

Record of Environmental Consideration
Mooring Points
Tuntutuliak, Alaska

The Denali Commission will use Federal funding to install seven barge mooring points at three sites along the Kinak River in Tuntutuliak in western Alaska. Two mooring points 200 feet apart near the school will be 60 feet inland from the river bank. One mooring point at the school site will be left 3 feet above ground; the other will be buried. At the cargo offloading site near the west end of the old airstrip, three mooring points will be buried 60 feet inland from the river bank and 150 feet apart. Upstream of the old National Guard Armory, two mooring points will be placed 60 feet inland from the river bank and 200 feet apart. The mooring points at that location will be left 3 feet above ground. Attached figures show mooring site locations and conditions.

The mooring points will be anchored by 12-inch steel pipe piles driven to a depth of 30 to 40 feet. Buried piles will be cut off 1 foot below existing grade, and a section of bollard and chain will be attached to the head of each pile for mooring barges. Piles left 3 feet above ground level will be fitted with bollards for barge mooring lines. Each mooring point will be approximately 60 feet inshore from the river bank. The attached figure shows where mooring points will be installed. The project will be constructed with Federal Highway Administration funds and will be owned and maintained by the Tuntutuliak IRA Council. The contractor for this action is working at this site and will use the same equipment and construction methods that are being used to construct nearby facilities for the Alaska Village Electric Cooperative (AVEC).

The action is needed to provide safe moorage for barges that serve this remote community. Tuntutuliak is not connected to the road system, and barge service is essential to the continued viability of the community. The existing barge landing sites are at the end of boardwalks from town and are used for to receive delivery of all the fuel and most other commodities to the community. There are not now any mooring points at the barge landings, so a tug must hold each barge in position while fuel and commodities are offloaded. This action 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.

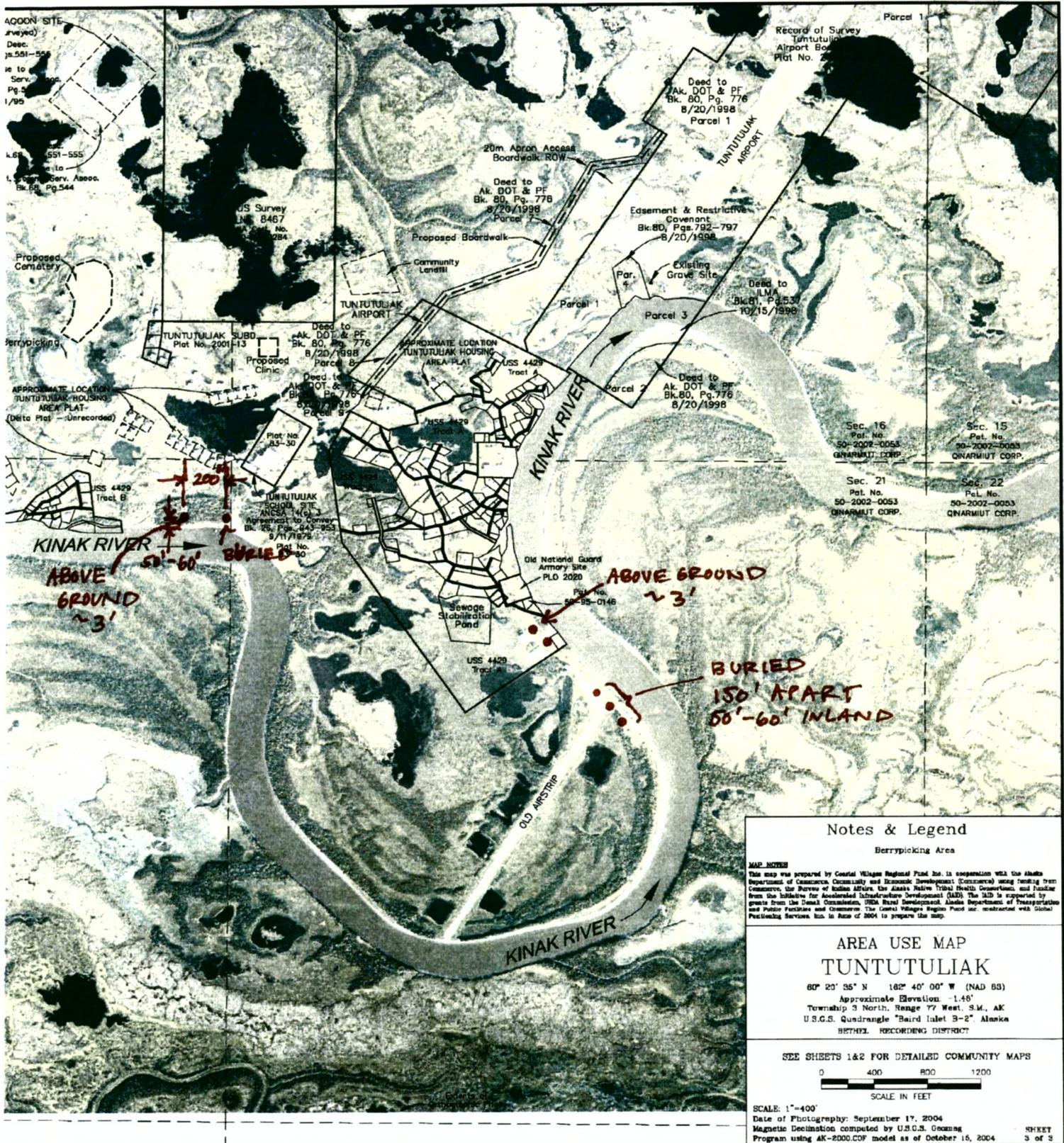
The project features and all construction will be at the existing barge landings and staging areas owned by the state or the Native Village of Tuntutuliak. The three mooring sites are on level, moist or wet tundra that has been modified by human use. Vegetation has been damaged and habitat value is diminished. The mooring sites are not in a designated floodplain, but are in the Kinak River floodplain and are likely to be inundated occasionally. All three sites are in wetlands that are in jurisdictional waters of the United States. Placing and using the mooring points will not require placement of fill material, so a Clean Water Act Section 404 permit is not required. The sites do not have any other special use or protected status.

The action will not adversely affect air or water quality, endangered or threatened species, marine mammals, or fish populations. The site does not qualify for Section 4(f) consideration. No state or Federal permits are required. The action is in the coastal zone; a negative determination has been submitted to the Alaska Department of Natural Resources for concurrence. No ground disturbing action will be taken until concurrence is received. 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, provided that an archeologist is on-site to monitor activities at specified sites.

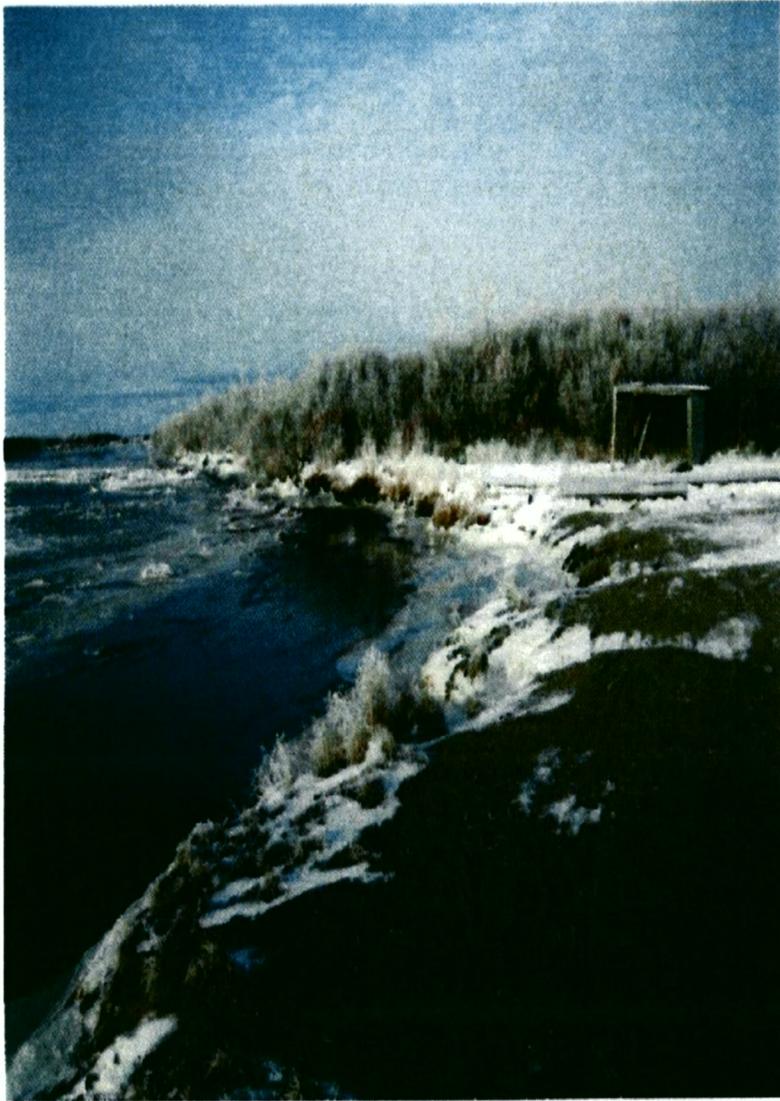
The action will use equipment and methods similar to those used for placing piling for minor construction of bridge and bulkhead structures. Those activities are categorically excluded from further review requirements under Federal Highways Administration regulations for implementation of the National Environmental Policy Act (NEPA). Therefore, an environmental assessment is not required and no further action is required to fulfill NEPA requirements.

A handwritten signature in blue ink, appearing to read 'Tessa L.D. Rinner', with the word 'for' written in smaller cursive below it.

Tessa L.D. Rinner, MPA
Director of Programs
Denali Commission



Tuntutuliak Denali Commission mooring sites



Mooring point location at the school site. The piles will be driven at the edge of the alders and willows or in the willows and alders.



Cargo offload site. Piles will be driven in the vicinity of the containers on the site.



Consolidated fuel offload site with the boardwalk under the snow where the vehicle tracks are. The piles will be driven on the right side of the tracks.