROWNFIELDS ..... A Listing of Brownfields Sites
RAATS ..... RCRA Administrative Action Tracking System
TRIS ..... Toxic Chemical Release Inventory System
TSCA ..... Toxic Substances Control Act
SSTS ..... Section 7 Tracking Systems
FTTS ..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

STATE OR LOCAL ASTM SUPPLEMENTAL

AST ..... Regulated Aboveground Storage Tanks
AK Spills ..... Spills Database

BROWNFIELDS DATABASES

US BROWNFIELDS ..... A Listing of Brownfields Sites
VCP ..... Voluntary Cleanup Program sites

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STATE ASTM STANDARD

SHWS: State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with where cleanup will be paid for by potentially responsible parties.

A review of the SHWS list, as provided by EDR, has revealed that there is 1 SHWS site within the searched area.

Site	Address	Map ID	Page
AT&T ALASCOM BESSIE COMM. RELA	***30 MILES NW OF JUNEAU***	***1***	***3***

BROWNFIELDS DATABASES

INST CONTROL: Contaminated sites that have institutional controls.

A review of the Inst Control list, as provided by EDR, and dated 06/16/2003 has revealed that there

is 1 Inst Control site within the searched area.

Site	Address	Map ID	Page
AT&T ALASCOM BESSIE COMM. RELA	***30 MILES NW OF JUNEAU***	***1***	***3***

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

Database	Total Plotted
FEDERAL ASTM STANDARD	
NPL	0
Proposed NPL	0
CERCLIS	0
CERC-NFRAP	0
CORRACTS	0
RCRIS-TSD	0
RCRIS Lg. Quan. Gen.	0
RCRIS Sm. Quan. Gen.	0
ERNS	0
STATE ASTM STANDARD	
State Haz. Waste	1
State Landfill	0
LUST	0
UST	0
INDIAN UST	0
VCP	0
FEDERAL ASTM SUPPLEMENTAL	
CONSENT	0
ROD	0
Delisted NPL	0
FINDS	0
HMIRS	0
MLTS	0
MINES	0
NPL Liens	0
PADS	0
DOD	0
US BROWNFIELDS	0
RAATS	0
TRIS	0
TSCA	0
SSTS	0
FTTS	0
STATE OR LOCAL ASTM SUPPLEMENTAL	
AST	0
AK Spills	0
BROWNFIELDS DATABASES	
US BROWNFIELDS	0

MAP FINDINGS SUMMARY

Database	Total Plotted
Inst Control	1
VCP	0

NOTES:

Sites may be listed in more than one database

Coal Gas Site Search: EDR does not presently have coal gas site information available in this state.

---

1 **AT&T ALASCOM BESSIE COMM. RELAY** | **SHWS** | **S104893258**
30 MILES NW OF JUNEAU | **Inst Control** | **N/A**
JUNEAU, AK 99801

SHWS:

Staff:	DB Administrator
File Number:	Not reported
Priority Type:	Medium
Facility Status:	No Further Remedial Action Planned
Internal Id No:	1999110931901
Comments :	Diesel contamination from ASTs.

AK INSTUTIONAL CONTROL:

Rec Key:	1999110931901
DEC File Number:	Not reported
Status Code Desc:	No Further Remedial Action Planned
Priority:	Medium
Action:	Institutional Control Established
Secondary Address:	Not reported
Problem Statement:	Diesel contamination from ASTs.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
JUNEAU	U003365238	AUKE BAY FERRY TERMINAL	MP 13.8 GLACIER HWY	99801	UST
JUNEAU	S105627089	JUNEAU W 7TH STREET LUST	WEST 7TH STREET	99801	SHWS
JUNEAU	S104893264	LEMON CREEK POLICE STATION	ALAWAY AVENUE	99801	SHWS, VCP
JUNEAU	S105246973	DELTA WESTERN JUNEAU AIRPORT FUEL	ALEX HOLDEN WAY JUNEAU AIRPO		LUST
JUNEAU	S104166298	AROUND LIBRARY AREA, JUNEAU	AROUND LIBRARY AREA, JUNEAU		AK Spills
JUNEAU	S104893265	GREEN'S CONSTRUCTION DRUM SITE	BACK LOOP ROAD	99801	SHWS
JUNEAU	U003140256	WEST JUNEAU LIFT STATION	DOUGLAS HWY AT JUNEAU BRIDGE	99801	LUST, UST
JUNEAU	S105246718	ERA HELICOPTERS, JUNEAU	6910 N DOUGLAS HWY AKA, LIVI		LUST
JUNEAU	S104893279	EAGLECREST MAINTENANCE SHOP	SOUTH END FISH CREEK ROAD	99801	SHWS
JUNEAU	S104893255	ENGINEER'S CUTOFF RV PARK	ENGINEER'S CUTOFF ROAD /	99801	SHWS, VCP
JUNEAU	S105464280	GOLD STREET MYSTERY	FRANKLIN STREET	99801	SHWS, Inst Control
JUNEAU	1000264307	CAPITAL CITY CLEANERS	8745 GLACIER HWY STE 595	99801	RCRIS-SQG, FINDS
JUNEAU	1003880109	JUNEAU LDFL	GLACIER HWY, MI 5.5	99801	CERC-NFRAP
JUNEAU	U000001177	PHYSICAL PLANT DEPARTMENT	11120 GLACIER HWY STOVER BUILDING - MOTOR POOL	99801	UST
JUNEAU	94355116	HARRIS HARBOR FLOAT 1 TRANSIET AREA	HARRIS HARBOR FLOAT 1 TRANSIET AREA		ERNS
JUNEAU	S103579980	JUNEAU AREA - CUBE COVE LOGGING CA	JUNEAU AREA - CUBE COVE LOGG		AK Spills
JUNEAU	1000904402	AERO SVCS INC	JUNEAU INTL ARPRT BLK E LOT 8A	99801	RCRIS-SQG, FINDS
JUNEAU	U003140738	AURORA HARBOR	JUNEAU - GASTINEAU CHANNEL	99801	UST
JUNEAU	U003330782	US DEPT OF COMMERCE - NOAA - NMFS	JUNEAU SUBPORT - 250 EGAN	99801	UST
JUNEAU	U003765179	FAA JUNEAU	JUNEAU AIRPORT	99801	UST
JUNEAU	S104893259	LEMON CREEK STOCKPILE	LEMON CREEK GRAVEL PIT	99801	SHWS
JUNEAU	S105464279	SKATEBOARD PARK	MENDENHALL LOOP ROAD	99801	SHWS, VCP
JUNEAU	S105755108	ADOT&PF R.O.W. SKATEBOARD PARK	MENDENHALL LOOP	99801	SHWS
JUNEAU	S105755109	ADOT&PF JUNEAU EQUIPMENT YARD	MILE 7 GLACIER HIGHWAY	99801	SHWS
JUNEAU	U003140260	TWIN LAKES LIFT STATION	3.5 MILE GLACIER HWY	99801	UST
JUNEAU	U003140266	AUKE BAY HARBOR WASTE OIL	11.8 MILE GLACIER HWY	99801	LUST, UST
JUNEAU	U003140268	LEMON CREEK A LIFT STATION	MILE 7.7 OLD GLACIER HWY (END OF FRED MEYER	99801	UST
JUNEAU	U003140269	LAWSON CREEK LIFT STATION	MILE 0.5 DOUGLAS HWY	99801	UST
JUNEAU	S105246716	11 MILE COMMUNICATIONS SITE	11 MILE GLACIER HWY		LUST
JUNEAU	S105096373	CBJ TWIN LAKES UTILITY STATION	3.5 MILE GLACIER HWY		LUST
JUNEAU	2001569573	MINE MILL AREA	MINE MILL AREA		ERNS
JUNEAU	1004670283	USDOT FAA COGHLAN IS	3 MI N/NW OF JUNEAU	99801	RCRIS-SQG, FINDS
JUNEAU	S105555680	PERSEVERANCE MILL	PERSEVERANCE MINE TRAIL	99801	SHWS
JUNEAU	1004654607	MOUNT ROBERTS ACS RADIO RELAY SITE	3 MI S OF JUNEAU	99801	CERC-NFRAP
JUNEAU	1000311676	THANE MINE DUMP	THANE ROAD	99801	CERCLIS, FINDS
JUNEAU	S103785776	CITY & BOROUGH OF JUNEAU SLUDGE IN	THANE ROAD	99801	SWF/LF
JUNEAU	S104893263	MACKINNON APARTMENTS UHOT	236 THIRD STREET	99801	SHWS, VCP
JUNEAU	S104411148	WERNERS WHARF AREA OF THE JUNEAU D	WERNERS WHARF AREA OF THE JU		AK Spills
JUNEAU (NEAR)	S105755112	AT&T ALASCOM WHEELER CREEK REPEATE	EAST ADMIRALTY ISLAND	99801	SHWS
JUNEAU (NEAR)	S105159411	SENTINEL ISLAND LIGHT STATION	SENTINEL ISLAND	99801	SHWS, VCP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/22/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites
Source: EPA
Telephone: N/A

Date of Government Version: 06/10/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 06/16/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 06/23/03

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 06/11/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 06/23/03

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 08/13/03
Date Made Active at EDR: 09/18/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/22/03
Elapsed ASTM days: 27
Date of Last EDR Contact: 09/08/03

RCRIS: Resource Conservation and Recovery Information System
Source: EPA
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/10/03
Date Made Active at EDR: 10/01/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 09/11/03
Elapsed ASTM days: 20
Date of Last EDR Contact: 09/11/03

ERNS: Emergency Response Notification System
Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/02
Date Made Active at EDR: 02/03/03
Database Release Frequency: Annually
Date of Data Arrival at EDR: 01/27/03
Elapsed ASTM days: 7
Date of Last EDR Contact: 07/28/03

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/99
Database Release Frequency: Biennially
Date of Last EDR Contact: 06/16/03
Date of Next Scheduled EDR Contact: 09/15/03

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

ROD: Records Of Decision
Source: EPA
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/09/03
Database Release Frequency: Annually
Date of Last EDR Contact: 07/07/03
Date of Next Scheduled EDR Contact: 10/06/03

DELISTED NPL: National Priority List Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/22/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 08/04/03
Date of Next Scheduled EDR Contact: 11/03/03

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/25/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 07/02/03
Date of Next Scheduled EDR Contact: 10/06/03

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/03
Database Release Frequency: Annually
Date of Last EDR Contact: 07/23/03
Date of Next Scheduled EDR Contact: 10/20/03

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/16/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 07/02/03
Date of Next Scheduled EDR Contact: 10/06/03

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 06/07/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 06/30/03
Date of Next Scheduled EDR Contact: 09/29/03

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 202-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-564-3887
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/30/03
Database Release Frequency: Annually
Date of Last EDR Contact: 08/13/03
Date of Next Scheduled EDR Contact: 11/10/03

DOD: Department of Defense Sites
Source: USGS
Telephone: 703-648-5920
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/15/03
Date of Next Scheduled EDR Contact: 11/10/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 07/15/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 06/27/03
Date of Next Scheduled EDR Contact: 09/22/03

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-5521
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years
Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/08/03

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA
Telephone: 202-564-2501

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

SSTS: Section 7 Tracking Systems
Source: EPA
Telephone: 202-564-5008
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 07/24/03
Date of Next Scheduled EDR Contact: 10/20/03

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

STATE OF ALASKA ASTM STANDARD RECORDS

SHWS: Contaminated Sites Database
Source: Department of Environmental Conservation
Telephone: 907-269-7546
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 06/20/03
Date Made Active at EDR: 07/16/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/20/03
Elapsed ASTM days: 26
Date of Last EDR Contact: 09/15/03

SWF/LF: Solid Waste Facilities
Source: Department of Environmental Conservation
Telephone: 907-269-7632
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/01/03
Date Made Active at EDR: 05/08/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 04/28/03
Elapsed ASTM days: 10
Date of Last EDR Contact: 07/28/03

LUST: Leaking Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-465-5301
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 06/16/03
Date Made Active at EDR: 06/27/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/16/03
Elapsed ASTM days: 11
Date of Last EDR Contact: 09/15/03

UST: Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-269-7504
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 06/16/03
Date Made Active at EDR: 07/02/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/16/03
Elapsed ASTM days: 16
Date of Last EDR Contact: 09/15/03

INDIAN UST: Underground Storage Tanks on Indian Land
Source: EPA Region 10
Telephone: 206-553-2857

Date of Government Version: 06/02/03
Date Made Active at EDR: 06/17/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 06/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 08/25/03

VCP: Voluntary Cleanup Program sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 06/16/03
Date Made Active at EDR: 07/03/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 06/17/03
Elapsed ASTM days: 16
Date of Last EDR Contact: 09/15/03

STATE OF ALASKA ASTM SUPPLEMENTAL RECORDS

AST: Regulated Aboveground Storage Tanks
Source: Department of Environmental Conservation
Telephone: 907-465-5231
Registered Aboveground Storage Tanks.

Date of Government Version: 05/01/01
Database Release Frequency: Varies
Date of Last EDR Contact: 08/01/03
Date of Next Scheduled EDR Contact: 09/15/03

SPILLS: Spills Database
Source: Department of Environmental Conservation
Telephone: 907-465-5242

Date of Government Version: 03/31/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/18/03
Date of Next Scheduled EDR Contact: 11/03/03

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR PROPRIETARY HISTORICAL DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

BROWNFIELDS DATABASES

Inst Control: Contaminated Sites with Institutional Controls
Source: Department of Environmental Conservation
Telephone: 907-269-3063
Contaminated sites that have institutional controls.

Date of Government Version: 06/16/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

VCP: Voluntary Cleanup Program Sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 06/16/03
Database Release Frequency: Varies
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities Database
Source: Department of Education & Early Development
Telephone: 907-465-2800

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer

This Report contains information obtained from a variety of public sources and EDR makes no representation or warranty regarding the accuracy, reliability, quality, or completeness of said information or the information contained in this report. The customer shall assume full responsibility for the use of this report.
No warranty of merchantability or of fitness for a particular purpose, expressed or implied, shall apply and EDR specifically disclaims the making of such warranties. In no event shall EDR be liable to anyone for special, incidental, consequential or exemplary damages.

The EDR Corridor Study Report

Study Area
Skagway Segment
Skagway, AK 99840

October 03, 2003

Inquiry number 1053555.1r

Environmental Data Resources, Inc.

The Source For Environmental Risk Management Data

3530 Post Road
Southport, Connecticut 06890

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR).

TARGET PROPERTY INFORMATION

ADDRESS

SKAGWAY SEGMENT
SKAGWAY, AK 99840

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

FEDERAL ASTM STANDARD

NPL National Priority List
Proposed NPL Proposed National Priority List Sites
CERC-NFRAP CERCLIS No Further Remedial Action Planned
CORRACTS Corrective Action Report
RCRIS-TSD Resource Conservation and Recovery Information System
RCRIS-LQG Resource Conservation and Recovery Information System
ERNS Emergency Response Notification System

STATE ASTM STANDARD

SWF/LF Solid Waste Facilities
INDIAN UST Underground Storage Tanks on Indian Land
VCP Voluntary Cleanup Program sites

FEDERAL ASTM SUPPLEMENTAL

CONSENT Superfund (CERCLA) Consent Decrees
ROD Records Of Decision
Delisted NPL National Priority List Deletions
HMIRS Hazardous Materials Information Reporting System
MLTS Material Licensing Tracking System
MINES Mines Master Index File
NPL Liens Federal Superfund Liens
DOD Department of Defense Sites
US BROWNFIELDS A Listing of Brownfields Sites
RAATS RCRA Administrative Action Tracking System
TRIS Toxic Chemical Release Inventory System
TSCA Toxic Substances Control Act
SSTS Section 7 Tracking Systems

STATE OR LOCAL ASTM SUPPLEMENTAL

AST Regulated Aboveground Storage Tanks

EXECUTIVE SUMMARY

AK Spills ..... Spills Database

BROWNFIELDS DATABASES

US BROWNFIELDS ..... A Listing of Brownfields Sites
Inst Control ..... Contaminated Sites with Institutional Controls
VCP ..... Voluntary Cleanup Program sites

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL ASTM STANDARD

CERCLIS: The Comprehensive Environmental Response, Compensation and Liability Information System contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).
CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

A review of the CERCLIS list, as provided by EDR, and dated 06/16/2003 has revealed that there is 1 CERCLIS site within the searched area.

Site	Address	Map ID	Page
SKAGWAY RAILROAD YARD	***231 - 2ND AVENUE***	***5***	***5***

RCRIS: Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRIS-SQG list, as provided by EDR, and dated 09/10/2003 has revealed that there is 1 RCRIS-SQG site within the searched area.

Site	Address	Map ID	Page
WHITE PASS ALASKA SKAGWAY	***2ND & SPRING ST***	***5***	***5***

STATE ASTM STANDARD

SHWS: State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with where cleanup will be paid for by potentially responsible parties.

A review of the SHWS list, as provided by EDR, has revealed that there are 2 SHWS sites within the searched area.

Site	Address	Map ID	Page
SKAGWAY STATE STREET MYSTERY	20TH AND STATE STREETS	1	3
SKAGWAY DIESEL SPILL WELL#2	15TH / ALASKA STREETS	2	3

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the Department of Pollution Control & Ecology's LUST Notice Information.

A review of the LUST list, as provided by EDR, and dated 06/16/2003 has revealed that there are 3 LUST sites within the searched area.

Site	Address	Map ID	Page
SKAGWAY WESTOURS BUS FACILITY	UNKNOWN	3	3
CORNER STATION	***CORNER OF 4TH AND MAIN***	***6***	***5***
SERVICES UNLIMITED	***CORNER OF STATE & SECON***	***7***	***6***

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Pollution Control & Ecology's RST Owner & Facilities database.

A review of the UST list, as provided by EDR, and dated 06/16/2003 has revealed that there are 3 UST sites within the searched area.

Site	Address	Map ID	Page
SKAGWAY BUS FACILITY	NINTH & SPRING ST	3	3
CORNER STATION	***CORNER OF 4TH AND MAIN***	***6***	***5***
SERVICES UNLIMITED	***CORNER OF STATE & SECON***	***7***	***6***

FEDERAL ASTM SUPPLEMENTAL

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting

Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 07/25/2003 has revealed that there are 2 FINDS sites within the searched area.

Site	Address	Map ID	Page
WHITE PASS ALASKA SKAGWAY	***2ND & SPRING ST***	***5***	***5***
SKAGWAY RAILROAD YARD	***231 - 2ND AVENUE***	***5***	***5***

PADS: The PCB Activity Database identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the United States Environmental Protection Agency of such activities. The source of this database is the U.S. EPA.

A review of the PADS list, as provided by EDR, and dated 06/30/2003 has revealed that there is 1 PADS site within the searched area.

Site	Address	Map ID	Page
ALASKA POWER & TELEPHONE	5TH & SPRING ST	4	4

FTTS: FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act) over the previous five years. To maintain currency, EDR contacts the Agency on a quarterly basis.

A review of the FTTS list, as provided by EDR, and dated 08/21/2003 has revealed that there is 1 FTTS site within the searched area.

Site	Address	Map ID	Page
ALASKA POWER & TELEPHONE	5TH & SPRING ST	4	4

EXECUTIVE SUMMARY

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

MAP FINDINGS SUMMARY

Database	Total Plotted
FEDERAL ASTM STANDARD	
NPL	0
Proposed NPL	0
CERCLIS	1
CERC-NFRAP	0
CORRACTS	0
RCRIS-TSD	0
RCRIS Lg. Quan. Gen.	0
RCRIS Sm. Quan. Gen.	1
ERNS	0
STATE ASTM STANDARD	
State Haz. Waste	2
State Landfill	0
LUST	3
UST	3
INDIAN UST	0
VCP	0
FEDERAL ASTM SUPPLEMENTAL	
CONSENT	0
ROD	0
Delisted NPL	0
FINDS	2
HMIRS	0
MLTS	0
MINES	0
NPL Liens	0
PADS	1
DOD	0
US BROWNFIELDS	0
RAATS	0
TRIS	0
TSCA	0
SSTS	0
FTTS	1
STATE OR LOCAL ASTM SUPPLEMENTAL	
AST	0
AK Spills	0
BROWNFIELDS DATABASES	
US BROWNFIELDS	0

MAP FINDINGS SUMMARY

Database	Total Plotted
Inst Control	0
VCP	0

NOTES:

Sites may be listed in more than one database

Coal Gas Site Search: EDR does not presently have coal gas site information available in this state.

---

1 **SKAGWAY STATE STREET MYSTERY** **SHWS** **S104894076**
20TH AND STATE STREETS **N/A**
SKAGWAY, AK 99840

SHWS:

Staff:	Palmieri
File Number:	Not reported
Priority Type:	High
Facility Status:	Active
Internal Id No:	1998110132201
Comments :	Free product diesel) was encountered in 11/98 at the vacant lot owned by Mary Lou Moe at 20th and State Streets.

---

2 **SKAGWAY DIESEL SPILL WELL#2** **SHWS** **S104894069**
15TH / ALASKA STREETS **N/A**
SKAGWAY, AK 99840

SHWS:

Staff:	Palmieri
File Number:	Not reported
Priority Type:	Low
Facility Status:	Active
Internal Id No:	1997110100301
Comments :	On a cold night in January, children out playing accidentally bumped into the line leading from the tank to the generator in well house 2 and caused the line, brittle in the near zero temperatures, to break. The release was estimated at 300 gallons s of diesel fuel. Spill posed potential risk to the municipal water supply.

---

3 **SKAGWAY WESTOURS BUS FACILITY** **LUST** **S105151500**
UNKNOWN **N/A**
SKAGWAY, AK

LUST:

Status Code:	Open	Facility Phone:	(907) 766-3184
Facility ID:	308	Record Key:	1989110032701
ADEC Staff:	Palmieri		

---

3 **SKAGWAY BUS FACILITY** **UST** **U003140905**
NINTH & SPRING ST **N/A**
SKAGWAY, AK 99840

UST:

Facility ID:	308		
Tank ID:	1	Atl Tank ID:	1
Tank Status:	Permanently Out of Use	Capacity:	1000
Owner Name:	Holland America Line - Westours		
Owner Address:	ATTEN: GENERAL COUNSEL 300 ELLIOT AVE WEST Seattle, WA 98119		
Installed Date:	5/5/1976	Date Last Used:	10/24/1989
Closure Status:	Tank removed from ground	Tank Product:	Gasoline
Date Closed:	11/27/1989		
Regulated Tank:	Yes		
Facility ID:	308		
Tank ID:	2	Atl Tank ID:	2

SKAGWAY BUS FACILITY (Continued) **U003140905**

Tank Status:	Permanently Out of Use	Capacity:	10000
Owner Name:	Holland America Line - Westours		
Owner Address:	ATTEN: GENERAL COUNSEL 300 ELLIOT AVE WEST Seattle, WA 98119		
Installed Date:	5/5/1976	Date Last Used:	10/24/1989
Closure Status:	Tank removed from ground	Tank Product:	Diesel
Date Closed:	11/27/1989		
Regulated Tank:	Yes		

---

4 **ALASKA POWER & TELEPHONE** **PADS** **1004433793**
5TH & SPRING ST **AKD980833487**
SKAGWAY, AK 99840

---

4 **ALASKA POWER & TELEPHONE** **FTTS** **1006885716**
5TH & SPRING ST **N/A**
SKAGWAY, AK 99840

FTTS:

Case Number:	Not reported
Docket Number:	1091-09-18-2615
Complaint Issued:	10/07/1991
Complaint Closed:	01/08/1992
Abatement Amount:	0
Proposed Penalty:	24000
Final Assessment:	16575
Final Order Date:	Not reported
Close Date:	01/08/1992
Flag:	FTTS
Facility Name:	ALASKA POWER & TELEPHONE
Facility Address:	5TH & SPRING ST SKAGWAY, AK 99840
Violation:	PCB, Use, PCB, Storage, PCB, Failure to Maintain Records, PCB, Failure to Report

FTTS Insp:

Region:	10068857
Inspected Date:	6PF
Insp Number:	07/28/1983
Violation occurred:	TOROK
Inspector:	US
Investigation Type:	T
Facility Function:	1983072810
Investig Reason:	Y
Legislation Code:	10

Region:	10068857
Inspected Date:	6PF
Insp Number:	04/10/1991
Violation occurred:	HANEY
Inspector:	US
Investigation Type:	T
Facility Function:	1991041022
Investig Reason:	Y
Legislation Code:	10

5 WHITE PASS ALASKA SKAGWAY — **RCRIS-SQG 1000313722**
2ND & SPRING ST — **FINDS AKD000834978**
SKAGWAY, AK 99840

RCRIS:
Owner: PETRO MARINE SVCS
(907) 562-5000
EPA ID: AKD000834978
Contact: GARY TROZZO
(907) 983-2214
Classification: Small Quantity Generator
TSDF Activities: Not reported

Violation Status: No violations found

FINDS:
Other Pertinent Environmental Activity Identified at Site:
Facility Registry System (FRS)
Resource Conservation and Recovery Act Information system (RCRAINFO)

---

5 SKAGWAY RAILROAD YARD — **CERCLIS 1001814650**
231 - 2ND AVENUE — **FINDS AKSFN1002184**
SKAGWAY, AK 99840

CERCLIS Classification Data:
Site Incident Category: Not reported
Non NPL Status: SI Start Needed
Ownership Status: Not reported
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
CERCLIS Assessment History:
Assessment: DISCOVERY — Completed: 11/17/1999
Assessment: PRELIMINARY ASSESSMENT — Completed: 07/03/2000
CERCLIS Site Status:
High

FINDS:
Other Pertinent Environmental Activity Identified at Site:
Comperhensive Environmental Response, Compensation and Liability Information System (CERCLIS)
Facility Registry System (FRS)

---

6 CORNER STATION — **LUST U003139387**
CORNER OF 4TH AND MAIN — **UST N/A**
SKAGWAY, AK 99840

LUST:
Status Code: Open
Facility ID: 1039
ADEC Staff: Palmieri
Facility Phone: (907) 766-3184
Record Key: 1993110013401

UST:
Facility ID: 1039
Tank ID: 1
Tank Status: Permanently Out of Use
Owner Name: Mathew Smith Corner Station
Owner Address: PO Box 688
Skagway, AK 99840
Installed Date: 1/1/1983
Closure Status: Tank removed from ground
Date Closed: 3/26/1993
Regulated Tank: Yes
Atl Tank ID: 1
Capacity: 3000
Date Last Used: 3/1/1993
Tank Product: Gasoline

CORNER STATION (Continued) **U003139387**

Facility ID: 1039
Tank ID: 2 | Atl Tank ID: 2
Tank Status: Permanently Out of Use | Capacity: 3000
Owner Name: Mathew Smith Corner Station
Owner Address: PO Box 688
Skagway, AK 99840
Installed Date: 1/1/1983 | Date Last Used: 3/1/1993
Closure Status: Tank removed from ground | Tank Product: Gasoline
Date Closed: 3/26/1993
Regulated Tank: Yes

Facility ID: 1039
Tank ID: 3 | Atl Tank ID: 3
Tank Status: Permanently Out of Use | Capacity: 1000
Owner Name: Mathew Smith Corner Station
Owner Address: PO Box 688
Skagway, AK 99840
Installed Date: 1/1/1979 | Date Last Used: 3/1/1993
Closure Status: Tank removed from ground | Tank Product: Diesel
Date Closed: 3/26/1993
Regulated Tank: Yes

Facility ID: 1039
Tank ID: 4 | Atl Tank ID: 4
Tank Status: Currently in Use | Capacity: 18000
Owner Name: Mathew Smith Corner Station
Owner Address: PO Box 688
Skagway, AK 99840
Installed Date: 5/1/1993 | Date Last Used: Not reported
Closure Status: Not reported | Tank Product: Gasoline
Date Closed: Not reported
Regulated Tank: Yes

---

7 **SERVICES UNLIMITED** **LUST U003140459**
CORNER OF STATE & SECOND **UST N/A**
SKAGWAY, AK 99840

LUST:
Status Code: Open | Facility Phone: (907) 766-3184
Facility ID: 2437 | Record Key: 1999110012501
ADEC Staff: Palmieri

UST:
Facility ID: 2437
Tank ID: 3 | Atl Tank ID: Not reported
Tank Status: Currently In Use | Capacity: 3000
Owner Name: Darrell L. Hoover
Owner Address: PO Box 54
Skagway, AK 99840
Installed Date: 5/1/1999 | Date Last Used: Not reported
Closure Status: Not reported | Tank Product: Gasoline
Date Closed: Not reported
Regulated Tank: Yes

Facility ID: 2437
Tank ID: 4 | Atl Tank ID: Not reported
Tank Status: Currently In Use | Capacity: 3000
Owner Name: Darrell L. Hoover

SERVICES UNLIMITED (Continued) **U003140459**

Owner Address:	PO Box 54 Skagway, AK 99840		
Installed Date:	5/1/1999	Date Last Used:	Not reported
Closure Status:	Not reported	Tank Product:	Gasoline
Date Closed:	Not reported		
Regulated Tank:	Yes		

Facility ID:	2437		
Tank ID:	1	Atl Tank ID:	1
Tank Status:	Permanently Out of Use	Capacity:	5000
Owner Name:	Darrell L. Hoover		
Owner Address:	PO Box 54 Skagway, AK 99840		
Installed Date:	1/1/1981	Date Last Used:	Not reported
Closure Status:	Tank removed from ground	Tank Product:	Gasoline
Date Closed:	5/15/1999		
Regulated Tank:	Yes		

Facility ID:	2437		
Tank ID:	2	Atl Tank ID:	2
Tank Status:	Permanently Out of Use	Capacity:	5000
Owner Name:	Darrell L. Hoover		
Owner Address:	PO Box 54 Skagway, AK 99840		
Installed Date:	1/1/1981	Date Last Used:	Not reported
Closure Status:	Tank removed from ground	Tank Product:	Gasoline
Date Closed:	5/15/1999		
Regulated Tank:	Yes		

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SKAGWAY	U003765341	CITY BULDING (OLD SCHOOL)	12TH & STATE ST	99840	UST
SKAGWAY	S104894075	PRINCESS TOURS SKAGWAY	14TH AND STATE STREETS	99840	SHWS
SKAGWAY	S105273829	WHITE PASS COACH CLEANING SHOP	21ST AND STATE STREETS	99840	SHWS
SKAGWAY	S104894074	WHITE PASS 9-MILE DUMP SITE	MI. 9 WHITE PASS RAILROAD	99840	SHWS
SKAGWAY	S105246907	SKAGWAY PUBLIC WORKS MAINTENANCE S	5TH AND ALASKA ST - LOTS 7 -	99840	LUST
SKAGWAY	1004670308	MCCABE COLLEGE CITY HALL US COURTHOUSE R	7TH AVE & SPRING ST	99840	RCRIS-SQG, FINDS
SKAGWAY	S105755269	PETRO MARINE SKAGWAY TRUCK RACK	10 BEACH ROAD NEAR	99840	SHWS
SKAGWAY	1004670233	SKAGWAY CY OF LANDFILL	3 MI DYEA RD	99840	RCRIS-SQG, FINDS
SKAGWAY	S104894073	SKAGWAY TANK FARM	1 MILE KLONDIKE HIGHWAY	99840	SHWS
SKAGWAY	1000272938	NAHKU ORE FACILITY	NAHKU HARBOR	99840	CERCLIS, FINDS
SKAGWAY	S104894077	WHITE PASS & YUKON RAILROAD YARD	NE OF 23RD AVENUE BRIDGE	99840	SHWS
SKAGWAY	S104894071	WHARF TANKS AREA	SKAGWAY BOAT HARBOR	99840	SHWS
SKAGWAY	S104894079	PAPI PIPELINE	SKAGWAY AND NORTH TO B.C.	99840	SHWS
SKAGWAY	S104894078	SKAGWAY (NAHKU) ORE TERMINAL	WATERFRONT	99840	SHWS
SKAGWAY (NEAR)	S104894080	WHITE PASS 14-MILE DUMP	WHITE PASS RAILROAD	99840	SHWS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List
Source: EPA
Telephone: N/A
National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/22/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites
Source: EPA
Telephone: N/A

Date of Government Version: 06/10/03
Date Made Active at EDR: 08/26/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/04/03
Elapsed ASTM days: 22
Date of Last EDR Contact: 08/04/03

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA
Telephone: 703-413-0223
CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 06/16/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 06/23/03

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned
Source: EPA
Telephone: 703-413-0223
As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 06/11/03
Date Made Active at EDR: 08/01/03
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 06/23/03
Elapsed ASTM days: 39
Date of Last EDR Contact: 06/23/03

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 800-424-9346
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 08/13/03
Date Made Active at EDR: 09/18/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/22/03
Elapsed ASTM days: 27
Date of Last EDR Contact: 09/08/03

RCRIS: Resource Conservation and Recovery Information System
Source: EPA
Telephone: 800-424-9346
Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/10/03
Date Made Active at EDR: 10/01/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 09/11/03
Elapsed ASTM days: 20
Date of Last EDR Contact: 09/11/03

ERNS: Emergency Response Notification System
Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342
Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/02
Date Made Active at EDR: 02/03/03
Database Release Frequency: Annually
Date of Data Arrival at EDR: 01/27/03
Elapsed ASTM days: 7
Date of Last EDR Contact: 07/28/03

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System
Source: EPA/NTIS
Telephone: 800-424-9346
The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/99
Database Release Frequency: Biennially
Date of Last EDR Contact: 06/16/03
Date of Next Scheduled EDR Contact: 09/15/03

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: N/A
Database Release Frequency: Varies
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

ROD: Records Of Decision
Source: EPA
Telephone: 703-416-0223
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/09/03
Database Release Frequency: Annually
Date of Last EDR Contact: 07/07/03
Date of Next Scheduled EDR Contact: 10/06/03

DELISTED NPL: National Priority List Deletions
Source: EPA
Telephone: N/A
The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/22/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 08/04/03
Date of Next Scheduled EDR Contact: 11/03/03

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report
Source: EPA
Telephone: N/A
Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/25/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 07/02/03
Date of Next Scheduled EDR Contact: 10/06/03

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/03
Database Release Frequency: Annually
Date of Last EDR Contact: 07/23/03
Date of Next Scheduled EDR Contact: 10/20/03

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/16/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 07/02/03
Date of Next Scheduled EDR Contact: 10/06/03

MINES: Mines Master Index File
Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Date of Government Version: 06/07/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 06/30/03
Date of Next Scheduled EDR Contact: 09/29/03

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 202-564-4267
Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 08/25/03
Date of Next Scheduled EDR Contact: 11/24/03

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-564-3887
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/30/03
Database Release Frequency: Annually
Date of Last EDR Contact: 08/13/03
Date of Next Scheduled EDR Contact: 11/10/03

DOD: Department of Defense Sites
Source: USGS
Telephone: 703-648-5920
This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 04/01/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/15/03
Date of Next Scheduled EDR Contact: 11/10/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 07/15/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 09/08/03
Date of Next Scheduled EDR Contact: 12/08/03

TRIS: Toxic Chemical Release Inventory System
Source: EPA
Telephone: 202-260-1531
Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 06/27/03
Date of Next Scheduled EDR Contact: 09/22/03

TSCA: Toxic Substances Control Act
Source: EPA
Telephone: 202-260-5521
Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/98
Database Release Frequency: Every 4 Years
Date of Last EDR Contact: 09/02/03
Date of Next Scheduled EDR Contact: 12/08/03

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA
Telephone: 202-564-2501

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

SSTS: Section 7 Tracking Systems
Source: EPA
Telephone: 202-564-5008
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/01
Database Release Frequency: Annually
Date of Last EDR Contact: 07/24/03
Date of Next Scheduled EDR Contact: 10/20/03

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-564-2501
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/21/03
Database Release Frequency: Quarterly
Date of Last EDR Contact: 09/23/03
Date of Next Scheduled EDR Contact: 12/22/03

STATE OF ALASKA ASTM STANDARD RECORDS

SHWS: Contaminated Sites Database
Source: Department of Environmental Conservation
Telephone: 907-269-7546
State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 06/20/03
Date Made Active at EDR: 07/16/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/20/03
Elapsed ASTM days: 26
Date of Last EDR Contact: 09/15/03

SWF/LF: Solid Waste Facilities
Source: Department of Environmental Conservation
Telephone: 907-269-7632
Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 04/01/03
Date Made Active at EDR: 05/08/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 04/28/03
Elapsed ASTM days: 10
Date of Last EDR Contact: 07/28/03

LUST: Leaking Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-465-5301
Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 06/16/03
Date Made Active at EDR: 06/27/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/16/03
Elapsed ASTM days: 11
Date of Last EDR Contact: 09/15/03

UST: Underground Storage Tank Database
Source: Department of Environmental Conservation
Telephone: 907-269-7504
Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 06/16/03
Date Made Active at EDR: 07/02/03
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 06/16/03
Elapsed ASTM days: 16
Date of Last EDR Contact: 09/15/03

INDIAN UST: Underground Storage Tanks on Indian Land
Source: EPA Region 10
Telephone: 206-553-2857

Date of Government Version: 06/02/03
Date Made Active at EDR: 06/17/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 06/02/03
Elapsed ASTM days: 15
Date of Last EDR Contact: 08/25/03

VCP: Voluntary Cleanup Program sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 06/16/03
Date Made Active at EDR: 07/03/03
Database Release Frequency: Varies
Date of Data Arrival at EDR: 06/17/03
Elapsed ASTM days: 16
Date of Last EDR Contact: 09/15/03

STATE OF ALASKA ASTM SUPPLEMENTAL RECORDS

AST: Regulated Aboveground Storage Tanks
Source: Department of Environmental Conservation
Telephone: 907-465-5231
Registered Aboveground Storage Tanks.

Date of Government Version: 05/01/01
Database Release Frequency: Varies
Date of Last EDR Contact: 08/01/03
Date of Next Scheduled EDR Contact: 09/15/03

SPILLS: Spills Database
Source: Department of Environmental Conservation
Telephone: 907-465-5242

Date of Government Version: 03/31/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 08/18/03
Date of Next Scheduled EDR Contact: 11/03/03

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR PROPRIETARY HISTORICAL DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

BROWNFIELDS DATABASES

Inst Control: Contaminated Sites with Institutional Controls
Source: Department of Environmental Conservation
Telephone: 907-269-3063
Contaminated sites that have institutional controls.

Date of Government Version: 06/16/03
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

VCP: Voluntary Cleanup Program Sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 06/16/03
Database Release Frequency: Varies
Date of Last EDR Contact: 09/15/03
Date of Next Scheduled EDR Contact: 12/15/03

US BROWNFIELDS: A Listing of Brownfields Sites
Source: Environmental Protection Agency
Telephone: 202-566-2777
Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: N/A
Date of Next Scheduled EDR Contact: N/A

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities Database
Source: Department of Education & Early Development
Telephone: 907-465-2800

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

This page left intentionally blank.

ATTACHMENT B

SELECT SITE AERIAL PHOTOGRAPHY

This page left intentionally blank.

Source: AeroMap US, Inc.
Date: 10/6/03, Roll #Skagway , Exp. #2-2

0 750 1500 3000
SCALE IN FEET

N
W E

JUNEAU ACCESS IMPROVEMENTS EIS
2003 AERIAL PHOTOGRAPH
SKAGWAY, ALASKA

PROJECT	26219591	DRAWN BY	ARN	FIGURE B1
DATE	OCTOBER 2003	FILE	JUNEAU 1987	

Source: AeroMap US, Inc.
Date: 3/14/87, Roll #87-4CNP, Exp. #CF090

0 300 600 1200
SCALE IN FEET

N
W
E

JUNEAU ACCESS IMPROVEMENTS EIS
1987 AERIAL PHOTOGRAPH

SKAGWAY, ALASKA

PROJECT	26219591	DRAWN BY	ARN	**FIGURE B2**
DATE	OCTOBER 2003	FILE	JUNEAU 1987	

Source: AeroMap US, Inc.
Date: 10/6/03, Roll #73-6NP , Exp. #1-2

0 500 1000 2000
SCALE IN FEET

N
W
E

JUNEAU ACCESS IMPROVEMENTS EIS
1973 AERIAL PHOTOGRAPH
SKAGWAY, ALASKA

PROJECT	26219591	DRAWN BY	ARN	FIGURE B3
DATE	OCTOBER 2003	FILE	JUNEAU 1987	

Source: AeroMap US, Inc.
Date: 10/6/03, Roll #West Lynn Canal , Exp. #6-4

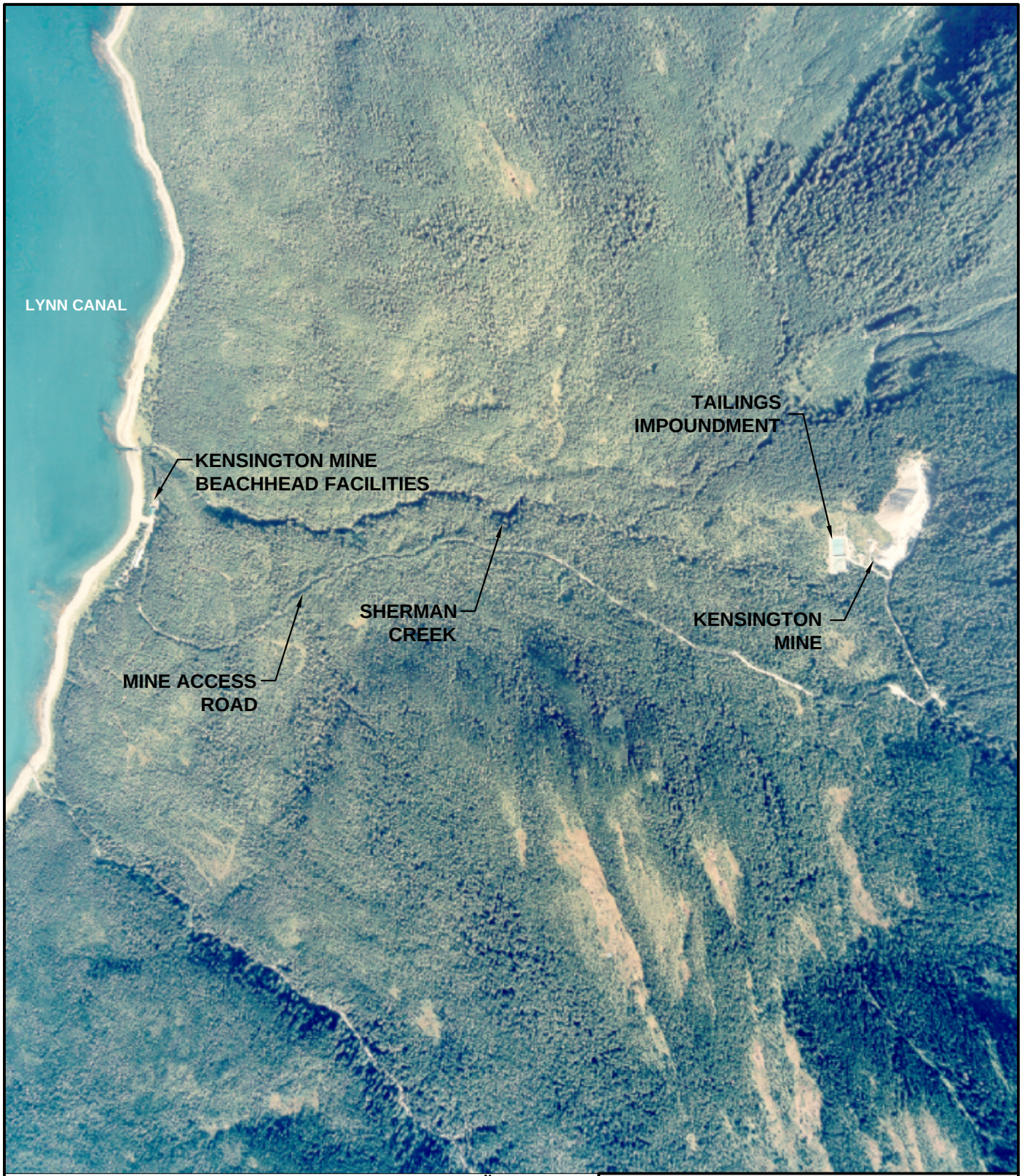
0 750 1500 3000
SCALE IN FEET

N
W E

JUNEAU ACCESS IMPROVEMENTS EIS
2003 AERIAL PHOTOGRAPH

HAINES, ALASKA

PROJECT	26219591	DRAWN BY	ARN	**FIGURE B4**
DATE	OCTOBER 2003	FILE	JUNEAU 1987	



Source: AeroMap US, Inc.
Date: 8/16/97, Roll #Juneau Access Road , Exp. #10-5

0 750 1500 3000
SCALE IN FEET

N
W E

JUNEAU ACCESS IMPROVEMENTS EIS
1997 AERIAL PHOTOGRAPH

KENSINGTON MINE, ALASKA

PROJECT	26219591	DRAWN BY	ARN	**FIGURE B5**
DATE	OCTOBER 2003	FILE	JUNEAU 1987	