Federal Highway Administration
Finding of No Significant Impact

For

Aleknagik Wood River Bridge
Project No. STP-001(152)/53581

The Alaska Department of Transportation and Public Facilities (Department) proposes to improve overland access between the community of Aleknagik, located on the north and south shores of Lake Aleknagik. The proposed project would (1) construct a bridge over the Wood River and (2) construct gravel access roads on the north and south shores to connect the bridge to the community.

The Preferred Alternative for the project includes Bridge Site B, Bridge Structure Type A, South Shore Alignment 1, and North Shore Alignment C.

The bridge would be built over the Wood River approximately 1.6 kilometer (1 mile) east of the community, downstream on the Wood River where it narrows to approximately 90 meters (300 feet) in width. The bridge would be 135 meters (442 feet) long and include two 3-meter (10-foot)-wide traffic lanes with 1.5-meter (5-foot) shoulders to accommodate pedestrians and bicycles. The bridge would be constructed to allow a minimum vertical clearance of 11 meters (36 feet). The bridge would have three spans and would require two piers with four supporting piles for each pier in the Wood River.

Access roads would need to be built on both the north and south shores of the lake to connect the community to the bridge. On the south shore, the access road to the bridge site would begin at the intersection of the Dillingham-Aleknagik Road and Suravak (Huckleberry) Road and extend along Suravak Road for approximately 1,970 meters (6,460 feet) until Suravak Road ends. Along Suravak the access road would generally follow the existing road, but would smooth several sharp curves. At the end of Suravak Road, the proposed road would then extend to the east through undisturbed habitat for approximately 610 meters (2,000 feet) to the proposed bridge site. The entire south shore access road would be approximately 2,580 meters (8,460 feet) long.

From the north shore of the Wood River, the access road would make a wide turn to the west from the bridge site through undeveloped land for approximately 610 meters (2,000 feet). The proposed road would then join an existing unnamed road approximately 50 meters (165 feet) east of the old dump site. The access road would then travel east across Mission Creek to the intersection with Wood River Way. At the intersection of Wood River Way, the road would turn north on Wood River Way. After approximately 150 meters (500 feet) the road would curve to the northwest, traversing through a portion of the Sturneq HUD Subdivision, and finally joining Peter Krause Sr. Drive at its intersection with George H. Ilutsik Loop Road. The north shore access road is approximately 1,420 meters (4,670 feet) long.
A footpath would be constructed to the river bank at the crossing site to prevent long-term erosion and water quality problems from pedestrians accessing the river at this location. The footpath would be 3 meters (10 feet) wide and would be constructed of gravel with timber steps.

The Department proposes the following preliminary mitigation measures to minimize project impacts:

- Obtain all necessary permits and agency approvals listed above and abide by the conditions of each permit; including potential construction windows established in consultation with the Office of Habitat Management and Permitting (OHMP) and the National Marine Fisheries Service (NMFS) to prevent any obstruction or disturbance of migrating salmonids or siltation of downstream salmon redds.

- Prepare an Erosion and Sediment Control Plan to be submitted to the Alaska Department of Environmental Conservation for approval.

- Require the construction contractor to prepare a Stormwater Pollution Prevention Plan and Hazardous Material Control Plan and to comply with those plans.

- Require the construction contractor to acquire all environmental permits and clearances for contractor-supplied material sites, disposal sites, and offsite support areas before use of these locations.

- Use Best Management Practices during construction to minimize erosion and sedimentation.

- Design and install a crossing structure at Mission Creek to minimize impacts to Essential Fish Habitat.

- Provide pedestrian access to the Wood River in the vicinity of the bridge to minimize the potential for bank erosion.

- Continue to coordinate with NMFS and OHMP on more specific conservation and mitigation measures during final design of the project.

- Use a vibratory hammer when driving hollow steel piles to the extent possible.

- Monitor sound pressure levels during pile driving to ensure that they do not exceed the 180-dB threshold for injury to fish, and implement measures to attenuate the sound should sound pressure levels exceed the 180-dB threshold.

- If a temporary bridge is used to construct the permanent bridge, remove the temporary piles completely rather than cutting or breaking them off.

- Evaluate use of a barge instead of a temporary bridge to construct the permanent bridge.
Design and construct approach access roads with appropriate stormwater controls to minimize direct stormwater runoff into the river.

The Federal Highway Administration (FHWA) has conducted an independent review of the attached Revised Environmental Assessment (EA) and the Department's responses to comments received on the EA and has determined that the Preferred Alternative will not have a significant impact on the human environment. The FHWA finds that the revised EA adequately and accurately discusses the need, environmental issues, and impacts of the proposed project as well as the comments provided by the public and agencies during the EA review period. It complies with Executive Order 11990, Protection of Wetlands, Executive Order 11988, Floodplain Management, and Executive Order 12898, Environmental Justice.

The FHWA has determined that the revised EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement will not be required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached revised EA.

8-24-04
Date

[Signature]
Env Programs Manager
For FHWA (Name and Title)