

**DEADHORSE AIRPORT
SRE FACILITY UPGRADE AND SAND STORAGE FACILITY
AGENCY SCOPING**

**APPENDIX A
Preliminary Research Results**

In August 2004 a Finding of No Significant Impact was provided for the Deadhorse Safety Area Expansion project (#62644), which abuts the area impacted by the proposed project. The Safety Area Expansion EA/FONSI provides background information applicable to the proposed project and can be downloaded from www.pdcprojects.info/Deadhorse/ExpansionEA62644.

Coastal Resources

The project area is located in the coastal zone and falls within the North Slope Borough Coastal District boundaries. Coordination with the Coastal Resource Service Area manager will be required to ensure activities associated with the project comply with the coastal management plan. A Coastal Project Questionnaire (CPQ) will be submitted during the preparation of the environmental document.

Coastal barriers in Alaska are not mapped. However, in 2005 NOAA's Office of Response and Restoration mapped the North Slope as an area of "Sensitivity of Coastal Environments and Wildlife to Spilled Oil."

The proposed project is also within the jurisdiction of the North Slope Borough. A Land Management Regulations Permit Application will be required.

Department of Transportation Act: Section 4(f)

There are no legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity.

There are no state land use plans for the project area and no state parks in the vicinity of the project.

The project area is not located within any National Parks, Preserves, or Monuments.

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

The proposed project is not located within a State Refuge, Critical Habitat Area, or Sanctuary.

Fish, Wildlife, and Plants

There are no areas of essential fish habitat in the vicinity of the proposed project.

The Alaska Department of Fish & Game's online Fish Distribution Database (FDD) was searched. The Sagavanirktok (Sag) River was listed as the closest anadromous fish stream to the

project area. The Sag River (FDD# 330-00-10360) is located approximately one mile east of the building site and adjacent to the material site (MS102). The Sag River provides habitat for Pink Salmon, Chum Salmon, Whitefish, and important spawning and rearing habitat for Dolly Varden. MS102 was permitted under Title 41 for gravel extraction to construct the Safety Area Expansion (#62644): Fish Habitat Permit FH04-III-0149. This permit will require modification for extraction of additional materials to construct the building pad for this project.

The Spectacled Eider (*Somateria fischeri*) is a federally listed, threatened species. The current breeding range of the Spectacled Eider in Alaska includes the North Slope. The U.S. Fish and Wildlife Service (USF&W) will be contacted for consultation on this species as required under the Endangered Species Act.

For the Safety Area Expansion (#62644), the USF&W recommended and DOT&PF agreed to implement stipulations in the construction contract to minimize potential impacts to nesting birds. Stipulations included:

- Timing restrictions for placement of gravel
- Notification requirements
- Survey requirements if the stipulated timing restrictions cannot be met

It is anticipated that USF&W would recommend similar stipulations for the proposed project.

No marine species are believed to inhabit the project area, as it does not extend into the marine environment.

Floodplains

The airport property is within the 100-year floodplain; however, the facilities have been built to “effectively avoid most flood hazards,” warranting a low flood hazard by the U.S. Army Corps of Engineers (USACE) (DOWL, 2004). A review of the Federal Emergency Management Agency’s online Multihazard Information Platform (on October 10, 2005) indicated that Q3 Flood Data and Digital Flood Insurance Rate Maps are not available for the project area. The USACE “Alaskan Communities Flood Hazard Data,” searched online on October 11, 2005, indicated that there is no record of flooding.

Hazardous Materials, Pollution Prevention, and Solid Waste

The *Phase I Environmental Assessment, Deadhorse Airport Runway Safety Area, Apron Expansion and Material Site 102* completed by DOWL in 2004 did not identify any historic land use or spills within proposed project area.

The Alaska Department of Environmental Conservation (ADEC) databases of contaminated sites, spills, and underground storage tanks (UST) were researched on August 30, 2006. No sites were identified within the project area.

A visual inspection of the site done on September 20, 2005, identified generally “good house keeping practices” at the existing SREB facility; however, a few areas with de minimis amounts of potential contamination were identified. There was a small pile of discolored soil/floor sweepings

located at the southeast corner of the building as well as a couple of small areas of discolored soils on the existing pad.

Floor drainage in the building is filtered through an oil/water separator and then pumped into a grey water storage tank. Periodically, the water from the tank is used to water airport roads for dust control. Used oil from the facility is transported to the Jim River Camp to be disposed of in a used oil burner.

Historical, Architectural, Archeological, and Cultural Resources

The 2004 EA for the Safety Area Expansion lists four sites close to the airport. The State Historic Preservation Officer (SHPO) issued concurrence with “no historic properties affected” on July 7, 2004. The Alaska Heritage Resources Survey (AHRS) database was searched on August 30, 2006, and no additional sites were listed. The four known sites are outside the area of potential effect for this SREB/SSB project.

Wetlands

There are no navigable waters of the U.S. in the vicinity of the project.

Wetlands mapping of the airport (Shannon & Wilson/ABR, 1996) provided by the USACE shows the entire undeveloped area within the airport boundary as wetlands. The wetland within the proposed footprint of the building pad is classified as PSS/EM1B and listed as low value on the functions and values map.

DOT&PF will apply for a permit modification to permit POA-1984-180-U Beaufort Sea to accommodate materials extraction required for this project.

Wild and Scenic Rivers

The nearest river is the Sagavanirktok River, which is not listed as Wild and Scenic.