



Safer Seward Highway Project  
Seward Highway MP 98.5 to 118,  
Bird Flats to Rabbit Creek  
Project No.: Z566310000/0A31034

# Environmental Assessment

*Appendix R: Environmental Database  
Review and Site Reconnaissance  
Progress Letter*

**DRAFT**

December 2025

Prepared for:

*Alaska Department of Transportation and Public Facilities*

Prepared by:

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August 14, 2024

Ms. Alexandra Sonnabend  
HDR Inc.  
582 East 36th Avenue, Ste 500  
Anchorage, AK 99503

RE: ENVIRONMENTAL DATABASE REVIEW AND SITE RECONNAISSANCE PROGRESS  
LETTER, SEWARD HIGHWAY 98.5 - 118 CORRIDOR, ALASKA

Dear Ms. Sonnabend:

Shannon & Wilson prepared this progress letter summarizing our environmental database review and site reconnaissance activities associated with the Safer Seward Highway project, identified as “eliminate the safety corridor” (XSC). The XSC corridor extends from Seward Highway Milepost 98.5 to 118. The project generally runs from Rabbit Creek in Anchorage to the Bird Flats. Alaska Railroad Corporation (ARRC) railroad tracks run along/within most of the corridor. This memo summarizes work conducted between September 25 and December 4, 2023. A vicinity map is included as Figure 1 and Detailed Site Maps are included as Figures 2, 3, and 4.

A records review of state and federal databases, using the radii specified in ASTM International (ASTM) E1527-21, was conducted for the XSC. Information gathered from these searches regarding potential environmental concerns is noted in this memo.

A dashboard survey of the XSC and surrounding properties was conducted to visual assess for indicators of potential environmental issues (i.e., underground or aboveground storage tanks, waste oil tanks, waste disposal drums, hazardous chemical storage, etc.).

## RECORDS REVIEW

The purpose of the records review was to identify previous activities that may have constituted environmental misuse and/or contributed to the presence of waste residuals at the XSC. The review included state and federal databases, using the radii specified in ASTM E1527-21. The Alaska Department of Environmental Conservation (ADEC) lists of registered underground storage tanks (USTs), leaking USTs, and contaminated sites; and federal databases pertaining to known Resource, Conservation, and Recovery Act (RCRA) and/or Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) sites

were reviewed. The appropriate government agency was contacted for “active” sites identified within the project corridor for additional details.

## Federal Records Sources

The National Priorities List (NPL) specifies those properties assigned the Environmental Protection Agency’s (EPA) highest cleanup priority. According to the NPL database, there are seven NPL sites located in Alaska. None of these NPL sites are located within a 1.0-mile radius of the XSC.

The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) is also compiled by the EPA and includes sites the EPA has investigated or is currently investigating for potential hazardous substance contamination for possible inclusion on the NPL. According to the EPA’s EnviroFacts database, there are two CERCLIS sites located within 1.0-mile of the XSC, designated “Indian ACS”, located near Mile 101.5 of the Seward Highway, and “Rabbit Creek Radio Relay Site”, located near Rabbit Creek and Potter Marsh.

According to the EPA’s EnviroFacts database, there are no Resource Conservation and Recovery Act (RCRA) treatment, storage, and disposal (TSD) facility subject to corrective action (CORRACTS) within 1.0-mile of the XSC. There is one RCRA TSD facility not subject to corrective action (NONCORRACTS) located within 0.5 mile of the XSC.

According to the EPA’s RCRAInfo search, there are no listed RCRA generators or RCRA Non-generators located on parcel within the XSC.

The Emergency Response Notification System (ERNS) lists reported hazardous substance releases in quantities greater than the reportable quantity. According to the EPA’s EnviroFacts database, parcels within the XSC are not on the ERNS list.

According to the EPA’s EnviroFacts database, there are no EPA Brownfield Assessment, Cleanup, and Revolving Loan Fund Grantees sites that are within 0.5 mile of the XSC.

## State Records Sources

State records including the DEC Spills List, the DEC registered Underground Storage Tank (UST) database, and the DEC LUST and contaminated sites database were included in the ERIS report. State records of the Landfill/Solid Waste Disposal Site List were reviewed by Shannon & Wilson. The records for the XSC and vicinity are summarized below.

### Spills List

According to the DEC Prevention Preparedness and Response (PPR) program Spills Database, there are 16 documented spills within the XSC, or adjacent parcels. Twenty gallons of used oil were spilled and reported on December 23, 2020, at the Birdhouse Garage, located at 29521 Seward Highway (Spill No. 21239900602) near Mile 100.5 of the XSC. As of November 27, 2023, communication between the DEC and the responsible party is ongoing. The remaining 15 sites are closed with “no further action” required by the DEC at this time.

### Landfill/Solid Waste Disposal List

Shannon & Wilson reviewed the State Landfill/Solid Waste Disposal Site List on September 25, 2023. According to the DEC’s Solid Waste Management database, there is one State Landfill/Solid Waste Disposal Site within 0.5 mile of the XSC. A retired Class III landfill identified as “Bird Creek Landfill” is located approximately 0.5 mile north of Mile 100.5 of the Seward Highway. According to the database, the Bird Creek Landfill operated until December 1977 and was retired in December 1982.

### Registered Underground Storage Tank Database

According to the DEC’s underground storage tank database, there are two registered UST sites located within 0.25-mile of the XSC.

A registered UST site, listed as “Essential One – Bird Creek”, is located at 29383 Seward Highway, near Mile 101 of the XSC. The database lists one 6,000-gallon and two 12,000-gallon gasoline tanks listed as “permanently out of use and removed from the ground” in October 1990. One 15,000-gallon gasoline tank is listed as “currently in use”.

A registered UST site, listed as “Indian Wire Center”, is located at Mile 101 of the XSC. The database lists one 300-gallon heating oil tank that was installed in 1982 and is listed as “currently in use”.

### Leaking Underground Storage Tank (LUST) Database

According to the DEC contaminated sites database, there are three identified LUST sites located within 0.5-mile of the XSC.

An “active” LUST site is located at 29383 Seward Highway (approximately Mile 101) listed as “Essential 1 (former Shoreside Texaco) Bird Creek”. The site is on the boundary of the

XSC. The site was added to the DEC database in June 1995, when benzene-contaminated soil was encountered during the removal of two gasoline USTs. The DEC has requested additional groundwater monitoring and release investigation activities to define the extent of the soil and groundwater contamination, along with corrective action to remediate and/or remove the remaining contamination. Ms. Dawn Wilburn of the DEC was contacted on October 24, 2023, regarding the extent of contamination at this site and its potential impact on the XSC. According to Ms. Wilburn, the horizontal extent of groundwater contamination has not been delineated at the site. She also stated that the groundwater contamination appears to extend to 40 feet below ground surface (bgs) and delineated to the south by Well MW4A, in the southern corner of the site. Ms. Wilburn noted that soil contamination is also present at the site.

The “MOA AWWU Pump Station #31” LUST site is located at the intersection of Old Seward Highway and Potter Marsh, about 2,000 feet northeast of Mile 116 of the XSC. The site was added to the database in 1998 when petroleum-impacted soil and groundwater were encountered during the removal of a 1,000-gallon diesel tank. Additional soil and ground water samples collected in 1999 and 2000 contained gasoline range organics and diesel range organics concentrations less than the DEC cleanup levels. Groundwater flow direction was measured to the northwest. The site was granted “Cleanup Complete – Institutional Controls” in 2016.

The “AWWU Pump Station #30” LUST site is located near Davidson Road and Potter’s Marsh, about 1,600 feet east of Mile 118 of the XSC. The site was added to the database in 1998 during the removal of a generator tank. Site characterization activities are not available on the DEC contaminated sites database. The site was granted “Cleanup Complete – Institutional Controls” in April 1999.

#### Contaminated Sites Database

According to the DEC contaminated sites database, there are eight identified contaminated sites located within 1.0-mile of the XSC.

According to the DEC database, the contaminated site identified as “ACS Indian Substation” is located near Mile 101.5 of the XSC, southeast of Sawmill Road. However, based on further review, the site is actually located on Lot 26 U.S. Survey 3201 and Lot 8 U.S. Survey 3680, between Sawmill and Konikson Roads, in Bird, Alaska. These lots are located along the XSC between Mile 100.5 and 101, not Mile 101.5 as listed on the DEC database. The site was added to the DEC database in June 1995 after soil contamination was

encountered during the removal of a 300-gallon heating oil UST. Approximately 200 cubic yards of diesel range organic-contaminated soil was removed from the UST excavation in August 1995. Confirmation samples contained DRO concentrations above DEC cleanup levels. Groundwater samples collected in 1998 and 2000 did not contain DRO concentrations greater than DEC cleanup levels. Following cleanup and assessment activities, site closure was approved by the DEC in approved in March 2001.

According to the DEC database, there are three contaminated sites associated with the Indian Booster Pump Station, located near the Indian trailhead in Chugach State Park, and the Whittier to Anchorage pipeline. The Indian Booster Pump Station was constructed in 1967 along with a pipeline used to transport fuel from Whittier to Anchorage for military bases and other government agencies in Alaska. The Army operated the pipeline until 1989, when it was transferred to the Defense Energy Support Center (DESC).

- The contaminated site identified as “Defense Energy Indian Booster Pump Station”, is located at the Indian trailhead in Chugach State Park, about 4,900 feet north of Mile 103 of the XSC. In 1993, the pipeline was shut down by DESC after a valve failed, releasing about 35,700 gallons of fuel. Several environmental investigations have been conducted since that time. In addition to the 1993 release, other spills of various types of fuel occurred at the site associated with an explosion at the Booster Pump Station in 1969, and maintenance and repair operations on pipeline relief valves. According to the DEC, petroleum contamination has been removed to the “maximum extent practicable”. Other than long-term groundwater monitoring, the DEC currently requires “no further remedial action.” The site was designated “cleanup complete with institutional controls.”
- According to the DEC database, the “Mile 98.6 Pipeline Leak DUPLICATE SITE See CS HazardID 1775” contaminated site was created in 1990 when a JP-4 fuel spill associated with the Whittier to Anchorage pipeline was discovered. During a site inspection, stained soils indicated previous undocumented spills. The DEC database documents that soil and groundwater at the site along with nearby wetlands were impacted by the spill(s) and estimated the extent of contamination to be less than 10,000 square feet. The site is located near Mile 98.6 of the XSC. According to the DEC, the site has been administratively closed, but is monitored as part of “Defense Energy Indian Booster Pump Station” site.
- The contaminated site identified as “DFSC - Indian Pump Stn Duplicate see Haz ID 1775”, located at “Oceanview Road” in Indian, Alaska. Petroleum-impacted soil was encountered during the removal of a leaking UST in April 1990. Contaminants may include JP-4, ethylene glycol, benzene, diesel, and other unknown substances. The site is designated “cleanup complete with institutional controls” in 2002. Contamination is

being monitored as part of the long-term groundwater monitoring conducted under the “Database Defense Energy Indian Booster Station” contaminated site.

The “Ptarmigan Terrace UST” contaminated site is located at 3741 Ptarmigan Terrace, at the corner of Loc Loman Lane, which is about 2,500 feet east of Mile 117.5 of the Seward Highway within the XSC. The site was added to the database in 2001 when petroleum-impacted soil was encountered during the removal of a 1,000-gallon heating-oil UST. Benzene concentrations in soil were greater than the DEC cleanup levels. According to the DEC database, “historical conditions at this site meet the 2009 closure policy”. The site is listed as “cleanup complete” by the DEC.

The “Parcel Spill, Potter Marsh Area” contaminated site is located near 16245 Old Seward Highway, about 2,400 feet southeast of the XSC at Mile 117.5 of the Seward Highway. The site was added to the database in 1991 when about 70-gallons of heating oil fuel was reportedly dumped into Little Rabbit Creek. About 40 cubic yards of impacted soil was excavated from the site. Confirmation samples did not contain target analyte concentrations greater than DEC cleanup levels. The DEC approved site closure in July 2005 and is listed as “Cleanup Complete.”

The “Residence – Old Seward Highway” contaminated site is located at 14941 Old Seward Highway, about 300 feet east of Mile 118 the XSC. The site was added to the database in 1991 when lead and petroleum impacted soil were encountered beneath batteries and containers stored at the site. Site characterization activities are not available on the DEC contaminated sites database. The DEC approved site closure in June 1993 and is listed as “Cleanup Complete.”

The “Little Rabbit Cr. Drums Orphan Site” contaminated site is located near Old Seward Highway and Little Rabbit Creek, about 2,700 feet east of the XSC at Mile 118 of the Seward Highway. The site was added to the database in 1993 when two abandoned 55-gallon drums were found about 40 feet from the creek. The drums and about ¼ cubic yards of soil were removed from the site. Although no characterization details or date of closure are noted on the DEC’s database, the site is listed as “cleanup complete” by the DEC.

## Dashboard Survey

A Shannon & Wilson representative (Ms. Jessa Tibbetts) conducted a dashboard survey of the XSC on September 27, November 2, and December 4, 2023, to observe and document potential sources or impacts of petroleum hydrocarbons and/or hazardous substances.

Observations documented during the site reconnaissance activities are summarized below. Photographs taken during site reconnaissance activities are included in Attachment 1.

Ponded water was observed along the north side of the road at Mile 98.5 through Mile 99 of the XSC. According to the National Wetlands Inventory database, this area is part of 16.83 acres of estuarine and marine wetlands. Approximately 8.22 acres of freshwater forested/shrub wetland are located along the north side of the road around Mile 100 of the XSC.

Alaska Log Structures, a log construction company, is located on the mountain side of the Seward Highway near Mile 100 of the XSC, at 29859 Seward Highway. Log homes are constructed onsite, deconstructed, and transported to other locations. There is one main structure and several outbuildings located on-site (Photo 1). Heavy machinery was observed at the site. Telecommunication wires and poles were observed running parallel to the Seward Highway (Photo 2).

The Bird House Garage, an automobile repair and towing operation, is located near Mile 100.5 of the XSC at 156 State Park Road. Front end and tire repair, brake service, detailing, radiator repair, welding repairs, lube oil and filter changes occur at the site. Several parked cars, boats, a recreational vehicle, tires, engine parts, and 5 to 10- gallon gasoline canisters were observed at the site (Photos 3 and 4). Powerlines were observed running parallel to the XSC. Markings for a buried fiber optic cable were observed in this location (Photo 5).

Several residential properties were observed between Mile 100 and Mile 101 of the XSC.

The Bird Creek Motel & RV park is located south of Sawmill Road, near Mile 100.75 of the XSC at 29433 Seward Highway (Photo 6). An unpaved parking lot for the Bird Creek Motel & RV park is located within the XSC boundary. Powerlines were observed running parallel to the highway, along the XSC boundary. The Bird Creek Motel is located adjacent to the XSC boundary, on the mountain side of the road.

An Essential One filling station is located north of Sawmill Road, near Mile 100.75 of the XSC at 29383 Seward Highway (Photo 7). The filling station comprises a retail building, one canopy, four pump islands, one about 1,000-gallon propane above ground storage tank AST, and one approximately 15,000-gallon fenced-in AST (Photos 8 and 9). Due to the nature of the fence, the approximate 15,000-gallon AST could not be directly observed. The canopy and two pump islands are located on a paved parking area that appears to be within the proposed XSC boundary.

The Bird Creek Campground is located west of the Essential One filling station, beyond the Seward Highway, along Cook Inlet. A road provides access to campsites and leads to the “Bird to Gird” Trailhead.

The Bird Creek overflow unpaved parking lot and main Bird Creek paved parking lot are located at Miles 101.25 and 101.5 of the XSC, respectively (Photos 10 and 11).

Ponded water and marshlands were observed along the mountain side of the road near Mile 103 of the XSC. According to the National Wetlands Inventory database, 13.61 acres of freshwater forested/shrub wetlands are located on the mountain side of the road, at Mile 102.5 of the XSC. An approximately 0.86 acre of freshwater forested/shrub wetland and a 0.64- acre freshwater pond are located north and south of the road, respectively, around Mile 103 of the XSC.

The Valley Bible Chalet located on the mountain side highway near Mile 103 of the XSC, at 29135 Seward Highway (Photo 12). Multiple structures associated with the chalet are located near the XSC boundary. Powerlines with a Chugach Electric Association (CEA) pole-mounted transformer, buried natural gas pipeline markers, and ENSTAR pipeline access were observed in this area (Photo 13).

Several residential structures are located along the mountain side of the highway around Mile 103 of the XSC. Powerlines with a CEA pole-mounted transformer run along the XSC. Dimond Jim’s Liquor & Gifts store (Photo 14) and the Brown Bear Saloon are located on the mountain side of the highway, along the Indian Creek. Several 55-gallon drums, a boat, parked cars, and connex were observed alongside and behind the Brown Bear Saloon (Photo 15). A bike path originates from the Brown Bear Saloon parking lot and heads south beneath the Seward Highway to the Chugach State Park Indian Creek parking lot (Photo 16). The bike path continues along Cook Inlet.

The BBQ Pit is located west of the Brown Bear Saloon along the XSC at the intersection of Boretide Drive and Seward Highway (Photo 17). The Chugach Park View subdivision is located about 500 feet north of Mile 115 of the Seward Highway. Powerlines were observed within the XSC boundary. A 5,000-gallon water tank accessed for firefighting and ports were observed about 300 north of the highway and along Boretide Drive (Photo 18).

The Indian House restaurant (Photo 19) and Birch & Alder (Photo 20) restaurant are located around Mile 103.5 of the XSC. The Indian House restaurant was boarded up and appeared

to be abandoned. Refuse was observed near the Indian House restaurant. A multi-unit mobile home structure was observed north of the Indian House. (Photo 21)

The Indian Valley Mine is located around Mile 104 of the XSC (Photo 22). Only the parking lot was observed during the site visit.

Miles 104 through 108.5 of the Seward Highway are undeveloped. Powerlines were observed at various locations along the mountain side of the highway. Scenic turnouts are located around Mile 106.5, Mile 107.5, and Mile 108 of the XSC. The Rainbow trailhead and residential structures were observed at Mile 108.5 of the XSC.

Beluga Point scenic overlooks and parking lot are located on the inlet side of the highway at Mile 110 of the XSC (Photo 23).

McHugh Creek Scenic Overlook/Trailhead & Picnic Area is located at Mile 112 of the XSC. The lower parking lot was being used as a staging area for construction activities on the railroad tracks running along the inlet side of the Seward Highway. Crains, excavators, trucks, and other construction equipment were observed in this location. (Photo 24)

An Alaska Department of Transportation (ADOT) weigh station is located at Mile 114.5 of the XSC (Photo 25).

The Potter Creek trail head parking lot and the beginning of the Anchorage Soil and Water Conservation district is located at Mile 115 of the XSC. Powerlines were observed within the XSC (Photo 26).

The Chugach State Park Headquarters is located about 300 feet northeast of the Potter Creek trailhead parking lot, on the inlet side of the highway. The headquarters is composed of the Chugach State Park Potter Historic Site, the Potter Section House located at 18620 Seward Highway, and the Gas Line Station Inlet Crossing (Photo 27). Residential structures are located east of the Chugach State Park Headquarters, on the mountain side of the highway. Access to an ENSTAR natural gas pipeline was observed in this area (Photo 28).

Potter's Marsh was observed along the mountain side of the highway from Mile 115.5 through Mile 117.5 of the XSC (Photo 29). According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory database, Potter's Marsh includes about 374.28 acres of freshwater emergent wetlands, about 50.24 acres of freshwater forested/shrub wetlands, about 29.42 acres of estuarine and marine wetlands, and a 10.47 freshwater pond. A parking lot for Potter's Marsh is located near Mile 115.5 of the XSC. The Potter Marsh Wildlife

Viewing Boardwalk and parking area is accessed off 154th Avenue, near Mile 117.5 of the XSC (Photo 30). Residential structures and Alaska Frontier Services are located off 154th Avenue (Photo 31). The Rabbit Creek Shooting Range is located at 15222 New Seward Highway, on the inlet side of the highway (Photo 32), near Mile 117.5 of the XSC.

ARRC tracks run along the inlet side of the XSC, from Mile 98.5 through Mile 118 of the XSC.

## FINDINGS

Based on our opinion regarding the potential for a release, material threat of a release, or other threat to human health and the environment, we have identified the following potential environmental concerns:

- According to the DEC's database, three LUST sites and eight contaminated sites are located within or adjacent to the XSC. The "Essential 1 (former Shoreside Texaco) Bird Creek)" LUST site is located at 29383 Seward Highway, around Mile 101 of the XSC and the only "active" site within the XSC. The site was added to the DEC database in June 1995, when benzene-contaminated soil was encountered during the removal of two gasoline USTs. The DEC has requested additional groundwater monitoring and release investigation activities to define the extent of the soil and groundwater contamination, along with corrective action to remediate and/or remove the remaining contamination.
- Three separate DEC files associated the Defense Energy Indian Booster Pump Station, located around Mile 101.5 of the XSC. These sites have been designated "cleanup complete with institutional controls" by the DEC. Long-term groundwater monitoring has been set up by the DEC as part of the site closure terms.
- Sixteen spills were identified on the Spills located within and/or adjacent to the XSC. Fifteen of these spill cases have been closed by the DEC with no further action required. Spill No. 21239900602, identified as "Birdhouse Garage petroleum contamination septic" was a reported 20-gallon used oil spill that occurred on December 23, 2020. As of November 27, 2023, the DEC is in communication with the responsible party.
- According to the DEC's Solid Waste Management database, there is one retired Class III landfill identified as "Bird Creek Landfill" is located approximately 0.5 mile north of Mile 100.5 of the XSC. According to the database, the Bird Creek Landfill operated until December 1977 and was retired in December 1982.
- According to Anchorage Water and Wastewater Utility (AWWU) service maps, residential and commercial structures along the XSC between Mile 98.5 and 115 of the Seward Highway are not connected to public water and/or sewer services, and those between Mile 115-118 are potentially connected to sewer services only. Private drinking

water wells, septic tanks, and leach fields are potentially utilized on these locations. It is possible that contaminants, if present and improperly disposed through the septic systems, could be discharged to the subsurface soil and/or groundwater through potential leach fields.

- According to ENSTAR Natural Gas, natural gas services are available to residential and commercial structures along the XSC. Although natural gas services are available, it is possible that heating oil underground and/or above ground storage tanks are or have been used in the area. Releases from active and/or abandoned tanks associated with these structures could potentially impact the XSC's soil and/or groundwater.
- ARRC tracks run the entire length of the XSC along the Cook Inlet. It is our understanding that herbicides and diesel have been used by the ARRC to clear vegetation from railroad tracks. There is a potential that these products have been used along the tracks that border the XSC.
- The Rabbit Creek Shooting Range is located at 15222 New Seward Highway near Mile 117.5 of the XSC. Contamination from shooting ranges can include metals such as lead, copper, zinc, antimony, and mercury. These metals can leach into and contaminate soil and groundwater.
- Miscellaneous 5 to 10- gallon storage containers, storage tanks, parked vehicles, engine parts, and a parked boat were observed at various locations along the XSC. There is a potential that undocumented releases from these containers, storage tanks, and other items, could potentially impact the XSC and/or surrounding area.

## CLOSURE/LIMITATIONS

This report is an instrument of service prepared by Shannon & Wilson for the exclusive use of HDR Inc., herein referred to as the Client, and its affiliates. This report was prepared for the exclusive use of the Client for evaluating the Property as it relates to the environmental aspects discussed herein. The conclusions contained in this report are based on information provided from the observed site conditions, and other sources identified herein, and further assume that the conditions observed are representative of the conditions throughout the Property. The data presented in this report should be considered representative of the time of our site visit and research. Changes due to natural processes or human activity can occur over time. In addition, changes in government codes, regulations, or laws may occur. Because of such changes beyond our control, our observations and interpretations applicable to this Property may need to be revised.

In order to create a report on which the Client can rely, Shannon & Wilson worked closely with the Client and their representatives to develop the scope of services upon which all

subsequent tasks have been based. No party other than the Client and its affiliates is permitted by Shannon & Wilson to rely on this instrument of Shannon & Wilson's service. With the permission of the Client, Shannon & Wilson will meet with a third party, approved in writing by the Client, to identify the additional services required, if any, to permit such a third party to rely on the information contained in this report. Such reliance by any third party is limited to the same extent as the Client's reliance, and subject to the same contractual, technological and other limitations to which the Client has agreed.

Shannon & Wilson has prepared Attachment 2, "Important Information About Your Environmental Site Assessment/Evaluation Report," to assist you and others in understanding the use and limitations of our report.

Sincerely,


SHANNON & WILSON

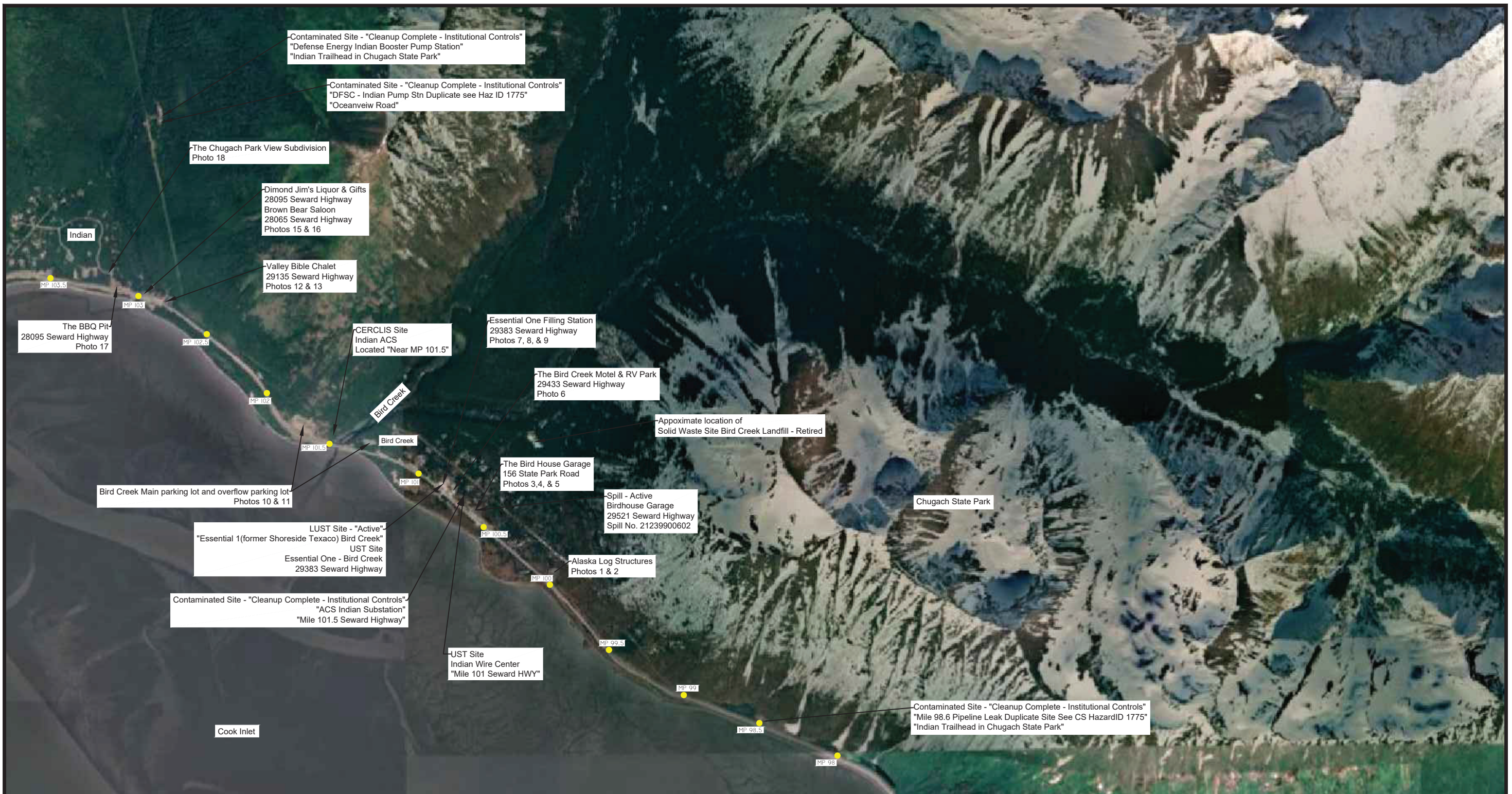


Jessa Tibbetts  
Environmental Scientist

Enc. Figures 1 through 4, Attachment 1 and 2  
Important Information About Your Environmental Site Assessment/Evaluation



Seward Highway Mile 98.5 - 118 Corridor Anchorage, Alaska	
<b>VICINITY MAP</b>	
August 2024	110192-001
 <b>SHANNON &amp; WILSON, INC.</b> Geotechnical and Environmental Consultants	<b>FIG. 1</b>

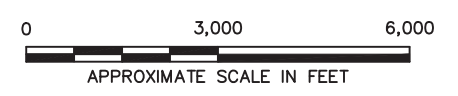


Map adapted from aerial imagery provided by GoogleEarth®, Image date: July 2014

**LEGEND**

- MP 98
- Approximate location of Mile Post 98 of the Seward Highway
- UST - Underground Storage Tank
- LUST - Leaking Underground Storage Tank
- CERCLIS - Comprehensive Environmental Response, Compensation, and Liability Information System

Note: The approximate locations UST sites, LUST sites, and Contaminated Sites are based on the Alaska Department of Environmental Conservation's (DEC's) UST database and interactive "Contaminated Sites Web Map". The approximate locations of CERCLIS sites are based on information from the Environmental Protection Agency's EnviroFacts database. The approximate spill locations are based on information from the DEC's Prevention Preparedness and Response (PPR) program Spills Database.



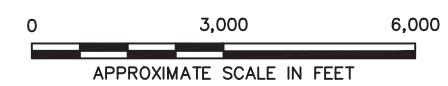
Seward Highway Mile 98.5 - 118 Corridor Anchorage, Alaska	
<b>DETAILED SITE PLAN</b>	
August 2024	110192-001
<b>SHANNON &amp; WILSON, INC.</b> <small>Geotechnical and Environmental Consultants</small>	<b>FIG. 2</b>



Map adapted from aerial imagery provided by GoogleEarth®, Image date: July 2014

**LEGEND**

- MP 113
- Approximate location of Mile Post 113 of the Seward Highway



Seward Highway Mile 98.5 - 118 Corridor Anchorage, Alaska	
<b>DETAILED SITE PLAN</b>	
August 2024	110192-001
<b>SHANNON &amp; WILSON, INC.</b> <small>Geotechnical and Environmental Consultants</small>	<b>FIG. 3</b>

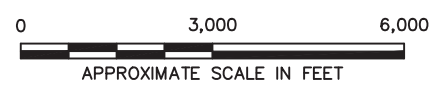


Map adapted from aerial imagery provided by GoogleEarth®, Image date: July 2014

**LEGEND**

- MP 118
  - Approximate location of Mile Post 118 of the Seward Highway
- LUST - Leaking Underground Storage Tank
- ADOT - Alaska Department of Transportation
- CERCLIS - Comprehensive Environmental Response, Compensation, and Liability Information System

Note: The approximate locations UST sites, LUST sites, and Contaminated Sites are based on the Alaska Department of Environmental Conservation's UST database and interactive "Contaminated Sites Web Map". The approximate locations of CERCLIS sites are based on information from the Environmental Protection Agency's EnviroFacts database.



Seward Highway Mile 98.5 - 118 Corridor Anchorage, Alaska	
<b>DETAILED SITE PLAN</b>	
August 2024	110192-001
<b>SHANNON &amp; WILSON, INC.</b> <small>Geotechnical and Environmental Consultants</small>	<b>FIG. 4</b>

Attachment 1

PHOTOS

Photos 1 & 2



Photo 1: Looking northeast at 29859 Seward Highway, located at Mile 100 of the XSC. (September 27, 2023)



Photo 2: Looking east at telecommunication pole and utility lines running parallel to the Seward Highway along the northern boundary of the XSC at Mile 100. (September 27, 2023)

Photos 3 & 4



Photo 3: Looking east at 156 State Park Road is located near Mile 100.5 of the XSC. Several parked cars, engine parts, a boat, recreational vehicle, and a refuse dumpster were observed at this location. (September 27, 2023)



Photo 4: Looking northeast at structures south of 156 State Park Road. Tires, engine parts, and 5 to 10- gallon gasoline canisters were observed at this location. (September 27, 2023)

Photos 5 & 6



Photo 5: Looking northeast at buried a buried fiber optic cable along the Seward Highway near Mile 100.5 of XSC. (September 27, 2023)



Photo 6: Looking northeast at Bird Creek Motel & RV, located at 29433 Seward Highway near Mile 101 of the XSC. (September 27, 2023)

Photos 7 & 8



Photo 7: Looking northeast at Essential One, located at 29383 Seward Highway near Mile 101 of XSC. (September 27, 2023)



Photo 8: Looking southwest at pump islands and the parking lot of 29383 Seward Highway. (September 27, 2023)

Photos 9 & 10



Photo 9: Looking west at the fenced-in AST located south of the Essential One building. (September 27, 2023)



Photo 10: Looking northwest at the unpaved overflow lot for Bird Creek, near Mile 101.25 of the XSC. (September 27, 2023)

Photos 11 & 12



Photo 11: Looking southeast at the Bird Creek paved parking lot, located near Mile 101.5 of the XSC. (September 27, 2023)



Photo 12: Looking northwest at the Valley Bible Chalet and associated structures, located near Mile 103 of the XSC. (November 2, 2023)

Photos 13 & 14



Photo 13: Looking south at powerlines and CEA pole-mounted transformer, buried natural gas pipeline markers, and fenced-in ENSTAR pipeline access, located east of the Valley Bible Chalet. (November 2, 2023)



Photo 14: Looking south at Dimond Jim's Liquor & Gift shop, unpaved parking lot, residential structures, powerlines, and pole-mounted transformer located near Mile 103 of the XSC. (November 2, 2023)

Photos 15 & 16



Photo 15: Looking west at the Brown Bear Saloon, located near Mile 103 of the XSC. Several 55-gallon drums, a boat, parked cars, and connex were observed near the structure. (November 2, 2023)



Photo 16: Looking north at a paved bike path located north of the Brown Bear Saloon, near Mile 103 of the XSC that heads west towards and beneath the Seward Highway. (November 2, 2023)

Photos 17 & 18



Photo 17: Looking south at the BBQ Pit restaurant and unpaved parking lot located at 27957 Seward Highway, near Mile 103.5 of the XSC. (November 2, 2023)



Photo 18: Looking south at water tank ports located along Boretide Drive and south of the Chugach Park View Subdivision, near Mile 103.5 of the XSC. (November 2, 2023)

Photos 19 & 20



Photo 19: Looking north at the Indian House restaurant located around Mile 103.5 of the XSC. (November 2, 2023)



Photo 20: Looking northwest at the Birch & Alder restaurant and unpaved parking lot located around Mile 103.5 of the XSC. (November 2, 2023)

Photos 21 & 22



Photo 21: Looking west at a shed, refuse, powerlines, pole-mounted transformer, and multi-unit mobile home observed behind the Indian House restaurant. (November 2, 2023)



Photo 22: Looking northwest at the Indian Valley Mine is located around Mile 104 of the XSC. (November 2, 2023)

Photos 23 & 24



Photo 23: Looking southeast at the Beluga Point from a scenic overlook located at Mile 110 of the XSC. (November 2, 2023)



Photo 24: Looking south at construction activities on the railroad tracks along the Cook Inlet side of the highway near Mile 112 of the XSC. (November 2, 2023)

Photos 25 & 26



Photo 25: Looking northwest at the ADOT weigh station located near Mile 114.5 of the XSC. (November 2, 2023)



Photo 26: Looking southeast at the Potter Creek trail head parking lot, located at Mile 115 of the XSC. (December 4, 2023)

Photos 27 & 28



Photo 27: Looking south at the Chugach State Park Potter Historic Site, located along the Cook Inlet side of the XSC near Mile 115.25. (December 4, 2023)



Photo 28: Looking northeast at a posted sign and access port for an ENSTAR natural gas pipeline located near Mile 115.25 of the XSC. (December 4, 2023)

Photos 29 & 30



Photo 29: Looking north at Potter Marsh from the parking area located at Mile 115.5 of the XSC. (December 4, 2023)



Photo 30: Looking south at the Potter Marsh Wildlife Viewing Boardwalk located near Mile 117.5 of the XSC. (December 4, 2023)

Photos 31 & 32



Photo 31: Looking west at Alaska Frontier Services located off 154<sup>th</sup> Avenue and north of Potter Marh, near Mile 117.75 of the XSC. (December 4, 2023)



Photo 32: Looking west at the Rabbit Creek Shooting Range located on the Cook Inlet side of the XSC, near Mile 117.75. (December 4, 2023)

Attachment 2

IMPORTANT INFORMATION

## ENVIRONMENTAL SITE ASSESSMENTS/EVALUATIONS ARE PERFORMED FOR SPECIFIC PURPOSES AND FOR SPECIFIC CLIENTS.

This report was prepared to meet the needs you specified with respect to your specific site and your risk management preferences. Unless indicated otherwise, we prepared your report expressly for you and for the purposes you indicated. No one other than you should use this report for any purpose without first conferring with us. No one is authorized to use this report for any purpose other than that originally contemplated without our prior written consent.

The findings and conclusions documented in this site assessment/evaluation have been prepared for specific application to this project and have been developed in a manner consistent with that level of care and skill normally exercised by members of the environmental science profession currently practicing under similar conditions in this area. The conclusions presented are based on interpretation of information currently available to us and are made within the operational scope, budget, and schedule constraints of this project. No warranty, express or implied, is made.

## OUR REPORT IS BASED ON PROJECT-SPECIFIC FACTORS.

Our environmental site assessment is based on several factors and may include (but not be limited to) reviewing public documents to chronicle site ownership for the past 30, 40, or more years; investigating the site's regulatory history to learn about permits granted or citations issued; determining prior uses of the site and those adjacent to it; reviewing available topographic and real estate maps, historical aerial photos, geologic information, and hydrologic data; reviewing readily available published information about surface and subsurface conditions; reviewing federal and state lists of known and potentially contaminated sites; evaluating the potential for naturally occurring hazards; and interviewing public officials, owners/operators, and/or adjacent owners with respect to local concerns and environmental conditions.

Except as noted within the text of the report, no sampling or quantitative laboratory testing was performed by us as part of this site assessment. Where such analyses were conducted by an outside laboratory, Shannon & Wilson relied upon the data provided and did not conduct an independent evaluation regarding the reliability of the data.

## CONDITIONS CAN CHANGE.

Site conditions, both surface and subsurface, may be affected as a result of natural processes or human influence. An environmental site assessment/evaluation is based on conditions that existed at the time of the evaluation. Because so many aspects of a historical review rely on third-party information, most consultants will refuse to certify (warrant) that a site is free of contaminants, as it is impossible to know with absolute certainty if such a condition exists. Contaminants may be present in areas that were not surveyed or sampled or may migrate to areas that showed no signs of contamination at the time they were studied.

Unless your consultant indicates otherwise, your report should not be construed to represent geotechnical subsurface conditions at or adjacent to the site and does not provide sufficient information for construction-related activities. Your report also should not be used following floods, earthquakes, or other acts of nature; if the size or configuration of the site is altered; if the location of the site is modified; or if there is a change of ownership and/or use of the property.

## INCIDENTAL DAMAGE MAY OCCUR DURING SAMPLING ACTIVITIES.

Incidental damage to a facility may occur during sampling activities. Asbestos and lead-based paint sampling often require destructive sampling of pipe insulation, floor tile, walls, doors, ceiling tile, roofing, and other building materials. Shannon & Wilson does not provide for paint repair. Limited repair of asbestos sample locations is provided. However, Shannon & Wilson neither warrants repairs made by our field personnel, nor are we held liable for injuries or damages as a result of those repairs. If you desire a specific form of repair, such as those provided by a licensed roofing contractor, you need to request the specific repair at the time of the proposal. The owner is responsible for repair methods that are not specified in the proposal.

## READ RESPONSIBILITY CLAUSES CAREFULLY.

Environmental site assessments/evaluations are less exact than other design disciplines because they are based extensively on judgment and opinion and there may not have been any (or very limited) investigation of actual subsurface conditions. Wholly unwarranted claims have been lodged against consultants. To limit this exposure, consultants have developed a number of clauses for use in their contracts, reports, and other documents. These responsibility clauses are not exculpatory clauses designed to transfer the consultant's liabilities to other parties; rather, they are definitive clauses that identify where responsibilities begin and end. Their use helps all parties involved recognize their individual responsibilities and take appropriate action. Some of these definitive clauses may appear in this report, and you are encouraged to read them closely. Your consultant will be pleased to give full and frank answers to your questions.

Consultants cannot accept responsibility for problems that may develop if they are not consulted after factors considered in their reports have changed or conditions at the site have changed. Therefore, it is incumbent upon you to notify your consultant of any factors that may have changed prior to submission of the final assessment/evaluation.

An assessment/evaluation of a site helps reduce your risk but does not eliminate it. Even the most rigorous professional assessment may fail to identify all existing conditions.

## ONE OF THE OBLIGATIONS OF YOUR CONSULTANT IS TO PROTECT THE SAFETY, HEALTH, PROPERTY, AND WELFARE OF THE PUBLIC.

If our environmental site assessment/evaluation discloses the existence of conditions that may endanger the safety, health, property, or welfare of the public, we may be obligated under rules of professional conduct, statutory law, or common law to notify you and others of these conditions.

**The preceding paragraphs are based on information provided by the ASFE/Association of Engineering Firms Practicing in the Geosciences, Silver Spring, Maryland**