Record of Environmental Consideration
Mooring Points
Lower Kuskokwim River Region, Alaska

The Denali Commission will use Federal funding to install barge mooring points at Crooked Creek, Lower Kalskag, Upper Kalskag, Akiachak, Goodnews Bay, and Kongiganak in the lower Kuskokwim River drainage and the coast of western Alaska. Figure 1 shows Akiachak along with other communities on the Kuskokwim River near Bethel. Figure 2 shows Crooked Creek, Lower Kalskag, Upper Kalskag on the Kuskokwim River. Figure 3 shows Kongiganak, Goodnews Bay, and other communities of the region along the coast of the Yukon-Kuskokwim delta.

The action is needed to provide safe moorage for barges that serve this remote area. None of these communities are connected to the road system, and barge landing sites are used to deliver all the fuel and most other commodities essential to their existence. Tugs must hold barges in position against river currents while fuel and commodities are offloaded at each of these communities because existing landing sites do not have adequate moorings. Holding the barges in this manner wastes fuel and crew time, causes bank erosion from prop scour, and increases the potential for cargo loss and fuel spills. The proposed action will largely eliminate those problems at each of the target communities.

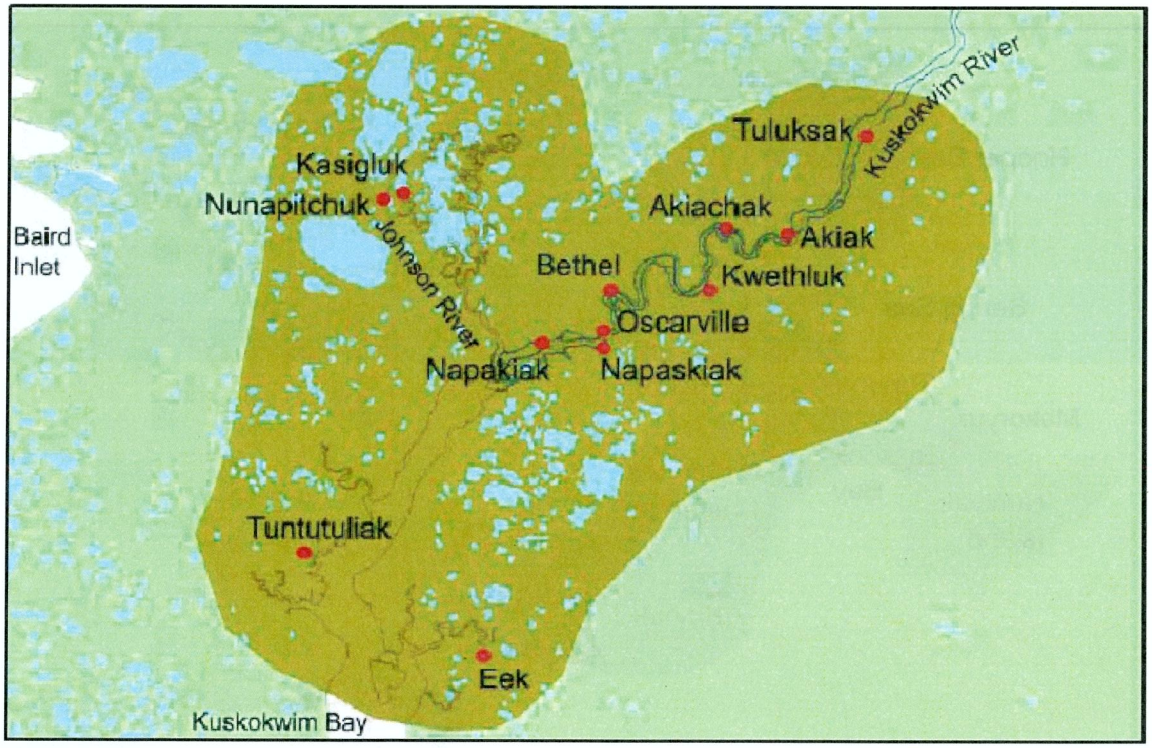

Figure 1 Lower Kuskokwim River Communities

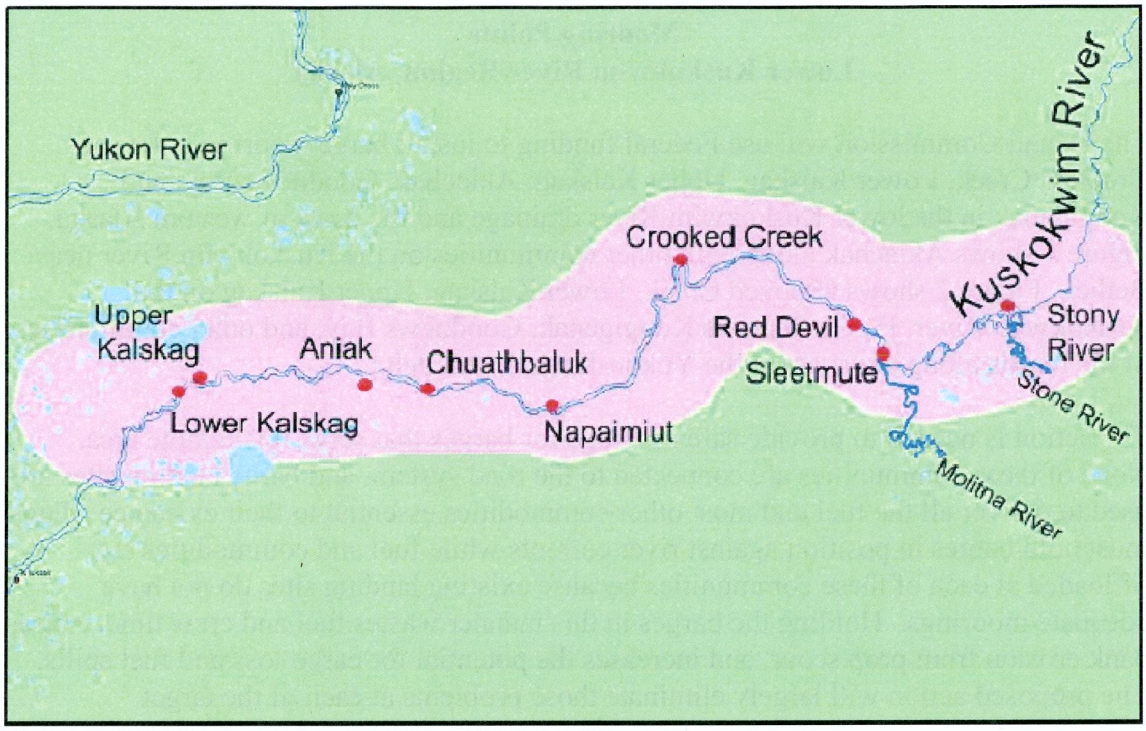

Figure 2 Middle Kuskokwim River Communities

Figure 3 Kuskokwim River Delta and Nunivak Island Communities

The mooring points will be anchored by 12-inch steel pipe piles driven to depths of 30 to 40 feet. The embedded pipe piles will be fitted with "T-top" bollards or chains for barge mooring lines. Pipe piles to be used for T-top mooring points will be cut off approximately 3 feet above the ground and fitted with a bollard to form the T-top. Pipe piles to be used for chain mooring points will be cut off just below ground level and fitted with a chain for attaching barge mooring lines. Communities and barge services were contacted to determine which type of attachment point would serve best. Figures 2 and 3 show the two types of mooring points.

Figure 2. A T-top barge mooring point at Kwigillingok

Figure 3. A chain barge mooring point being installed at Chevak

The project will be constructed with Federal Highway Administration funds and will be available for public use. All construction will be at or adjacent to existing barge landings, staging areas, or fuel headers serving public needs. The attached appendix shows locations of mooring points at each community and provides information about site conditions and ownership.

The action is in the coastal zone and is subject to review for consistency with state and regional coastal zone management planning. A negative determination for Crooked Creek, Lower Kalskag, Upper Kalskag, Akiachak, Goodnews Bay, and Kongiganak is being submitted to the Alaska Department of Natural Resources for concurrence. No ground disturbing action will be taken until concurrence is received. Placing and using the mooring points will not require placement of fill material, so a Clean Water Act Section 404 permit is not required. Some of the sites are within a national wildlife refuge; this action is consistent with refuge management plans and permitted uses. The sites do not have any other special use designation or protected status.

The action will not adversely affect air or water quality, endangered or threatened species, marine mammals, or fish populations. The sites do not require Section 4(f)

consideration. There are no listed cultural resources sites at or near the project site, and the Alaska District, U.S. Army Corps of Engineers archeologist has determined that the action will not adversely affect cultural resources. The State Historic Preservation Officer has concurred, but may require that an archeologist is on-site to monitor activities at specified sites.

The action will use equipment and methods similar to those used for placing piling for minor construction of bridge and bulkhead structures. Those activities are categorically excluded from further review requirements under Federal Highways Administration regulations for implementation of the National Environmental Policy Act (NEPA) and similar actions are categorically excluded by other Federal agencies. An environmental assessment is not required to determine this action will not significantly affect the human environment. No further action is required to fulfill NEPA requirements.

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Director of Programs
Denali Commission

Appendix

Mooring Points
Lower Kuskokwim River Region
Record of Environmental Consideration
Appendix

Akiachak

Two chain mooring points will be placed at one location near the primary bulk fuel storage tanks serving the community. Existing fuel headers and storage areas will be used. Figure 1 shows where the mooring points will be installed. Property at the site is owned by Akiachak Limited, the village Native corporation. The mooring points will be placed above ordinary high water.

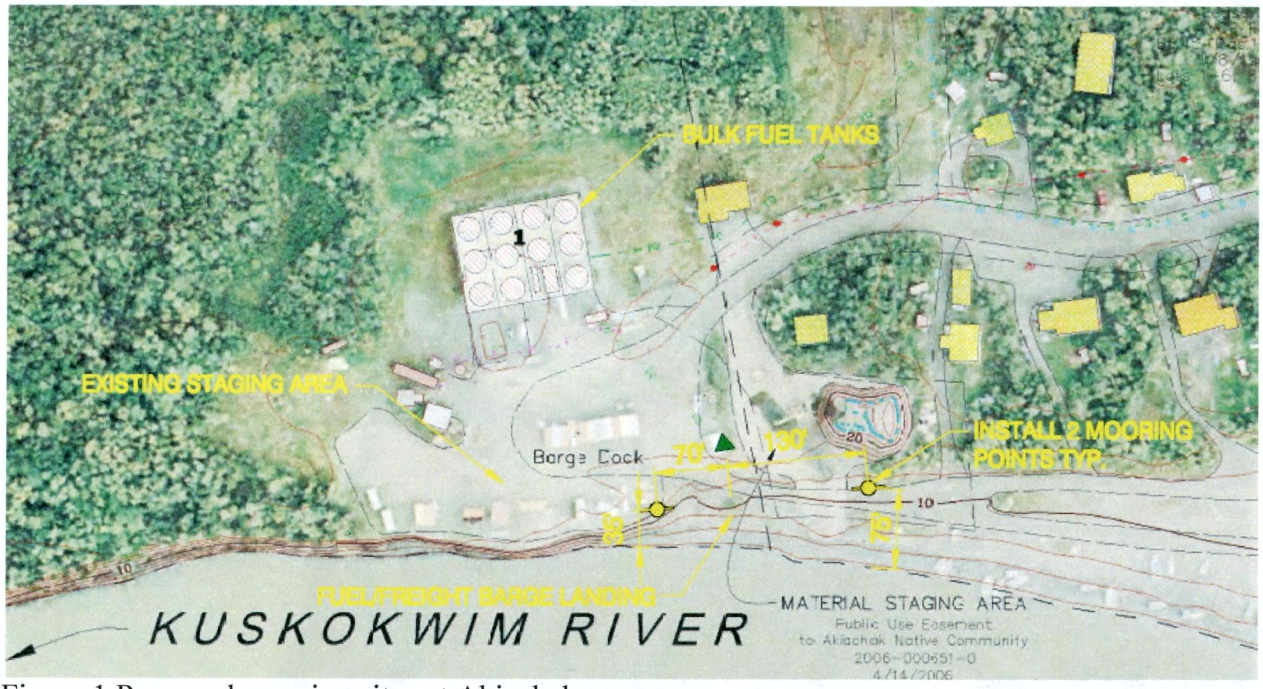

Figure 1 Proposed mooring sites at Akiachak

Crooked Creek

Three chain mooring points will be placed at one location adjacent to an existing barge landing. Figure 2 shows where the mooring points will be installed. Property at the site is owned by the Kuskokwim Corporation, a Native corporation. The mooring points will be placed above ordinary high water.

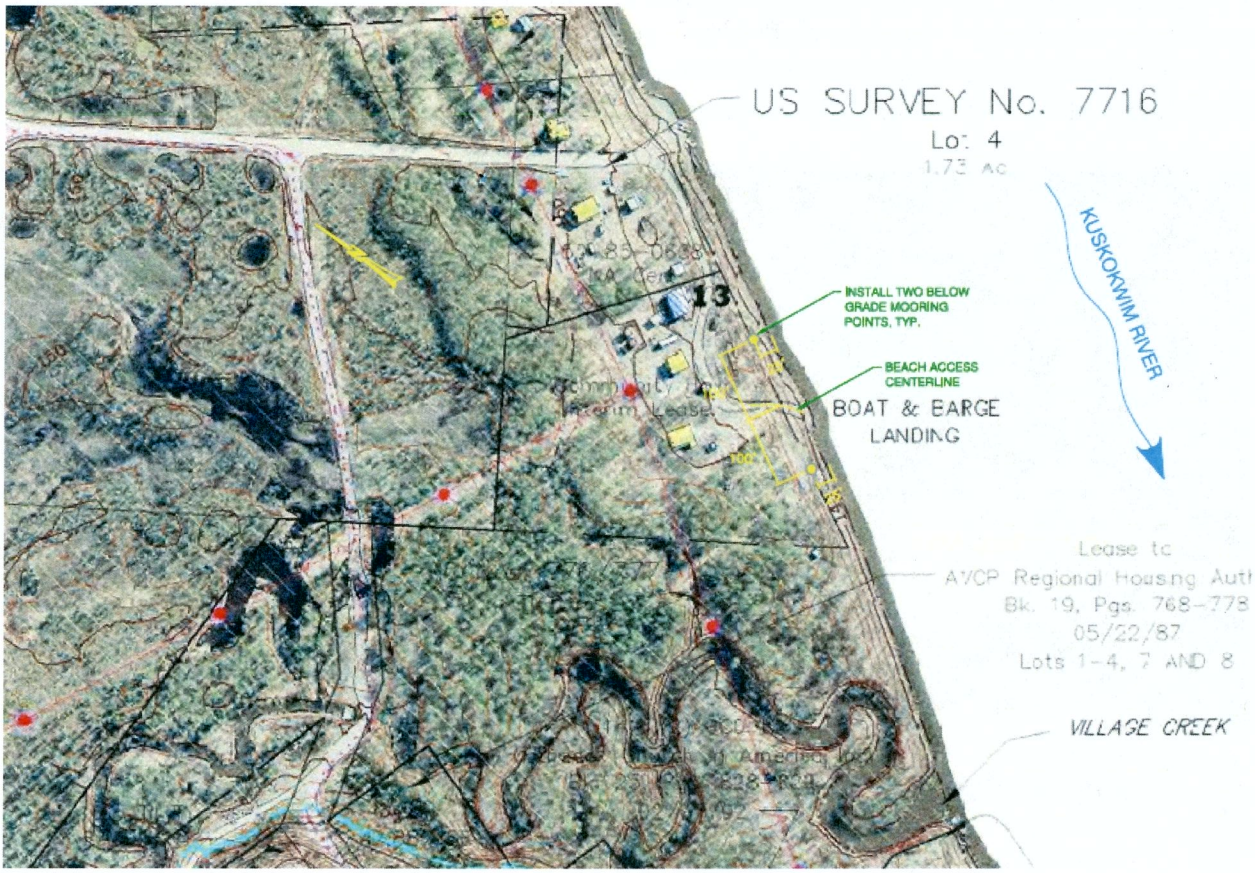

Figure 2 Proposed barge mooring sites at Crooked Creek

Goodnews Bay

Two chain mooring points will be placed at one location above mean higher high water adjacent to an existing barge landing site. Existing staging areas will be used. Figure 3 shows where the mooring points will be installed. Property at the site has been deeded to the Alaska Department of Transportation and Public Facilities.

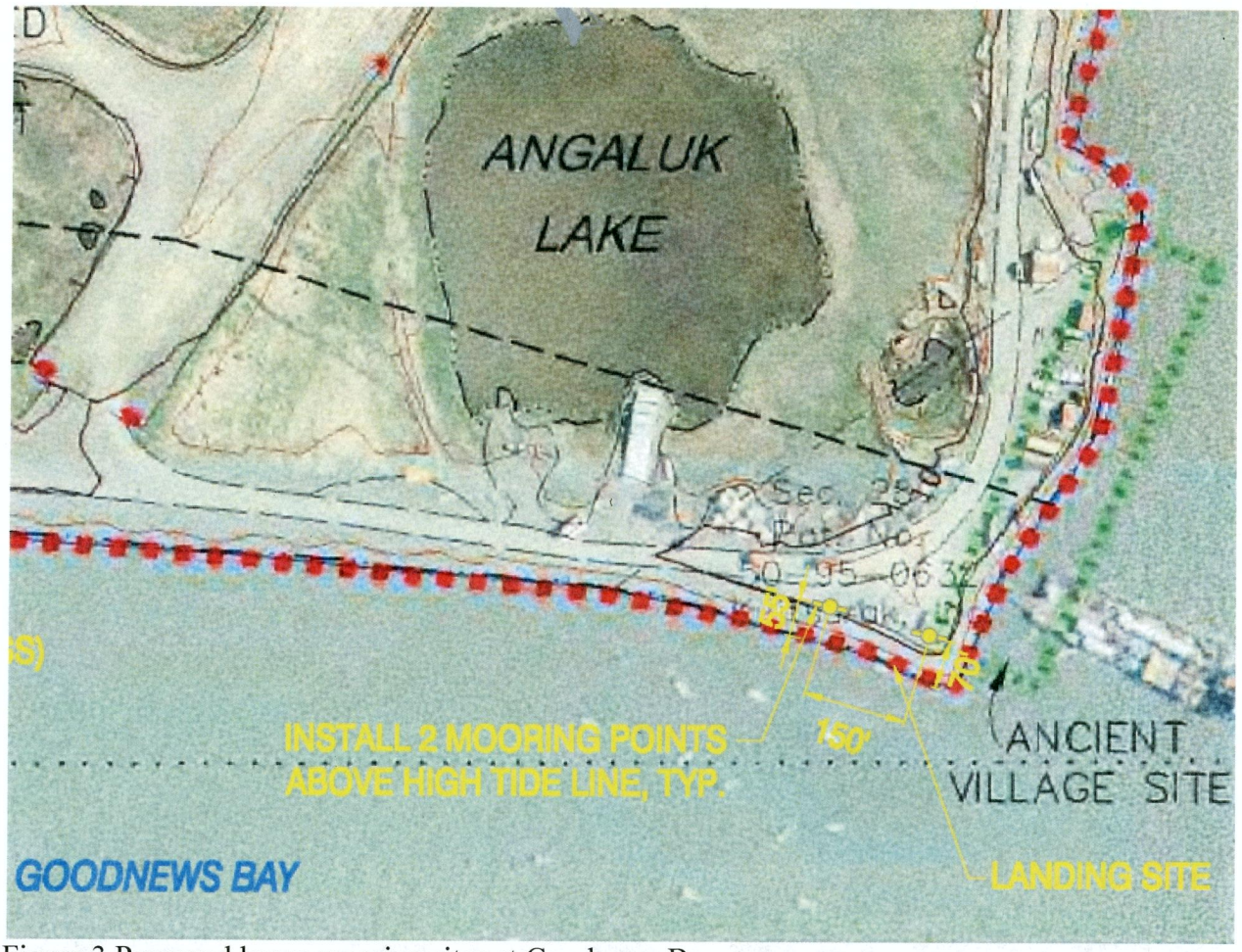

Figure 3 Proposed barge mooring sites at Goodnews Bay

Kongiganak

Two chain mooring points will be placed at each of two locations above ordinary high water adjacent to the Kongnignanohk River. Both locations are at existing barge landing sites. The upstream site (site A) is shown in figure 4 and is at a site where fuel and freight are offloaded. The downstream site (site B) is shown in figure 5 and is a freight off-loading site. Both sites are owned by Qemirtalek Coast Corporation, the village corporation.

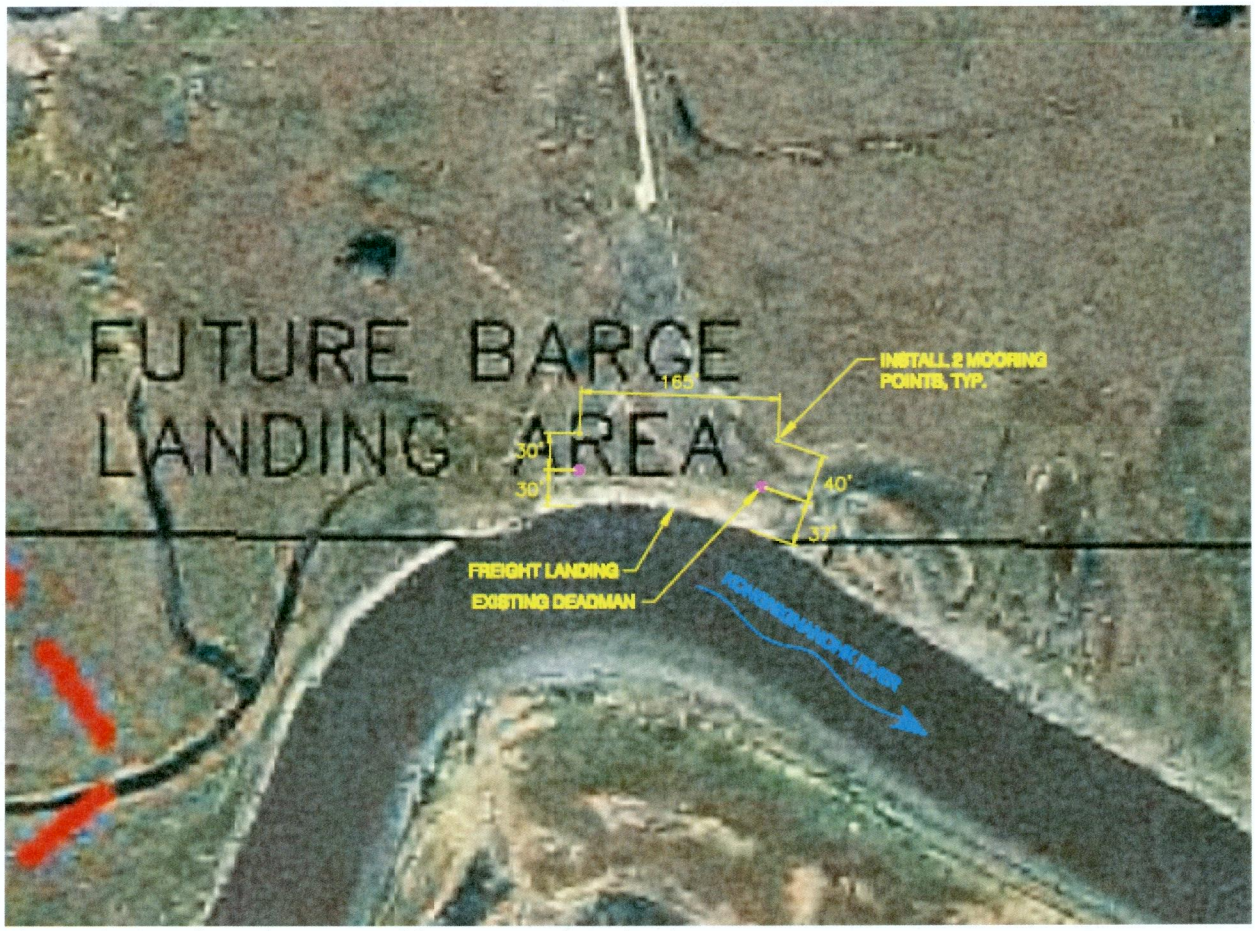

Figure 4 Kongiganak proposed barge mooring site A

Figure 5 Kongiganak proposed mooring site B

Lower Kalskag

Two bollard mooring points will be placed at one location above ordinary high water adjacent to the Kuskokwim River (figure 6). This site is currently used for fuel transfer and for off-loading freight. The site is owned by the City of Lower Kalskag.

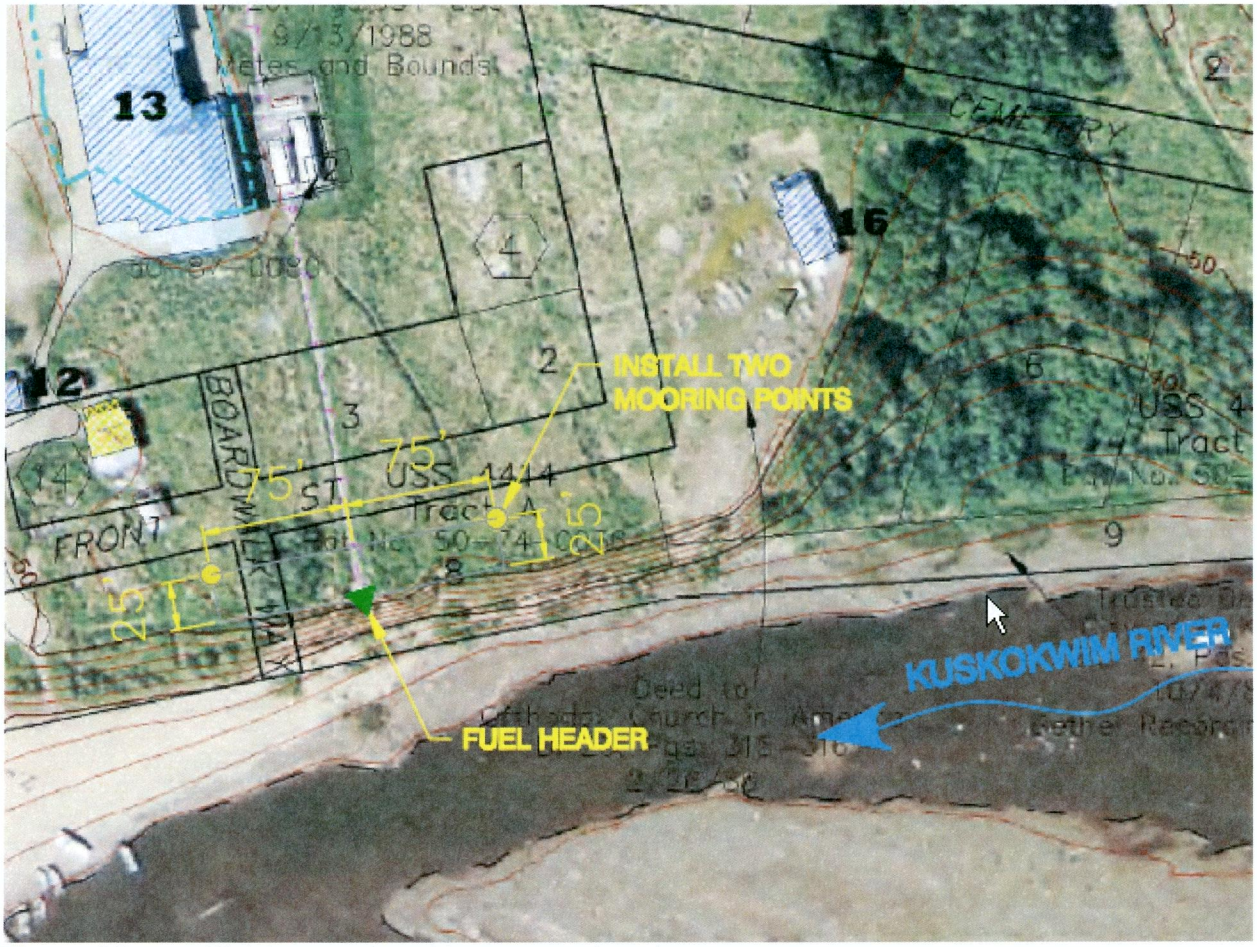

Figure 6 Lower Kalskag proposed barge mooring site

Upper Kalskag

Two mooring points will be placed at each of three locations above ordinary high water adjacent to the Kuskokwim River. The fuel landing site is adjacent to a fuel header that transfers fuel for storage at the community power plant. Two Bollard mooring points will be placed at this site. The downstream site is currently used for off-loading freight. One bollard and one chain mooring point will be placed at this site. The upstream site is near a fuel header used to off-load fuel from barges for the school. Two bollard mooring points will be placed at this site. The mooring sites are shown in figures 7, 8, and 9. All three sites are owned by the City of Upper Kalskag.

Figure 7 Upper Kalskag fuel landing proposed mooring site

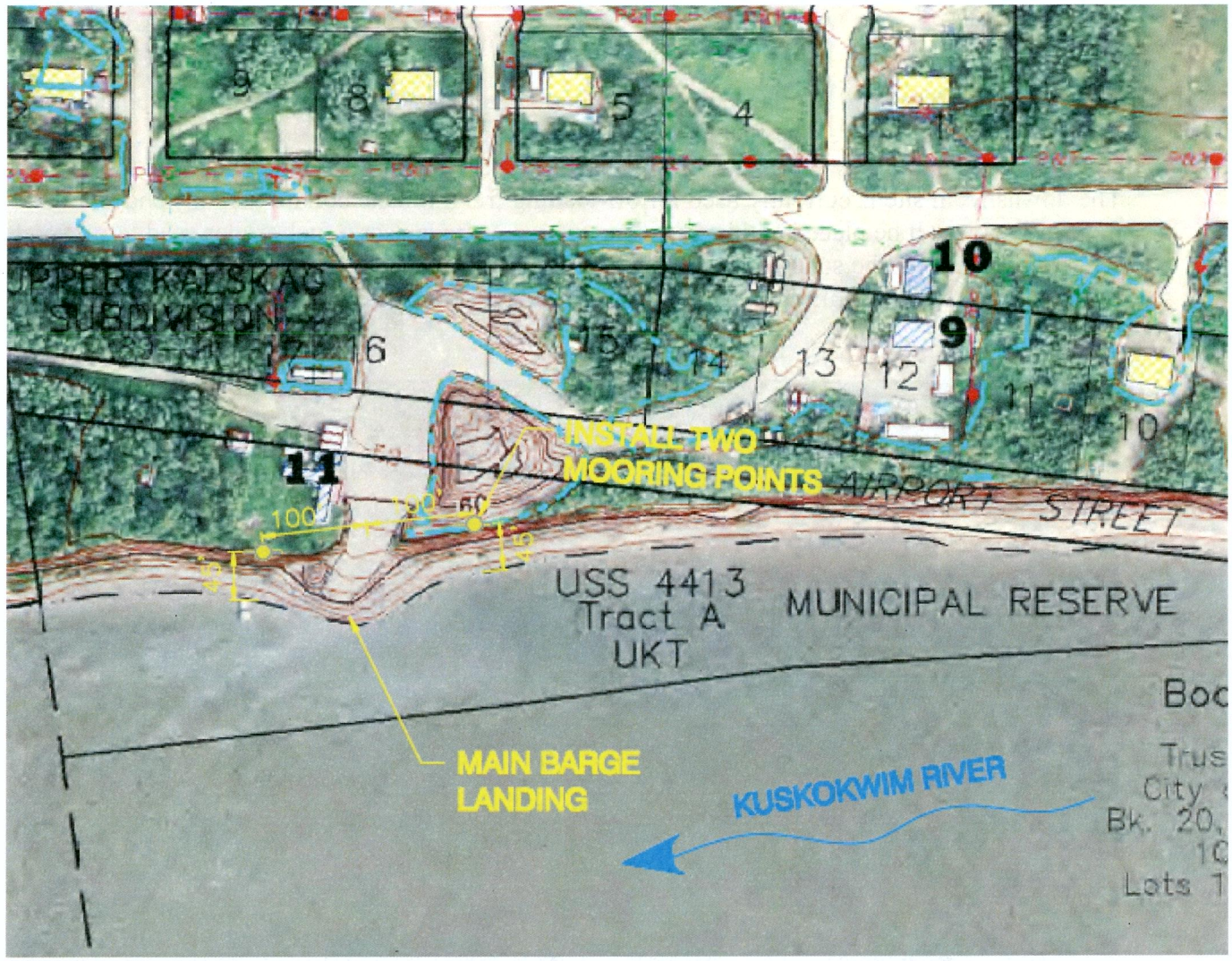

Figure 8 Upper Kalskag proposed downstream mooring site

Figure 9 Upper Kalskag proposed upstream mooring site