

FINDING OF NO SIGNIFICANT IMPACT  
MANOKOTAK SECOND & THIRD STREET REHABILITATION PROJECT  
ENVIRONMENTAL ASSESSMENT (EA-20-41440)

BRISTOL PROJECT NO. 32150007

BUREAU OF INDIAN AFFAIRS

ALASKA REGIONAL OFFICE

DIVISION OF TRANSPORTATION

Pursuant to provisions of the National Environmental Policy Act (NEPA), 42 United States Code (USC) 4321 to 4347, as amended, implementing Council on Environmental Quality (CEQ) Regulations; 40 Code of Federal Regulations (CFR) 1500-1508, and 43 CFR §46, DOI Implementing of the National Environmental Policy Act of 1969, the Manokotak Village Council contracted Bristol Engineering Services Company, LLC (Bristol) to prepare design documents and complete an environmental assessment for the rehabilitation of six (6) roads in Manokotak, Alaska.

**Proposed Action (Preferred Alternative):**

The Manokotak Street and Third Street Rehabilitation Project involves upgrading six (6) existing roads (0.9 total miles), installation of new-engineered culverts, replacement of failed culverts, installation of drainage swales, and addition of parking areas along Third Street. Road improvements include the placement of woven geotextile material to stabilize all subgrades, paces of new fill material (12 inches of Type B material) to establish proper road embankments, followed by placement of crushed aggregate surface course (6 inches sloped at 3% towards the drainage ditch) to enhance the traveling surface.

The placement of new appropriately sized culverts along existing roadways, replacement of existing failed culverts and the installation of rock-filled drainage swales with perforated pipe will improve drainage patterns, and ensure water conveyance away from residential housing. The proposed storm drainage improvements will prevent ponding in existing roadways that leads to erosion/rutting, washouts, and health concerns.

The BIA associated federal actions include:

- 25 CFR §169. Rights-of-Way Over Indian Land: The existing right-of-way (ROW) is narrow (20-foot wide) and need to widen to accommodate road-site drainage ditches, new drainage swales between properties, new parking stalls along Third Street, and driveway construction. ROW acquisition will be coordinated through Bristol Bay Native Association and recorded with State of Alaska's Recorder's Office.
- 25 CFR §170. Tribal Transportation Program: Use of contractible non-inherently Federal administrative functions through a self-determination contract between Manokotak Village and Bureau of Indian Affairs.

## NO ACTION ALTERNATIVE (ALTERNATIVE 2)

Under the No-Action Alternative, the proposed corridors will remain the same – undeveloped state. Homes and businesses would remain at risk for exposure to flooding due resulting from existing poor drainage condition. Third Street will remain congested, posing safety risks to drivers and pedestrians. No grants of ROW will be issued and TTP funds may not be expended.

### SUMMARY OF FINDINGS

Based on the scope of the Proposed Action, the following environmental resources were evaluated: Land, Water, Air, Biotic, Cultural, Socioeconomic Conditions, Environmental Justice, Hazardous Materials/Waste, Resource/Land Use Patterns, and Other Values.

1. Agency and Tribal Interdisciplinary Team involvement was conducted and environmental issues related to the development of the Plan were identified. Alternative courses of action and mitigation measures were developed in response to environmental concerns and issues. In May 2016, Bristol sought scoping comments with federal, tribal, and state entities. The agency received comments from the U.S. Fish & Wildlife Service (USFWS), U.S. Army Corps of Engineers, and the Alaska State Historic Preservation Office. (EA, Appendix A & B).
2. The EA discloses the environmental consequences of the following Alternatives: Alternative 1 – Preferred Alternative and Alternative 2 – No-Action. (EA, Section 2.1 – Alternatives).
3. The following are protective measures: dust suppression and dust palliative will be used to reduce air particulate matter in accordance with the Clean Air Act, as amended, 42 USC §7401 et. seq.; and Stormwater Pollution Protection Plan will be developed and implemented in compliance with Section 404 of the Clean Water Act, as amended, 33 USC §1251 et seq..
4. The Proposed Action will not jeopardize threatened or endangered species (Endangered Species Act, as amended; 16 USC §1531 et seq.). In consultation with USFWS via an IPac Section 7 Consultation Letter dated June 23, 2020, it was determined that no threatened or endangered species and/or critical habitat will be jeopardized by the Preferred Alternatives. In compliance with the Bald and Golden Eagles Protection Act, 16 U.S.C. 668-668d, if a nest is found in or near the project area, construction will cease and the contractor will immediately consult with the USFWS to determine appropriate action. In compliance with the Migratory Bird Treaty Act and the Migratory Bird Conservation Act, 16 U.S.C. 703-715, the project is not anticipated to negatively impact migratory or nesting birds. (EA, Section 4 – Living Resources).
5. The Region is required to identify, evaluate, and consult on the potential effects to historic and cultural resources in compliance with the National Historic Preservation Act, the American Indian Religious Freedom Act, the Native Graves Protection and Repatriation Act, and the Archaeological Resources Protection Act. The Alaska’s State Historic Preservation Office (SHPO) concurred to a “no historic properties affected” determination in a concurrence letter (File No. 3130-1R BIA/2016/01223) dated October 24, 2016. Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register of Historic Places

eligibility criteria (36 CFR 60.4) or the Alaska Landmark status in consultation with the SHPO (EA, Appendix B).

6. The Proposed Action is in compliance with the Clean Air Act (42 U.S.C.A 7401 to 7671q). No excessive emissions are anticipated (EA, Section 3 – Air Resources).

7. Resource use patterns will improve as a result of the Proposed Action. In compliance with the Forest and Rangeland Renewable Resources Planning Act of 1975 (16 U.S.C.A. 1600 to 1614), the Proposed Action will require clearing of narrow corridors; however, the resources are not considered commercially viable timber. The Proposed Action was identified as part of the City of Manokotak’s 2015 Community Comprehensive Plan and will not result in land use conflicts (EA, Section 7 – Resources Use Pattern).

8. The Proposed Action is in compliance with the Noise Control Act of 1972 (U.S.C.A. 4901-4918). Any noise increase will be temporary during construction. The Proposed Alternative will improve public health and safety along transportation corridors (EA, Section 8 – Other Values).

9. In compliance with Executive Order 12898, there will not be a disproportionate high or adverse human or environmental impacts to a minority or low-income population within Manokotak (EA, Section 6 – Socioeconomic Conditions). A fair market value will be offered for all permanent ROW encumbrances to property owners.

10. The project is not anticipated to have any significant (context or intensity) negative direct, indirect, or cumulative effects to the environment in the Village of Manokotak. The direct positive effect is that the residents will have improved travel safety and improved drainage. Cumulative effects include an improved transportation corridor

11. The Proposed Action will not have highly uncertain effects on the human environment or involve unique or unknown risks.

12. The Proposed Action will not establish a precedent for future actions with significant effects.

13. The Proposed Action will not contribute to the disposal of solid or hazardous waste (Resource Conservation and Recovery Act of 1976; 43 USC 6901, et seq.).

14. The Proposed Action will not constitute a violation of federal, state, local or Tribal law, or requirements imposed for the protection of the environment.

The Proposed Action is the Preferred Alternative that will not result in significant impacts; therefore, an environmental impact statement is not required.

**EUGENE PELTOLA** Digitally signed by EUGENE PELTOLA  
Date: 2020.09.29 09:59:27 -08'00'

29 September 2020

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Eugene R. Peltola Jr.  
Regional Director, Alaska  
Bureau of Indian Affairs  
U.S. Department of the Interior

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Date

