

APPENDIX A Preliminary Research Results

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, Golovin is classified as Class II. Golovin is designated unclassifiable for air quality attainment meaning there is insufficient information to classify the area as attainment or non-attainment for the various air pollutants. Since the State of Alaska does not have Indirect Source Review Requirements and the airport will support less than 1.3 million passengers and less than 180,000 general aviation operations annually, air quality analysis on this a project is not required.

Contaminated Sites, Spills and Underground Storage Tanks (UST): A search at the Alaska Department of Environmental Conservation (ADEC) databases found there have been no documented contamination releases, spills or UST leakage within the proposed development area. A Phase I Environmental Site Assessment will be conducted as part of the environmental documentation for this project.

Anadromous Fish Streams: Cheenik Creek (Stream #3333-20-10490) is located in the within the current Golovin Airport property boundary. Cheenik Creek has been catalogued as an anadromous fish stream per ADF&G Anadromous Fish Stream Catalogue and offers spawning habitat for pink salmon.

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

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

Historical, Archeological and Cultural Properties: The 1987 archeological survey conducted prior to the current airport improvements identified an abandoned reindeer corral on the beach east of the airport. A house pit that now lies under a house was identified near the bluff to the west of the airport. The airport improvements are not anticipated to impact either of these sites. Initial discussions with SHPO on July 20, 2005 indicated that a cultural resources survey would not be required for the proposed scope of work.

Coastal Zone Management: Golovin falls within the Seaward Coastal Zone Boundary on Coastal Boundary Atlas Map #37 (Solomon), located within the Bering Straits Coastal Resource Service Area (CRSA).

Federal Recreation Areas: There are no Federal Recreation Areas located within, or adjacent to the project area.

Bureau of Land Management (BLM): The proposed project will take place within the ADOT&PF right-of-way, therefore no BLM land will be affected.

Navigability, Flood Plain Management, Wetlands: Fill materials may be transported to Golovin by barge via Norton Sound and Golovin Lagoon. A barge landing site is located on the north side of the Golovin Spit.

Golovin does not participate in the National Flood Insurance Program and no flood hazard maps are available. The Corps of Engineers Floodplain Management website notes the community and surrounding areas all lie within the floodplain.

The Golovin Airport is surrounded by wetlands. A wetland assessment was performed on June 15 and 16, 2005 by DOWL Engineers to delineate wetlands in the project area. The final report will be available for review in August, 2005.

Threatened and Endangered Species: Spectacled eiders and Steller's eiders, both listed as threatened species, travel through the area during their migration in early spring and in late fall. The project is not anticipated to affect the migrations of either of these species.

Essential Fish Habitat: An essential fish habitat consultation will be initiated simultaneously with the Title 41 permit application if any work is planned to occur within Cheenik Creek.

National Wildlife Refuges: The project area is not within a national wildlife refuge.

National Parks, Preserves, Monuments, and Wild and Scenic Rivers: Golovin is not located within a National Park, preserve, or monument. The project is not located adjacent to a wild and scenic river.

Material and Disposal Sites: An existing material used for the previous airport expansion is located adjacent to the airport. Additional gravel fill, for surfacing the runway, taxiway, and apron, would need to be barged in. One likely source for this material is the Cape Nome material site. However, the Contractor will ultimately supply coarse material, and any material source chosen by the Contractor, if different from the site(s) permitted, will be permitted accordingly prior to excavation. Imported material would be offloaded at the existing barge site in town, and hauled overland by road to the airport.