



Juneau Access Improvements Project Draft Supplemental Environmental Impact Statement

2014 Update to Appendix M Initial Site Assessment Technical Report

Prepared for:

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

**State Project Number: 71100
Federal Project Number: STP-000S(131)**

Prepared by:

**HDR, Inc.
2525 C Street, Suite 305
Anchorage, Alaska 99503**

May 2014

This page intentionally left blank.

Table of Contents

1. Introduction.....	1
1.1 Project Description.....	2
1.1.1 Alternative 1 – No Action.....	2
1.1.2 Alternative 1B – Enhanced Service with Existing AMHS Assets.....	2
1.1.3 Alternative 2B – East Lynn Canal Highway to Katzehin, Shuttles to Haines and Skagway.....	3
1.1.4 Alternative 3 – West Lynn Canal Highway.....	3
1.1.5 Alternatives 4A through 4D – Marine Alternatives.....	4
2. Regulatory Environment.....	6
3. Affected Environment.....	7
3.1 Study Area Description.....	7
3.1.1 Alternatives 1 and 1B Study Area Description.....	7
3.1.2 Alternative 2B Study Area Description.....	7
3.1.3 Alternative 3 Study Area Description.....	7
3.1.4 Alternative 4A, 4B, 4C, and 4D Study Area Description.....	8
3.2 Federal Data Sources.....	8
3.3 State Data Sources.....	11
4. Project Impacts and Mitigation.....	13
4.1 Alternative 1B.....	13
4.2 Alternative 2B.....	13
4.3 Alternative 3.....	13
4.4 Alternatives 4A, 4B, 4C and 4D.....	13
5. References.....	15

Acronyms and Abbreviations

ACF	Alaska Class Ferry
ADEC	Alaska Department of Environmental Conservation
AMHS	Alaska Marine Highway System
ASTM	American Society for Testing of Materials
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CORRACTS	Corrective Action Sites
DEIS	Draft Environmental Impact Statement
DOT&PF	Alaska Department of Transportation and Public Facilities
EPA	U.S. Environmental Protection Agency
ERNS	Emergency Response Notification System
FHWA	Federal Highway Administration
FVF	Fast Vehicle Ferry
ISA	Initial Site Assessment
JAI	Juneau Access Improvements
LUST	leaking underground storage tank
MSWLF	municipal solid waste landfill
NEPA	National Environmental Policy Act
NHS	National Highway System
NPL	National Priorities List
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
SEIS	Supplemental Environmental Impact Statement
TSDF	Treatment, Storage, and/or Disposal Facility
USFS	U.S. Forest Service
UST	underground storage tanks

1. Introduction

In October 2004, the Alaska Department of Transportation and Public Facilities (DOT&PF) completed the *Initial Site Assessment (ISA) Technical Report* for the Juneau Access Improvements (JAI) Project. The 2004 *ISA Technical Report*, which appears as Appendix M in the 2005 Supplemental Draft Environmental Impact Statement (DEIS) for the JAI Project, was an update to the 1994 draft technical report prepared for the 1997 JAI DEIS.

The objective of an ISA 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. The 2004 *ISA Technical Report* analyzed the potential occurrence of hazardous substances or petroleum products along the alignments of Alternatives 2, 2A, 2B, 2C, 3, 4B, and 4D.

During the development of the JAI Project 2006 Final EIS, the Federal Highway Administration (FHWA) and DOT&PF responded to comments on the Supplemental Draft EIS, incorporated new data and further analysis for some resources, and incorporated additional mitigation measures to reduce impacts to wildlife and habitat. The FHWA and DOT&PF also made some changes to Alternative 2B and eliminated Alternatives 2, 2A, and 2C from consideration as reasonable alternatives. Many of these changes required updates to supporting technical reports, which DOT&PF prepared and compiled in Appendix W of the 2006 Final EIS. The FHWA and DOT&PF determined the 2004 *ISA Technical Report* did not need to be updated at that time.

With more than 7 years transpired since the 2006 Final EIS and Record of Decision (ROD) were published, the FHWA and DOT&PF recognized the need to update previous technical reports as part of the JAI Project 2014 Draft Supplemental Environmental Impact Statement (SEIS). Updates are needed to reflect changes in regulations, new information related to the potentially affected environment or conditions, updated analysis, evaluation of the newly added Alternative 1B, and changes in the design or alignment for Alternatives 2B and 3. Three key components that affected changes to the design and alignment of Alternative 2B since the 2006 ROD are changes during the U.S. Army Corps of Engineers permitting process to further avoid and minimize impacts to wetlands and reduce the amount of rock excavation; changes based on advanced geotechnical survey information; and recent changes in 2012 in response to updated bald eagle nest survey data.

This report updates the records research portion of the 2004 *ISA Technical Report*. It includes updates from federal and state databases containing information related to hazardous wastes and materials and addresses changes to the alignments of Alternatives 2B and 3 that could have a previously unidentified effect on hazardous wastes or materials. It also updates records research for Alternatives 4A–4D. Additionally, this report documents any other relevant database additions or changes that have occurred since the 2004 *ISA Technical Report* was prepared.

The records search conducted for this report does not include communications with the property owners (including the U.S. Forest Service [USFS]), site surveys, or stakeholder interviews, which are major components of ISA reports following American Society for Testing of Materials (ASTM) 2247. The results of the records search gave no indication that conditions along the

project corridors had changed such that the site surveys and stakeholder interviews presented in the 2004 *ISA Technical Report* needed to be updated. Should the FHWA and DOT&PF select an alternative that requires right-of-way acquisition and construction, the DOT&PF will need to complete a Phase I Environmental Site Assessment to meet ASTM 2247 within 6 months prior to the acquisition. During that process, DOT&PF will update the records search again, contact property owners for updated information on potential sources of hazardous wastes and materials, and conduct visual inspections of sites where a hazardous substance release is known or suspected to have occurred.

1.1 Project Description

As required by the National Environmental Policy Act (NEPA), this technical report considers the following reasonable alternatives.

1.1.1 Alternative 1 – No Action

The No Action Alternative (Alternative 1) includes a continuation of mainline ferry service in Lynn Canal and incorporates two Day Boat Alaska Class Ferries (ACFs). The Alaska Marine Highway System (AMHS) would continue to be the National Highway System (NHS) route from Juneau to Haines and Skagway, and no new roads or ferry terminals would be built. In addition to the Day Boat ACFs, programmed improvements include improved vehicle and passenger staging areas at the Auke Bay and Haines ferry terminals to optimize traffic flow on and off the Day Boat ACFs as well as expansion of the Haines Ferry Terminal to include a new double bow berth to accommodate the Day Boat ACFs. This alternative is based on the most likely AMHS operations in the absence of any capital improvements specific to the JAI Project.

Mainline service would include two round trips per week in the summer and one per week in the winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing. During the summer, one Day Boat ACF would make one round trip between Auke Bay and Haines six days per week, and one would make two round trips per day between Haines and Skagway six days per week. The Day Boat ACFs would not sail on the seventh day because the mainliner is on a similar schedule. In the winter, ferry service in Lynn Canal would be provided primarily by the Day Boat ACFs three times per week. The *M/V Malaspina* would no longer operate as a summer day boat in Lynn Canal.

1.1.2 Alternative 1B – Enhanced Service with Existing AMHS Assets

Alternative 1B includes all of the components of Alternative 1, No Action, but focuses on enhancing service using existing AMHS assets without major initial capital expenditures. Similar to Alternative 1, Alternative 1B includes a continuation of mainline ferry service in Lynn Canal; the AMHS would continue to be the NHS route from Juneau to Haines and Skagway; no new roads or ferry terminals would be built; and in addition to the Day Boat ACFs, programmed improvements include improved vehicle and passenger staging areas at the Auke Bay and Haines ferry terminals to optimize traffic flow on and off the Day Boat ACFs as well as expansion of the Haines Ferry Terminal to include a new double bow berth to accommodate the Day Boat ACFs. Service to other communities would remain the same as with the No Action Alternative. Alternative 1B keeps the *M/V Malaspina* in service after the second Day Boat ACF is brought online to provide additional capacity in Lynn Canal. Enhanced services included as part of

Alternative 1B are a 20 percent reduction in fares for trips in Lynn Canal and extended hours of operations for the reservation call center.

Mainline service would include two round trips per week in the summer and one per week in the winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing. During the summer, the *M/V Malaspina* would make one round trip per day seven days per week on a Skagway-Auke Bay-Skagway route, while one Day Boat ACF would make one round trip between Auke Bay and Haines six days per week, and one would make two round trips per day between Haines and Skagway six days per week. The Day Boat ACFs would not sail on the seventh day because the mainliner would be on a similar schedule. In the winter, ferry service in Lynn Canal would be provided primarily by the Day Boat ACFs three times per week.

1.1.3 Alternative 2B – East Lynn Canal Highway to Katzehin, Shuttles to Haines and Skagway

Alternative 2B would construct the East Lynn Canal Highway (50.8 miles, including 47.9 miles of new highway and widening of 2.9 miles of the existing Glacier Highway) from Echo Cove around Berners Bay to a new ferry terminal 2 miles north of the Katzehin River. Ferry service would connect Katzehin to Haines and Skagway. In addition, this alternative includes modifications to the Skagway Ferry Terminal to include a new end berth and construction of a new conventional monohull ferry to operate between Haines and Skagway. Mainline ferry service would end at Auke Bay. This alternative assumes the following improvements will have been made independent of the JAI Project before Alternative 2B would come on-line: two Day Boat ACFs, improved vehicle and passenger staging areas at the Haines Ferry Terminal to optimize traffic flow on and off the Day Boat ACFs, and expansion of the Haines Ferry Terminal to include two new double bow berths.

During the summer months, one Day Boat ACF would make eight round trips per day between Haines and Katzehin, a second Day Boat ACF would make six round trips per day between Skagway and Katzehin, and the Haines-Skagway shuttle ferry would make two trips per day. During the winter, one Day Boat ACF would make six round trips per day between Haines and Katzehin, and a second Day Boat ACF would make four round trips per day between Skagway and Katzehin. The Haines-Skagway shuttle would not operate; travelers going between Haines and Skagway would travel to Katzehin and transfer ferries.

1.1.4 Alternative 3 – West Lynn Canal Highway

Alternative 3 would upgrade/extend the Glacier Highway (5.2 miles, including 2.3 miles of new highway and widening of 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay. New ferry terminals would be constructed at Sawmill Cove in Berners Bay and at William Henry Bay on the west shore of Lynn Canal, and the Skagway Ferry Terminal would be modified to include a new end berth. A new 38.9-mile highway would be constructed from the William Henry Bay Ferry Terminal to Haines with a bridge across the Chilkat River/Inlet connecting into Mud Bay Road. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. Mainline ferry service would end at Auke Bay. This alternative assumes the following improvements will have been made independent of the JAI Project before Alternative 3 would come on-line: two Day Boat ACFs, improved vehicle and passenger staging areas at the Haines Ferry Terminal to optimize traffic

flow on and off the Day Boat ACFs, and expansion of the Haines Ferry Terminal to include two new double bow berths.

During the summer, two Day Boat ACFs would make six round-trips per day between Sawmill Cove and William Henry Bay (total of 12 trips each direction), and the Haines-Skagway shuttle ferry would make six round-trips per day. During the winter, one Day Boat ACF would make four round-trips per day between Sawmill Cove and William Henry Bay, and the Haines-Skagway shuttle ferry would make four round-trips per day.

1.1.5 Alternatives 4A through 4D – Marine Alternatives

All four marine alternatives would include continued mainline ferry service in Lynn Canal with a minimum of two trips per week in the summer and one per week in the winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing. Each marine alternative includes a new conventional monohull shuttle that would make two round trips per day between Haines and Skagway six days a week in the summer and a minimum of three round trips per week between Haines and Skagway in the winter. The AMHS would continue to be the NHS route from Juneau to Haines and Skagway. These alternatives assume the following improvements will have been made independent of the JAI Project before the alternative comes on-line: improved vehicle and passenger staging areas at the Auke Bay and Haines ferry terminals to optimize traffic flow on and off the Day Boat ACFs, and expansion of the Haines Ferry Terminal to include new double bow berths.

1.1.5.1 Alternative 4A – Fast Vehicle Ferry Service from Auke Bay

Alternative 4A would construct two new fast vehicle ferries (FVFs). No new roads would be built for this alternative, and the Auke Bay Ferry Terminal would be expanded to include a new double stern berth. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. The *M/V Malaspina* would no longer operate as a summer day boat in Lynn Canal, and the Day Boat ACFs would no longer operate in Lynn Canal. The FVFs would make two round trips between Auke Bay and Haines and two round trips between Auke Bay and Skagway per day in the summer. During the winter, one FVF would make one round trip between Auke Bay and Haines and one round trip between Auke Bay and Skagway each day.

1.1.5.2 Alternative 4B – Fast Vehicle Ferry Service from Berners Bay

Similar to Alternative 4A, Alternative 4B would construct two new FVFs. This alternative would upgrade/extend Glacier Highway (5.2 miles, including 2.3 miles of new highway and widening of 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay, where a new ferry terminal would be constructed. The Auke Bay Ferry Terminal would be expanded to include a new double stern berth. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. The *M/V Malaspina* would no longer operate as a summer day boat in Lynn Canal, and the Day Boat ACFs would no longer operate in Lynn Canal. In the summer, the FVFs would make two round trips between Sawmill Cove and Haines and two round trips between Sawmill Cove and Skagway per day. During the winter, one FVF would make one round trip between Auke Bay and Haines and one round trip between Auke Bay and Skagway each day.

1.1.5.3 Alternative 4C – Conventional Monohull Service from Auke Bay

Alternative 4C would use Day Boat ACFs to provide additional ferry service in Lynn Canal. No new roads would be built for this alternative. The Auke Bay Ferry Terminal would be expanded to include a new double stern berth, and the Skagway Ferry Terminal would be expanded to include a new end berth. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. In the summer, one Day Boat ACF would make one round trip per day between Auke Bay and Haines, and one Day Boat ACF would make one round trip per day between Auke Bay and Skagway. During the winter, one Day Boat ACF would alternate between a round trip to Haines one day and a round trip to Skagway the next day.

1.1.5.4 Alternative 4D – Conventional Monohull Service from Berners Bay

Alternative 4D would use Day Boat ACFs to provide additional ferry service in Lynn Canal. This alternative would upgrade/extend Glacier Highway (5.2 miles, including 2.3 miles of new highway and widening of 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay, where a new ferry terminal would be constructed. The Auke Bay Ferry Terminal would be expanded to include a new double stern berth, and the Skagway Ferry Terminal would be expanded to include a new end berth. This alternative includes construction of a new conventional monohull ferry that would operate between Haines and Skagway. In the summer, the Day Boat ACFs would make two trips per day between Sawmill Cove and Haines and two trips per day between Sawmill Cove and Skagway. During the winter, a Day Boat ACF would operate from Auke Bay, alternating between a round trip to Haines one day and to Skagway the next day.

2. Regulatory Environment

The regulatory environment has not changed since the ISA was completed in 2004. The agency guidance underlying the 2004 ISA has not changed. ASTM 2247, the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process for Forestland or Rural Property*, was updated in 2008 to clarify recommended procedures on how to investigate large rural properties; however, this update is not applicable to the ISA for the JAI Project.

3. Affected Environment

3.1 Study Area Description

Records research was updated for all build alternatives.

The database search distances relative to the corridor were based on the minimum search distances outlined in ASTM E2247-08. The ASTM identifies a radius length to reflect how far the search should be conducted from an individual property. For this project, these have been converted into a corridor width centered on either side of the proposed roadway centerline:

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

3.1.1 Alternatives 1 and 1B Study Area Description

Alternative 1, the No Action Alternative, and Alternative 1B, Enhanced Service with Existing AMHS Assets, would not require new construction or development within the study area. No ground-disturbing activities would occur under these alternatives to warrant ISA review.

3.1.2 Alternative 2B Study Area Description

The Alternative 2B study area for this report includes about 51 miles of highway construction along the east side of Lynn Canal. The construction footprint is conservatively estimated at 300 feet wide (150 feet on either side of the proposed centerline).

3.1.3 Alternative 3 Study Area Description

The Alternative 3 study area for this report includes just more than 5 miles of highway improvement and new construction of the Glacier Highway to Sawmill Cove and almost 39 miles of new highway construction along the western Lynn Canal. The corridor width is conservatively estimated at 300 feet wide (150 feet on either side of the proposed centerline).

3.1.4 Alternative 4A, 4B, 4C, and 4D Study Area Description

The study area for all four of these alternatives in this technical report update includes the Auke Bay Ferry Terminal area, which would be reconstructed to create new ferry berths.

3.2 Federal Data Sources

NPL – The NPL includes those sites determined by the U.S. Environmental Protection Agency (EPA) to require priority remedial action, and those sites for which Superfund finances have been allotted. Information pertaining to NPL sites within 1 mile of the proposed alternative corridor alignments was obtained from the EnviroFacts: CERCLIS website (EPA, 2012a). The results of that search are as follows:

NPL List

- Alternative 2B – No sites identified
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C, and 4D – No sites identified

Delisted NPL List

- Alternative 2B – No sites identified
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C and 4D – No sites identified

CERCLIS – The EPA compiles the list of properties or facilities that the EPA has investigated or is currently investigating for a release or threatened releases of hazardous substances pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (EPA, 2012a). Information pertaining to CERCLA sites within 1 mile of the proposed alternative corridor alignments was from the EnviroFacts: CERCLIS website (EPA, 2012a). The results of that search are as follows:

- Alternative 2B – No sites identified
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C and 4D – No sites identified

RCRA - The EPA'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 EPA of reporting facilities that handle hazardous waste and is obtained from the EPA RCRAInfo Database (EPA, 2012b). The database search includes hazardous waste TSDFs, Large Quantity Generators, and Small Quantity Generators. The Corrective Action Sites (CORRACTS) Report identifies hazardous waste handlers with RCRA corrective action activity. A "corrective action order" is issued when there has been a release of hazardous waste for constituents into the environment from a RCRA facility. Information pertaining to RCRA TSDF and generator sites within 1.0 and 0.25 mile of the proposed alternative corridor alignments, respectively, was

obtained from the EnviroFacts: RCRAInfo website (EPA 2012b). The results of that search are as follows:

RCRA TSD Facilities

- Alternative 2B – No sites identified
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C and 4D – No sites identified

RCRA Large Quantity Generators

- Alternative 2B – No sites identified. Coeur Alaska – Kensington Mine facility is a Large Generator facility that is located more than a mile from the proposed alignment
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C and 4D – No sites identified

RCRA Small Quantity Generators

- Alternative 2B – No sites identified
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C and 4D – No sites identified

RCRA CORRACTS

- Alternative 2B – No sites identified
- Alternative 3 – No sites identified
- Alternatives 4A, 4B, 4C and 4D – No sites identified

ERNS List – The ERNS list is compiled by the National Response Center, whose primary function is to serve as the sole national point of contact for reporting all oil, chemical, radiological, biological, and etiological discharges to the environment (The Right-to-Know Network, 2012). Spill notifications included on this list have not necessarily been confirmed by the EPA or U.S. Coast Guard (USCG). Information pertaining to ERNS sites within 300 feet of the proposed alternative corridor alignments was obtained the Right-to-Know Network website (The Right-to-Know Network, 2012). The most recent data on the website were dated January 10, 2012. The results of that search are as follows:

- Alternative 2B – The following incidents were identified as being close to the Alternative 2B alignment as it follows along the north side of Berners Bay and past Comet. Location data are not specific enough to determine whether the spill occurred within the proposed project limits.
 - Incident ID#950551. Responsible Party: Coeur Alaska. Sheen from unknown source reported in lower Slate Creek. 8/5/2010.

- Incident ID#791480. Responsible Party: Coeur Alaska. Hydraulic Oil leak (1 gallon) along Lynn Canal on Comet Beach for the Kensington Gold Mine Project. 3/20/2006. Contaminated Soils removed.
- Incident ID#774588. Responsible Party: Coeur Alaska. Hydraulic Oil leak (2.5 gallons) into Slate Creek Cove from failed line on Core Drill. 9/29/2005. Cleanup Completed.
- Alternative 3 – No sites identified.
- Alternatives 4A, 4B, 4C and 4D – The following 10 incidents were identified in records ranging from 2005 to 2011, and identified as being located at the Auke Bay AMHS Terminal:
 - Incident ID# 986453. Responsible party: State of Alaska/Alaska Marine Hwy. 50 ft by 50 ft sheen observed from lubricating gear oil (4 quarts), M/V Fairweather. Booms applied, absorbents applied and diver team investigated. USCG notified. 8/19/2011.
 - Incident ID# 933240. Responsible party: State of Alaska/Alaska Marine Hwy. Caller reported 3 ft by 3 ft sheen from 2 oz. hydraulic oil discharge into water from steering ramp seal leak on M/V Fairweather. Material dissipated. 3/7/2010.
 - Incident ID# 945289. Responsible party: State of Alaska/Alaska Marine Hwy. 1 quart diesel fuel spill on Auke Bay Ferry Terminal dock. Absorbants applied. 6/24/2010.
 - Incident ID# 864068. Responsible party: State of Alaska/Alaska Marine Hwy. 20 ft by 10 ft sheen from 1.5-gallon gear oil spill from M/V Fairweather into Auke Bay Harbor. Release secured. 3/4/2008.
 - Incident ID# 794173. Responsible party: State of Alaska/Alaska Marine Hwy. 100 ft by 40 ft sheen noted. M/V Chenega spilled 10–14 gallons of hydraulic oil into Auke Bay while maneuvering into ferry berth. Boom placed, material dissipated naturally. 4/16/2006.
 - Incident ID# 864068. Responsible party: State of Alaska/Alaska Marine Hwy. 0.5 gallon diesel oil spilled into Auke Bay from overfilled storage tank on M/V Kennicott. 6/10/2006.
 - Incident ID#806349. Responsible party: State of Alaska/Alaska Marine Hwy. 1 ounce hydraulic oil leak. 8/1/2006.
 - Incident ID# 759742. Responsible party: State of Alaska/Alaska Marine Hwy. 25 gallons of bilge slop spilled into Auke Bay Harbor while M/V Fairweather was in berth. Boom and absorbent pads deployed. 5/24/2005.
 - Incident ID# 766481. Responsible party: State of Alaska/Alaska Marine Hwy. 200 gallons of potential hydraulic oil from failed hose on M/V Chenega. 7/22/2005.
 - Incident ID# 775106. Tanker truck released unknown quantity of diesel fuel while fueling the M/V Chenega. 10/5/2005.

3.3 State Data Sources

Alaska Department of Environmental Conservation (ADEC) Contaminated Sites and LUST Database (ADEC, 2012a) – The Contaminated Sites Database records are the state’s equivalent of the CERCLIS. These sites may or may not be already listed on the federal CERCLIS database. The LUST Incident Reports contain an inventory of reported LUST incidents. Information pertaining to ADEC Contaminated Sites and the LUST Database within 0.5 mile of the proposed alternative corridor alignments was obtained from the Contaminated Sites Database (ADEC, 2012a). The results of that search are as follows:

- Alternative 2B – No sites identified.
- Alternative 3 – One site was identified within the search corridor.
 - AT&T Alascom Sullivan River Repeater, File No. 1508.38.001. Located 13 miles south of Haines, 0.75 miles west of Lynn Canal. Diesel-Range Organics contamination detected in soils and surface water within diked fuel storage that contains six 2000-gallon aboveground storage tanks. Site added to database in December 2000. Status: Cleanup complete, institutional controls removed as of 2/24/2010.
- Alternatives 4A, 4B, 4C and 4D – Two sites were identified within the search area.
 - Auke Bay AMHS Terminal, File No. 1531.38.005. 13.8 Mile Glacier Highway, Auke Nu Cove. Subsurface heating oil release from 1000-gallon UST. 13 cubic yards of contaminated soil was transported off-site. Site added to database 9/8/2003. Status: Conditional closure approved 11/5/2004. Additional contaminated material shall be investigated and appropriately managed or removed when it becomes accessible through major structural modifications or demolition of current property structures.
 - Residence – 13780 Glacier Highway HHOT, File No. 1513.38.081. Discharge of heating oil from an aboveground tank located about 0.3 miles from Auke Bay AMHS Terminal in January 2003. Unknown quantity flowed downslope into the ground and some oil entered marine waters of Auke Bay via culvert under a driveway. Status: Open.

ADEC Solid Waste Disposal Facilities – The listing includes disposal sites that have been permitted under ADEC’s solid waste disposal regulations (ADEC, 2012b). Information pertaining to sites listed in the ADEC Solid Wasted Disposal Facilities was obtained at the Solid Waste Information Management (SWIMS) website (ADEC, 2012b). The most recent data on the website were dated October 22, 2012. The results of that search are as follows:

- Alternative 2B – The Kensington Mine has a solid waste landfill (ADEC Permit Number SWZA015-13) for disposal of ash, inert waste, sewage sludge, mine tailings, and waste rock. Records do not identify its specific location; it is presumed outside the 1-mile-wide search corridor centered on the proposed alignment. Permit expires 5/20/2013.
- Alternative 3 – Haines CWS Landfill is a Class III Municipal landfill (ADEC Permit Number SW3A018-16) for the disposal of inert and municipal waste, operated by

Community Waste Solutions - Haines Sanitation, Inc. The landfill is located off of FAA Road, well outside the project search corridor. Permit expires 2/13/2016.

- Alternatives 4A, 4B, 4C and 4D – No sites identified.

ADEC Registered UST Database (ADEC, 2011) – The UST database includes Registered USTs only. USTs are regulated under RCRA. Information pertaining to sites listed in the ADEC Registered UST Database was obtained from the UST Database website (ADEC, 2011). The results of that search are as follows:

- Alternative 2B – No sites identified.
- Alternative 3 – No sites identified.
- Alternatives 4A, 4B, 4C, and 4D – Three tanks are reported at the AMHS Auke Bay Ferry Terminal:
 - A 300-gallon diesel tank is permanently out of use and has been removed.
 - A 500-gallon double-walled diesel tank is permanently out of use and has been removed.
 - A 1,000-gallon, double-walled diesel tank is currently in use. It was installed 5/3/2004.

4. Project Impacts and Mitigation

An assessment of project impacts and mitigation measures relative to each project alternative is discussed in the 2004 ISA. The following sections update that assessment based on information obtained in the database search (see Sections 3.2 and 3.3).

4.1 Alternative 1B

This alternative will result in no new right-of-way 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 2B

The database search identified new sites of potential concern along the Alternative 2B alignment. These sites are related to mining activities and are identified as follows:

- The Coeur Alaska-Kensington Mine site outside the 0.25-mile search corridor that holds a RCRA permit as a Large Quantity Generator.
- Three ERNS List Sites attributed to Coeur Alaska activities. These incidents were small and the released materials have dissipated or have been removed.
- The Kensington Mine solid waste landfill (ADEC Permit Number SWZA015-13). This is a permitted site presumed to be outside the 1-mile-wide search corridor centered on the proposed alignment.

The sites identified in this updated database search are unlikely to affect the development of Alternative 2B because of their distance from the alignment and their status of hazardous release and cleanup.

4.3 Alternative 3

The database search identified sites of potential concern along the Alternative 3 alignment. These sites are related to soil and water contamination and solid waste disposal. The sites are identified as follows:

- One ADEC Contaminated Site in the LUST Database (File No. 1508.38.001), Cleanup of the site is complete and institutional controls have been removed.
- The Haines CWS Landfill (ADEC Permit Number SW3A018-16). This is a permitted site that is located well outside the project search corridor.

Based on the status and location of these sites, they are unlikely to affect development of Alternative 3.

4.4 Alternatives 4A, 4B, 4C, and 4D

The database search identified sites of potential concern along the Alternatives 4A, 4B, 4C and 4D transportation corridor. These sites include ERNS oil spill sites associated with Auke Bay ferry operation, ADEC contaminated sites, and AMHS Auke Bay USTs. The sites are identified as follows:

- Ten ERNS List incidences at Auke Bay AMHS Terminal. These incidents were small and the released materials have dissipated or have been removed,
- Two ADEC Contaminated Sites in LUST Database. Both sites are currently being monitored and one of the sites still requires additional cleanup.
- Three ADEC Registered USTs at the AMHS Auke Bay Ferry Terminal. Two have been removed, but the third, and largest, is currently in operation.

There is possible hazardous materials risk associated with these alternatives. The ADEC Contaminated Site at the Auke Bay Ferry Terminal (File No. 1531.38.005) requires further cleanup and is currently being monitored. Mitigation may be necessary should contaminated material be unearthed during structural modifications of the terminal with development of Alternative 4A, 4B, 4C, or 4D. The other ADEC Contaminated Site that remains open (File No. 1513.38.081) likely poses no threat to development associated with Alternative 4A or 4C. The 1,000-gallon double-walled diesel UST would be taken into consideration with development of Alternatives 4A, 4B, 4C, and 4D.

5. References

- Alaska Department of Environmental Conservation (ADEC). 2011. *Underground Storage Tanks (UST) Database*. Available online at <http://dec.alaska.gov/spar/ipp/ust/search/default.htm> (accessed September 24 and November 6, 2012).
- . 2012a. *Contaminated Sites Program Database*. Available online at http://dec.alaska.gov/spar/csp/db_search.htm (accessed September 19, 2012).
- . 2012b. *Solid Waste Information Management System (SWIMS)*. Available online at <http://dec.alaska.gov/Applications/EH/SWIMS/AllSitesIndex.aspx> (accessed November 6, 2012).
- Alaska Department of Transportation and Public Facilities (DOT&PF). 2004. *Appendix M, Initial Site Assessment Technical Report for the Juneau Access Improvements Supplemental Draft Environmental Impact Statement*. Juneau, Alaska, October 2004. Available online at http://dot.alaska.gov/sereg/projects/juneau_access/assets/SDEIS_JAN05/Appendix_M.pdf
- . 2005. *Juneau Access Improvements Supplemental Draft Environmental Impact Statement*. Juneau, Alaska. January, 2005. Available online at http://dot.alaska.gov/sereg/projects/juneau_access/assets/SDEIS_JAN05/RevisedCAR_070605.pdf
- . 2006. *Juneau Access Project: Final Environmental Impact Statement*. Juneau, Alaska. Available online at: http://dot.alaska.gov/sereg/projects/juneau_access/documents.shtml#feis.
- ASTM International. 2008. *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process for Forestland or Rural Property*. Designation E2247-08. ASTM International, 100 Bar Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959, USA. July.
- The Right-to-Know Network. 2012. *ERNS incidents by state for 2011*. Available online at <http://www.rtknet.org/db/erns/state> (accessed September 19, 2012).
- U.S. Environmental Protection Agency (EPA). 2012a. *Envirofacts: CERCLIS Search*. Available online at <http://www.epa.gov/enviro/facts/cerclis/search.html> (accessed September 12, 2012).
- . 2012b. *Envirofacts: RCRA Info*. Available online at <http://www.epa.gov/enviro/facts/rcrainfo/search.html> (accessed September 11, 2012).

This page intentionally left blank.