

**APPENDIX B**  
**SUPPORTING DATA AND INFORMATION**

Appendix B.1	Public Library Documents
Appendix B.2	Aerial Photograph Summary
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**APPENDIX B.1**  
**PUBLIC LIBRARY DOCUMENTS**

Daniel

Phase I Environmental Site Assessment  
Aniak, Alaska

Aniak Airport  
April 2004

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**R. L. Polk Directory Review**

**Reviewed at: Z. J. Loussac Library**

**By: Rachel Feichtinger  
DOWL Engineers**

**Subject: Aniak Airport  
Aniak, Alaska  
W.O. D57595**

**Date: October 8, 2003**

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Polk volumes do not cover the subject property or the area.

Daniel

**APPENDIX B.2**  
**AERIAL PHOTOGRAPH SUMMARY**

Daniel

**AERIAL PHOTOGRAPH SUMMARY**

**PROJECT: Phase I, Environmental Site Assessment  
Aniak Airport  
Aniak, Alaska  
W.O. D57595**

**PHOTO SOURCE: AEROMAP U.S., INC., ANCHORAGE, ALASKA**

**PERIOD: 1959, 1963 1972, 1985, 1996, and 2001.**

Date	Scale (Approx.)	Remarks
1959	1"=500'	<p><b>Photograph No. 141 - 144:</b> (DOWL Archives.) The subject property is developed with what appears to be a dirt runway. There appears to be only three areas of permanent development on the subject property. One of the developed areas, the White Alice Communication, is at the end of the runway on the south side. The surrounding area to the northeast is predominantly undeveloped. The Kuskokwim River runs near the northeast side of the runway. There is housing development between the Kuskokwim River and the runway. The Aniak Slough runs to the northeast of the subject property. The surrounding property appears to be lowland and forested.</p>
7/29/63	Unknown.	<p><b>Photograph No. 3:</b> (DOWL Archives.) It appears that the runway is still dirt and the southeast side of the runway has been cleared of woody vegetation. It appears that some structures on the White Alice Communication site have disappeared. No other significant changes are discernable from the 1959 photograph.</p>
7/8/72	1"=400'	<p><b>Photograph No. 1-2 - 1-6:</b> (DOWL Archives.) At the time of this aerial photograph, the subject property has changed little from the previous photograph. It appears that the runway remains dirt. The neighborhood to the northeast of the runway appears to have slightly increased in development and clearing.</p>
9/4/85	1"=400'	<p><b>Photograph No. 3-5 - 3-9:</b> (DOWL Archives.) At the time of this aerial photograph, the runway has been extended since the previous photograph. The immediate area around the White Alice Communications site has a few more buildings. There appears to be more houses in the neighborhood northeast of the runway. There is also a new neighborhood southwest of the runway. In addition, there is an apron with buildings added on the east end of the runway. Past the east end of the runway there is now a landfill and water treatment lagoons.</p>

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- 7/4/96      1"=667'      **Photograph No. 1-1 – 1-5:**  
(DOWL Archives.)  
At the time of this aerial photograph, the subject property has changed little from the previous photograph. There appears to be more development southeast of the apron. No other significant changes are discernable from the 1985 photograph.
- 2001      Unknown      **Photograph No. Unknown:**  
(DOWL Archives.)  
At the time of this aerial photograph, the runway has been paved and painted. It appears that roads adjacent to the runway have also been paved. No other significant changes are discernable from the 1996 photograph.

Daniel

**APPENDIX B.3**  
**PERSONAL INTERVIEWS**

Daniel

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## PERSONAL INTERVIEW

**With:** Mr. Terry Hoffman  
DOT Maintenance Aniak Airport  
Phone: 907-675-4345

**By:** Rachel Feichtinger  
DOWL Engineers

**Subject:** Phase I, Environmental Site Assessment  
Aniak Airport  
Aniak, Alaska  
W.O. D57595

**Date:** October 7, 2003 – 10:50 am

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Mr. Hoffman is the head of the ADOT&PF Maintenance at the Aniak Airport and is involved with the daily maintenance of the Airport. Mr. Hoffman is aware of the daily operations and maintenance of the subject property. I asked if I could interview him with respect to his personal knowledge of the subject property. He agreed and the following interview was conducted.

- Q. Have any previous environmental assessments been done for the subject property?
- A. Just the former Mark-Air site, former White Alice site, next to the Federal Aviation Administration FAA shop, and samples at the ADOT&PF maintenance Shop.
- Q. Are you aware of any environmental permits such as solid hazardous waste disposal permits, or waste water permits or NPDES permits for the Aniak Airport?
- A. No.
- Q. What type of heating system and heating fuel is being used for the present buildings?
- A. Regular stove oil heat and fuel.
- Q. To the best of your knowledge had there been any different kind of heating system or fuel in the past?
- A. No.



- Q. Has the use of the subject property remained the same over your period of ownership?
- A. Yes.
- Q. Are there or have there been any underground or above-ground storage tanks on the subject property?
- A. There is an UST that we use to heat fuel at the new shop and sand storage building.
- Q. Were the tanks closed by removal? Or closed-in-place?
- A. The tanks are in place and currently used.
- Q. Do you use or store any materials on the subject property that require MSDS sheets?
- A. Not to my knowledge.
- Q. Are there any motor vehicle maintenance or fueling operations on the subject property?
- A. No, although the city has a lease from ADOT&PF. They have a maintenance operation.
- Q. Are you aware of any geotechnical studies or hydrogeological studies that were done while you were there?
- A. No.
- Q. Have you received any government notices relative to environmental violations?
- A. No.
- Q. Is there any pending, threatened or past litigation regarding hazardous substances or petroleum products that you are aware of?
- A. No, not to my knowledge.

Q. Is there an onsite drinking water well or are the facilities onsite plumber into city drinking water?

A. There are individual well points.

Q. What about septic? On site or city?

A. Plumbed to the city.

Q. Who provides electricity to the airport?

A. Aniak Light and Power.

Q. Does ADOT&PF have a facility on site?

A. Yes, there are three. The ADOT&PF maintenance station, the old shop that used to be our old office, and the sand storage building.

End of Interview.

Daniel

**APPENDIX B.4**  
**SITE RECONNAISSANCE NOTES**  
**(WITH SITE SKETCH)**

Daniel

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**SITE RECONNAISSANCE NOTES**

**PROJECT:** Phase I, Environmental Site Assessment  
Aniak Airport  
Aniak, Alaska  
W.O. D58595

**BY:** Susan T. Luettters

**DATE:** August 5, 2003

**WEATHER:** Clear sunny, approximately 55°F.

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9:00 am: Started the site reconnaissance with the ADOT&PF representative Terry Hoffman at the Aniak Airport in Aniak, Alaska.

The site reconnaissance procedure consisted of first inspecting the exterior surfaces of the subject property noting features of significance. After the perimeter was evaluated and notes made, the interiors of the subject property were inspected where available. There were no weather related or other obstructions inhibiting the assessment of the subject property.

#### **General Observations and Comments**

The subject property consists of 474.6 acres, which includes 31 platted lots. Twenty of the lots have structure. The airstrip is a 6,000-foot long, 150-foot wide runway. The areas surrounding the runway and to the west of the paved apron are undeveloped and appear to support dense low growing vegetation. The runway and the apron are paved. The paving extends to the limit of the right-of-way (ROW), areas surrounding the structures are mostly unpaved.

Adjacent properties were viewed from public spaces and vantage points on the subject property. Directly adjacent properties to the north are residentially/commercially developed, the area to the east and west of the subject property is the Kuskokwim River and the Aniak Slough. The area to the south is partially developed and partially undeveloped.

## **Exterior Surfaces of The subject property**

### List of Improvements and Related Observations:

There are 19 developed lots at the Airport. Some have what appears to be a simple storage shed (Block 30, Lot 4 and Block 10, Lot 6C). Most have permanent structures that appear to be heated and the availability of electricity to the facilities.

### Suspected Fill Areas, If Any:

All construction that has taken place at the Aniak Airport has been done on fill.

### Materials Stored On Site; Types and Apparent Management:

Fuel is stored in ASTs. There are approximately a dozen drums on site that store used oil. There are minor amounts of cleaning fluids stored on-site.

### Waste and Disposal Practices:

Solid waste generated at the Airport is collected by a private firm, Aniak Disposal Service or by individuals. Final disposal is at the City of Aniak Landfill.

### UST Systems, Fueling, or Maintenance Operations:

USTs are located on Block 10, Lot 12A, and Block 20, Lot 1. Fueling operations were not to take place on Block 10, Lots 8A, 9A, and 12A, and Block 20, Lot 1.

### Topography, Drainage, and Storm Drainage Facilities:

The natural topography of the subject property has been altered by fill to construct the apron and the runway.

No conditions were observed where concentrated off-site drainage appeared to be directed onto the subject property.

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### Sewer, Water, Storm Drainage and Electric Facilities:

Domestic water is obtained from private wells.

The City of Aniak provides sanitary sewer service.

Aniak Light and Power Company provide aboveground electric service to the subject property. Above ground electrical transformers and service wires were observed along the street ROW that extends along the east side of the apron area and then south of the runway area.

The quality and performance of the utility systems serving the subject property were not evaluated under this assessment.

### **Interior Surfaces and Spaces of the subject property**

#### Heating Systems and Fuels

There is no natural gas in Aniak; all of the buildings that are heated are done so using heating fuel stored on each site in above ground storage tanks.

#### Waste Water and Process Water, If Any

At the time of the site visit no process water was noted. Waste water is moved off site through the Aniak Sewer System to the sewage lagoon located on the southwest corner of the Airport property.

#### Drains or Sumps

Floor drains were noted in the ADOT&PF facility located on Block 20, Lot 1.

#### Areas Not Accessed or Viewed

The Aniak High School and residences on the subject property were not viewed inside.

### Special Indicator Features

Exterior. The overall appearance of the exterior and interior surfaces of the subject property during the reconnaissance was clean and orderly. No discolored or distressed vegetation was observed. No standing water, unnatural appearing surfaces, unusual odors or indications of pits, ponds or lagoons were observed.

Most of the sites had above ground storage tanks varying in size from a 55-gallon drum retrofitted to act like a fuel tank, to multiple 1,000-gallon tanks containing aviation fuels. AST locations are indicated on Figure 3.

The former MarkAir Facility located on Block 10, Lot 11 has undergone remediation efforts to mitigate the effects of a chronic fuel leak from underground storage tanks. The removed soil has been stockpiled in two locations one is located on Block 20, Lot 2. Also located at this lot are several decommissioned tanks. There is another soil storage area located north of the school. The stockpiles are covered and on visqueen.

Interior. Except for the floor drains in the ADOT&PF maintenance shop, no other conditions or activities were observed that appeared to present a potential for environmentally contaminating the subject property.

### Adjoining Properties

North - Improved/Developed: The majority of the City of Aniak is to the north of the paved runway. The closest of the nearest buildings appear to be less than 300 feet from the edge of the paved runway and less than 150 feet from the northern limits of the subject property. The adjacent properties are a mix of residential and commercially developed properties.

East - Unimproved/Undeveloped: The Aniak Slough forms the eastern boundary of the property.

South – Partially Developed: The properties located on the southwestern edge of the property have been residentially developed. Residentially developed properties are directly

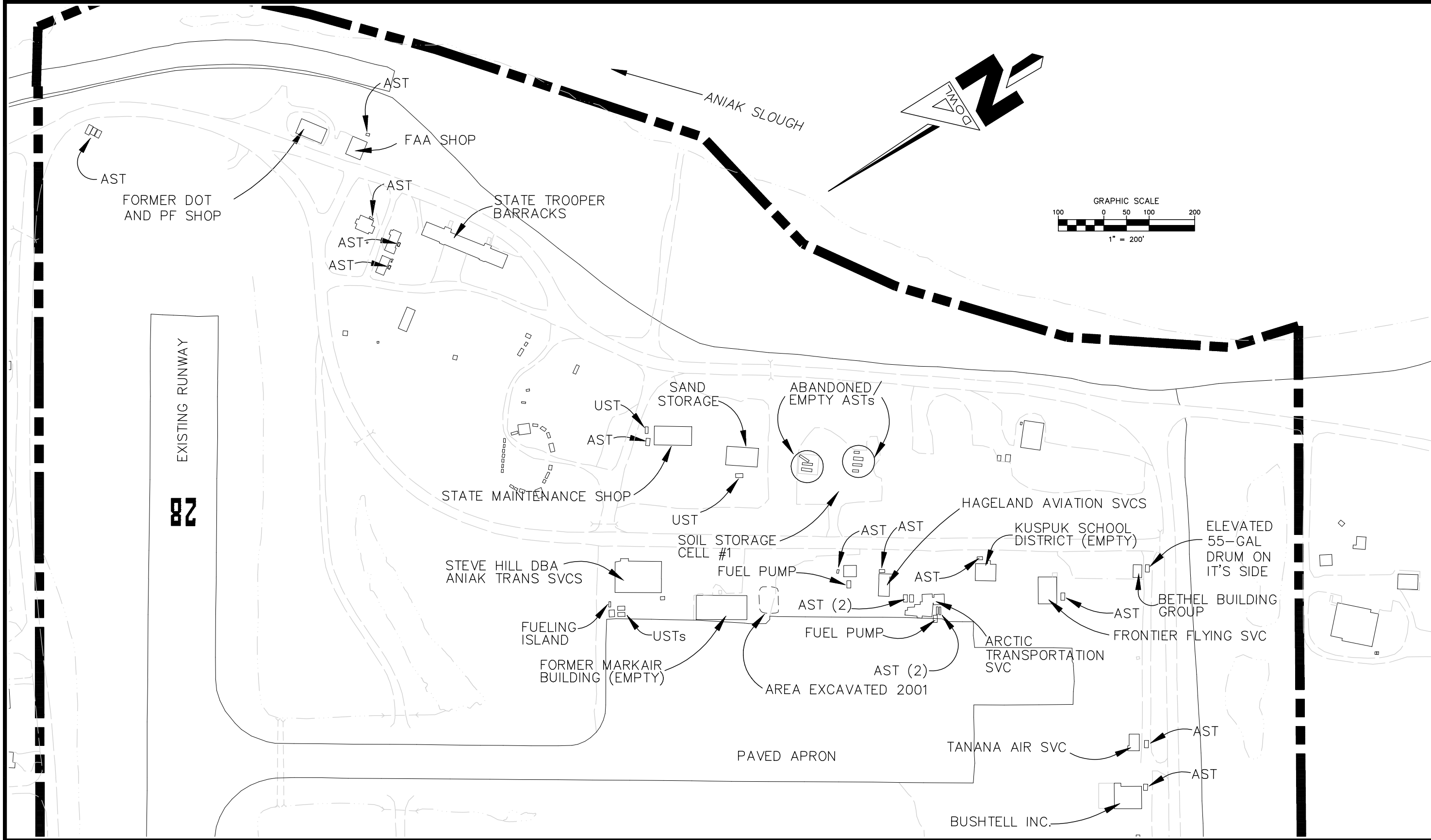
adjacent to the airport property in this area; there are no perceived “buffer” zones between adjacent properties and the airport property.

West - Unimproved/Undeveloped: The adjacent property west from the subject property is the Kuskokwim River.

11:30 am: The site reconnaissance was completed.

Daniel





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SITE.scr SCALE: 1"=200'



FIGURE 3

Site Map  
PHASE-1 E.S.A.  
ANIAK AIRPORT  
Aniak, Alaska

PHASE 1  
ENVIRONMENTAL  
SITE ASSESSMENT  
Aniak Airport  
Aniak, Alaska