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NOCA > Kayak/Canoe Dock on Diablo Lake at the Haul Road (64517)

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### Kayak/Canoe Dock on Diablo Lake at the Haul Road

<b>Project ID:</b>	64517	<b>Other Project ID:</b>	
<b>Project Status:</b>	In Process	<b>Compliance Status:</b>	<a href="#">?</a> <b>Closed Complete</b>
<b>PMIS ID:</b>		<b>Project Creation Date:</b>	04/07/2016
<b>Sensitive:</b>	No	<b>Project Target Start Date:</b>	01/01/2017
<b>NEPA Status:</b>	CE Approved		

**Funding:**

**Description:**

This project would attach a 16' by 30' kayak dock to the existing ferry dock on the far, east side of Diablo Lake at the base of the Ross Haul Road.

As part of the response to the 2010 rockslide on Diablo Lake, SCL constructed two new docks on the far, east side of the lake for recreational and administrative use; however, neither is particularly accessible for paddlecraft, particularly kayakers, who are seeking to access Ross Lake from Diablo Lake. The NPS administrative dock is low to the water and attached to the shoreline at the base of a set of stairs which are set at a (close to) 90 degree angle from the dock. The recreational dock, located down a straight gangway from the shoreline, is really intended for the Ross Resort Ferry Boat and SCL administrative uses and is much higher off the water, making it much more difficult for paddlers to load and unload their craft.

This project seeks to fix this problem by attaching an ADA compliant floating dock, designed specifically for kayaks and canoes, to the ferry dock on the upstream side. This dock, made by AccuDock, would be approximately 16' by 30' and would include two slips in order to accommodate both canoes and kayaks (see attached drawing). The dock would also include two handrails that span the slips which will help the users enter and exit their boats. The entire dock would be comprised of framed floats made of white hand welded High Density Polyethylene (HDPE) sheet plastic and completely encapsulated expanded polystyrene (EPS) foam, with a marine grade aluminum frame. The railings themselves would also be aluminum (see attached floating dock specifications). The whole unit would attach to the existing ferry dock; no anchoring system is needed. This specialized dock provides a safe stable platform that is close to the water's surface, making launch and recovery easier and safer.

Seattle City Light would be funding this project as mitigation for their work in response to the 2010 rockslide and can complete the installation. The dock could be removed during the winter but would likely remain in place to reduce burden on maintenance staff. It would only be removed if thought to incur damage over the winter months from weather conditions and administrative use at the site.

**Project Leader:** Kevin Davis  
**NEPA Specialist:** Elizabeth Boerke  
**NHPA Specialist:** Kim Kwarsick

**Project Type:** Other Maintenance Activities : Visitor Access  
**Project Category:** Dock/Pier

**External Agency:** **Admin Record Contact:** Shelley Kluz  
**Division/Office:** **Admin Record Location:** HQ

#### General Notes

[View](#)

05/19/16 IDT: Kevin Davis is requesting a slightly larger dock than initially discussed to be ADA accessible. Drawings in PEPC. Making sure the dock is ADA accessible now puts us a position to make the rest of the area ADA and not have to redo the dock again. Park may be able to get ADA accessibility money to complete access at the other end of the lake to make sure there is access at both ends on of Diablo. Consensus to move forward with ADA dock as the first piece in making Diablo Lake more accessible. Issues raised at IDT: 1) logistics: how far does proposed dock stick out from the shore line? To Do: Hugh A. to look at new plans and determine impacts in the ESF. Elly to check with Kevin D. to determine how the dock will be placed and how it will affect the area, work on permits, get map from Kevin.

05/17/16 ELB: updated project description and files with ADA compliant drawings/design.

#### IDT Team

Name	Responsibility	Phone#	Ext
Hugh Anthony	Natural Resource Specialist	360-854-7324	
Mignonne Bivin	Natural Resource Specialist	360-854-7335	
Elizabeth Boerke	NEPA Specialist	360-854-7328	

Roger Christophersen	Wildlife Biologist	360-854-7321
Kevin Davis	Project Leader	360-854-7257
Eric Gabriel	Chief Ranger	360-854-7240
Kim Kwarsick	NHPA Specialist	360-854-7341
Jack Oelfke	Chief of Resources	360-854-7310
Jon Riedel	Natural Resource Specialist	360-854-7330
Don Sharlow	Chief of Maintenance	360-854-7260
Denise Shultz	Chief of Interpretation	360-854-7302

**Locations**

County, State	District, Section	Geo. Marker	Other
Whatcom, WA		48.723492 (GIS Point)	-121.072181

**Milestones**

<b>Target Project Start:</b>	01/01/2017	<b>Actual Project Start:</b>
<b>Target Project End:</b>		<b>Actual Project End:</b>
<b>Target Agreement:</b>		<b>Actual Agreement:</b>
<b>Target Alternatives:</b>		<b>Actual Agreement:</b>

**Step 1 Basic Information File List**

File	Size	Type	Uploaded Date
<a href="#">Floating Dock Attachment Form - Rev 1 (1).pdf</a>	480.5 KB	PDF file	Apr 07 2016
<a href="#">ADA Compliant 16' x 30' Slip Dock - Drawing.pdf</a>	381.6 KB	PDF file	May 18 2016
<a href="#">ADA Compliant Slip Dock Estimate.pdf</a>	146.1 KB	PDF file	May 18 2016
<a href="#">Accudock - Floating Dock Specifications.docx</a>	122.6 KB	.docx file	Apr 07 2016

**Step 2 Funding File List**

<i>No files.</i>
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**Step 3 Internal Scoping / IDT Task File List**

<i>No files.</i>
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**Step 4 Natural/Cultural Compliance File List**

File	Size	Type	Uploaded Date
<a href="#">Aquatic Clearance Memo for ESA (Other Compliance/Consultations)</a>	26.0 KB	Word file	Jul 27 2016
<a href="#">CE (Other Compliance/Consultations)</a>	165.1 KB	PDF file	Aug 04 2016
<a href="#">NHPA (Other Compliance/Consultations)</a>	202.8 KB	PDF file	Aug 04 2016

**Step 5 Internal Documents (\* indicates peer review required)**

Document Title	Review Start	Review End	Peer Review Req.
<i>This project has no 'internal documents'.</i>			

**Step 6 Public Documents**

Document Title	Review Dates	TIC ID
<i>This project has no 'public documents'.</i>		

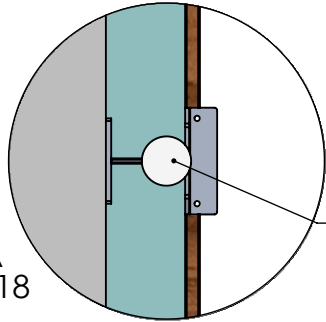
**Step 8 Project Closing**

<i>No files.</i>
------------------

2

1

Plan View

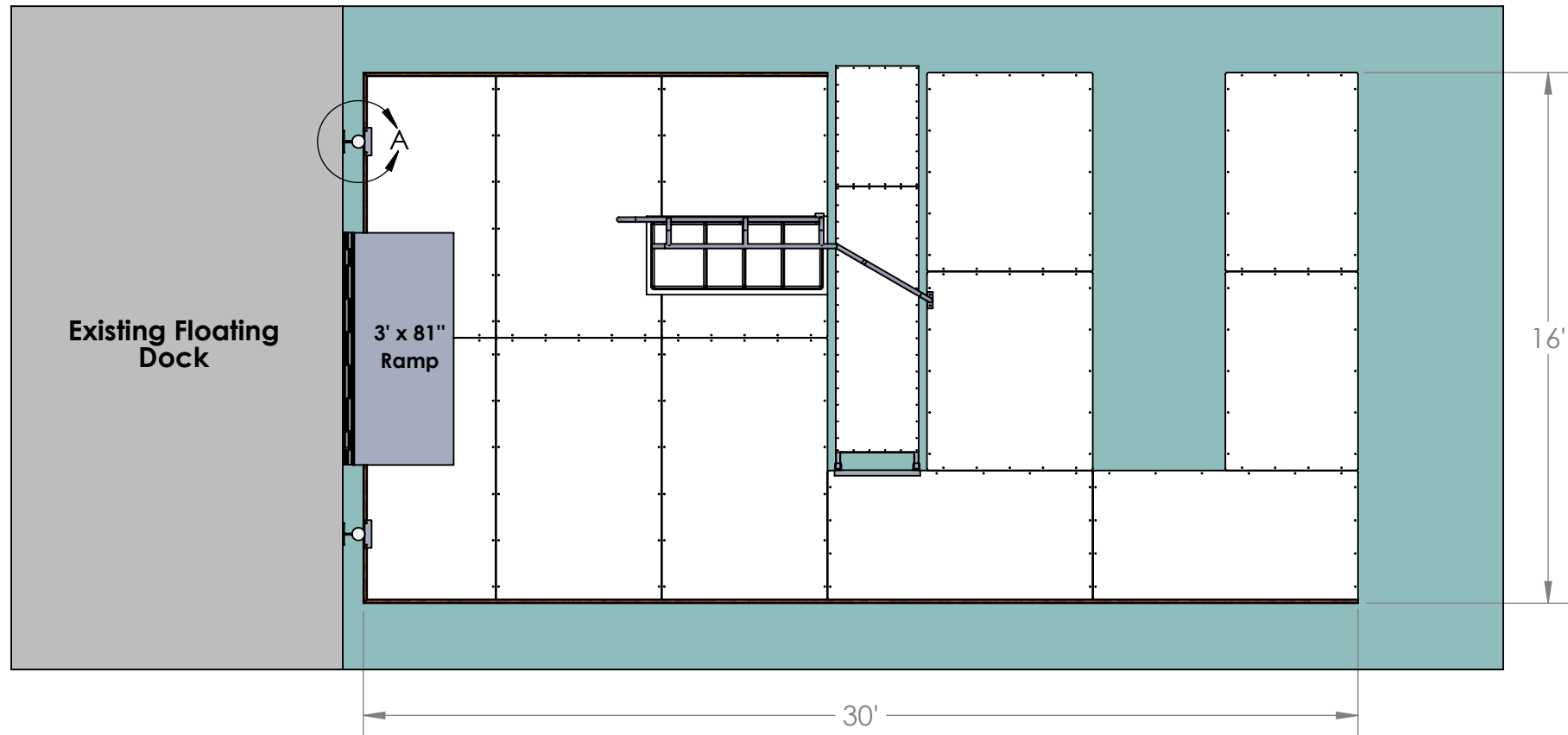


DETAIL A  
SCALE 1 : 18

**Small Slide Assembly**  
(Quantity = 2)

B

B



A

A

TYPE: 16' x 30' Slip Dock

REF: North Cascades

REV 1	DRAWN:	C. DiBiasio
SCALE: 1:60	CHECKED:	J. Harrison
SHEET 1 OF 2	DATE:	05/13/16



2

1

2

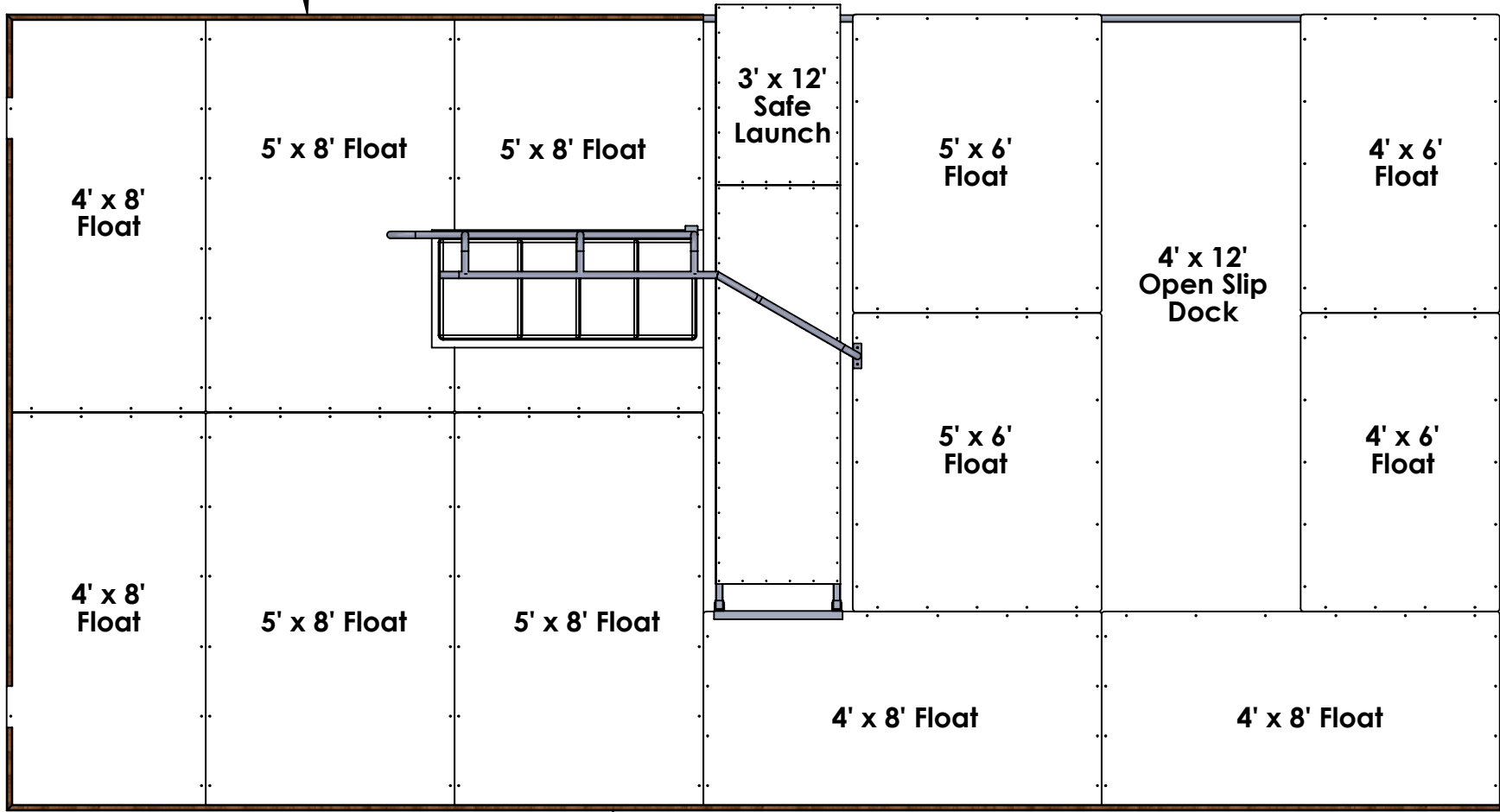
1

### 16' x 30' Slip Dock Float Configuration Plan View

Edge Guard

B

B



A

A

Edge Guard

TYPE: 16' x 30' Slip Dock

REF: North Cascades

REV 1	DRAWN: C. DiBiasio
SCALE: 1:40	CHECKED: J. Harrison
SHEET 2 OF 2	DATE: 05/13/16

**AccuDock**  
Your First Choice for Floating Dock Solutions

2

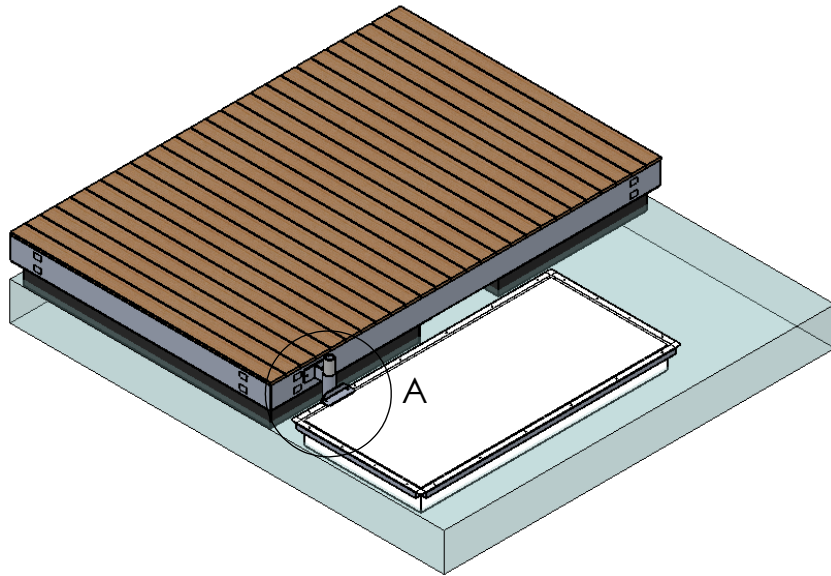
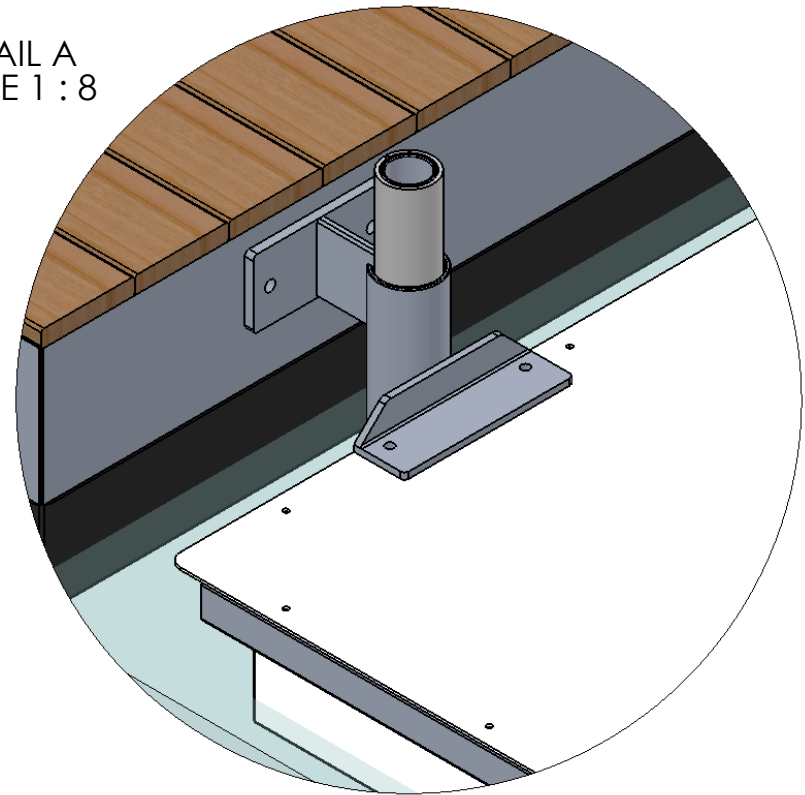
1

2

1

**Side View**

Dimension	Measurement
<b>A</b> (The height of the mounting face for the slide assembly)	
<b>B</b> (Distance from standing surface of dock to water surface)	

**Isometric View****DETAIL A**  
SCALE 1 : 8

Floating Dock Attachment Form

REV 1	DRAWN:	C. DiBiasio
SCALE:	CHECKED:	J. Harrison
SHEET 1 OF 1	DATE:	10/12/15

**AccuDock**  
Your First Choice for Floating Dock Solutions

2

1



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### AccuDock Floating Dock Specifications:

#### 1. Standard Modular Floating Dock Sections

1-A. Each AccuDock floating dock section shall be composed of hand welded High Density Polyethylene (HDPE) sheet plastic, using non-rotationally molded floats. AccuDock sections are manufactured using individual sheets for sides, ends, bottoms, and tops. With a 100% guaranteed universal wall thickness of .150 inches (min.), and completely encapsulated expanded polystyrene (EPS) foam. The lid or top surface has a 2-1/2" lip around the entire float.

1-A1. HDPE plastic will be white in color, and have a levant non-skid texture. It will incorporate an ultraviolet inhibitor of UV-8 or better. All plastic material meets requirements of ASTM D4976 – PE 235 & FDA 21CFR 177.1520.

1-A2. The density of an AccuDock section is equal to approximately .950 grams per cubic inch or .058 grams per cubic centimeter per ASTM D4883.

1-A3. The tensile strength at yield will be no less than 3800 pounds per square inch, and at break no less than 4400 pounds per square inch, per ASTM D638

1-A4. The material will have a cold brittleness temperature at no less than -103° F

1-B. Completely encapsulated EPS shall be 100% virgin material and be of a closed cell nature allowing no more than 3% water penetration. This specification will ensure all AccuDock sections will never sink. Floatation shall not be accomplished by use of air pockets in any form.

1-B1. All EPS foam block used in the manufacturing process will be pre-cut and hand trimmed to exact size, then hand loaded into each float section to ensure 100% foam filled, air-tight encapsulation.

1-C. Sections will have a marine grade aluminum frame surrounding the entire perimeter which will be 2" x 2" x .125" square tubing with radius corners made of 6061-T6 series aluminum. Each aluminum frame will be attached to the float section or HDPE top with  $\frac{5}{16}$ "



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x 2-3/4" 304 series Stainless Steel carriage bolts. However, sections that are designed to be used individually (work floats) will not have an aluminum frame.

1-D. Each section shall have a maximum weight of no more than 120 pounds, and shall draft no more than 1" under dead load. Specified live load capabilities of 62 pounds per cubic foot will be supported.

### 2. Connections of Standard Modular Float Sections

2-A. All connectors provided for assembly of adjacent sections are designed for each individual custom configuration. Connectors shall be made from 6061-T6 Marine grade aluminum and typically be of 1.66" x 1.66" x .125" square tubing.

2-B. Connectors will create a rigid and stable connection between float sections.

2-C. Connectors will be bolted into place with a combination of 304 series Stainless Steel carriage bolts and hex cap screws.

### 3. AccuDock Heavy Duty Dock Sections

3-A. AccuDock Heavy Duty Dock sections are available upon request and by suggestion of an AccuDock team member. These sections are built to any size configuration as needed by the customer, and are built with several different decking options available.

3-A1. Heavy Duty systems will be built using an aluminum C-Channel frame system with .125" wall thickness, with height of either 4", 6" or 8" C-Channel. Aluminum will be 6061-T6 marine grade. Spacing of cross member(s) will depend on desired decking, but in no circumstance be greater than 24" center to center. All sections will have corner strength gussets, and sections are pre-drilled for ease of field installation.

3-A2. Floatation of the heavy duty dock sections will be accomplished using our standard fabrication process as illustrated below.

3-A2.1 Each AccuDock float section shall be composed of hand welded High Density Polyethylene (HDPE) sheet plastic, using non-rotationally molded floats. AccuDock sections are manufactured using individual sheets for sides, ends, bottoms, and tops. With a 100% guaranteed universal wall thickness of



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.150 inches (min.), and completely encapsulated expanded polystyrene (EPS) foam.

3-A2.2. HDPE plastic will be black in color. All plastic material meets requirements of ASTM D4976 – PE 235 & FDA 21CFR 177.1520.

3-A2.3. The density of an AccuDock section is equal to approximately .950 grams per cubic inch or .058 grams per cubic centimeter per ASTM D4883.

3-A2.4. The tensile strength at yield will be no less than 3800 pounds per square inch, and at break no less than 4400 pounds per square inch, per ASTM D638

3-A2.5. The material will have a cold brittleness temperature at no less than -103° F

3-A2.6. Completely encapsulated EPS shall be 100% virgin material and be of a closed cell nature allowing no more than 3% water penetration. This specification will ensure all AccuDock sections will never sink. Floatation shall not be accomplished by use of air pockets in any form.

3-A2.7. All EPS foam blocks used in the manufacturing process will be pre-cut and hand trimmed to exact size, then hand loaded into each float section to ensure 100% foam filled, air-tight encapsulation.

3-A3. Floatation will be lag bolted into the bottom of the C-Channel with 3/8" x 1-1/2" stainless steel lag bolts. All heavy duty sections are bolted together with 3/8" x 5" stainless steel 304 series hardware. Several decking options are available to which Phillips oval-head deck screws are provided at time of shipment, so that the decking can be bolted down into the C-Channel.

3-A4. The percentage of the footprint of floatation to the overall footprint of the dock surface area will be no less than 75% to maximize overall stability.

#### 4. Attachments

4-A. Attachments will be specific to each customer, however all approved sales will have an AccuDock recommended attachment method which will be covered under warranty. All





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attachment methods shall have the ability to bolt directly into the framing system on every float section. There will be no set area where an attachment must take place. All Attachments will bolt into the framing system with 304 series Stainless Steel hardware.

4-B. Attachment methods include all of the following, as well as custom brackets not mentioned: Anchoring to pilings, seawalls, bulkheads, existing floating docks, spud poles, cross anchoring underneath dock, anchor chains, eco-mooring rodes with helix anchors, gangway hinge points, control arm hinges, standoffs. **ALL ATTACHMENT METHODS WILL NOT HAVE A SPECIFIED LOCATION WHERE THEY MUST BE ATTACHED. DURING FIELD INSTALLATION, THE INSTALLER WILL HAVE THE ABILITY TO MOVE THE LOCATION OF THE ATTACHMENT METHOD ON THE ACCUDOCK FLOATING DOCK AS NEEDED.**

4-C. AccuDock approved attachment methods often rely on correct information provided by the customer. Drawings and/or Engineered stamped plans can be supplied upon request.

### 5. Accessories:

5-A. All AccuDock accessories will bolt directly into the framing system on every float section. There will be no set area where an accessory must be positioned. All accessories will bolt in the framing system with 304 series Stainless Steel hardware.

5-B. Common accessories include but are not limited to:

5-B1. Cleats – plastic - shall be 8" or 10" Black cleats measuring no more than 1-1/2" wide with a height of 1-5/8" above the surface of the dock section. 2" x 2" x .125" Framing system will allow cleats to be installed anywhere along the perimeter of the floating dock system.

5-B2. Cleats – Aluminum – S-Style aluminum cleats, supplied with 1/2" mounting hardware. 2" x 2" x .125" Framing system will allow cleats to be installed anywhere along the perimeter of the floating dock system.

5-B3. AccuDock Bumpstrip – will be installed with 5/16" carriage bolts and a double sided adhesive tape on the exterior wall of the 2" x 2" x .125" aluminum frame on specified float sections prior to shipment. Bumpstrip will have a P Profile with either a clay tone or beige color.



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5-B4. AccuDock Safe Launch Feature – will be provided upon customer request in proper dock configurations that incorporate a drive in slip. Safe Launches are made out of 1.66" x 1.66" x .125" aluminum tubing with a .150" thick white non-skid plastic sheet surface. Safe Launches have a double adjustment. The inside end utilizes hinge pins that will have the ability to be placed into one of four pre-drilled locations. The outside end is a single rope adjustment which is the main adjustment point and will be tied off to two cleats which come pre-installed with a triangular aluminum diamond plate finish. Safe Launch adjustment is designed to be easily accomplished regardless of age or gender. Typical sizes of an AccuDock Safe Launch are either 30" x 8' or 30" x 12'.

5-B5. Overhead Assist Bars, Side Assist Bars, Stand Up Paddleboard Assist Bars - will be field installed at customer's desired location. Materials used will be 1-1/4" schedule 40 aluminum pipe, attaching to the surface of each float with 304 series Stainless Steel hardware, being bolted through the 2" x 2" x .125" aluminum framing system on each float section.

5-B6. Miscellaneous Accessories – will have the ability to attach to the 2" x 2" x .125" aluminum framing system on each float section with 304 series Stainless Steel hardware. This feature will allow the customer to place any accessory where the desire along the perimeter of each float section.

### 6. Railings

6-A. Standard railings will be 1-1/4" schedule 40 aluminum pipe, attaching to the surface of each float with 304 series Stainless Steel hardware, being bolted through the 2" x 2" x .125" aluminum framing system on each float section. Railings typically are single, double, or ADA specified triple railing based on customer's request and requirements.

6-B. Railing fabrication has the ability to make sockets if customers require easily removable railings. 1-1/4" schedule 40 aluminum railings will sit in 1-1/2" schedule 40 aluminum pockets and be held into position with a 5/16" x 2-1/2" Stainless Steel quick release pin.

6-C. Railing design also includes the ability to add custom size hinging gates upon request. Hinging gates will incorporate a Stainless Steel quick release locking pin.

6-D. All railing configurations can be built in accordance with OSHA standards.



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### 7. AccuDeck Low Profile Decked Docks

7-A. All AccuDeck upgraded floating dock systems incorporate the same standard AccuDock fabrication processes for float sections and framing systems as outlined above in Specifications 1&2. The design of the AccuDeck is customer specific, and dimensions of overall layouts will vary, with the basic specifications below remaining constant.

7-A1. The AccuDeck independent framing system is constructed of 6063-T5 1-1/4" x 1-1/4" x 1/8" aluminum channel. The AccuDeck frame system will cover the entire surface area of the standard AccuDock system, as well as incorporate spacing members on 16" centers as required for decking support. The AccuDeck frame is built in smaller sections for ease of installation, and is bolted to adjoining sections with 304 series Stainless Steel hardware. The entire AccuDeck frame system is through bolted with 304 series Stainless Steel hardware to the standard AccuDock 2" square aluminum tube framing.

7-A2. The AccuDeck walking surface utilizes WOLF PVC deck boards measuring 1-inch-thick x 5.5 inches wide with a solid cross section and an embossed simulated wood grain non-skid pattern surface on both sides of each individual deck board. WOLF deck boards are ICC code approved – CCRR – 0141, and are rated for a uniform live load of 100 lbs/ft<sup>2</sup> where structural performance has been demonstrated for a temperature range from -20°F to 125°F. WOLF Decking is currently available in seven different color options, however other decking options are available upon request. The deck boards are coated with an ASA capstock resin which helps retain its original color under prolonged exposure to sun and weather. Additionally, WOLF Decking has a 25-year stain and fade warranty.

7-A3. Side skirt boards will be suggested and included on all AccuDeck systems for a complete and finished look. Skirt boards will be screwed into both the AccuDock standard frame system, as well as the AccuDeck specific framing. Skirt boards will use the same deck boards as the AccuDeck surface.

9-A4. The additional weight of the AccuDeck system will result in additional draft of 1 inch from the standard AccuDock system. The additional height of the AccuDeck system will result in an additional total freeboard of 1-1/4".

### 7-B. AccuDeck Low Profile Rowing Docks



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7-B1. AccuDock float sections to be used underneath an AccuDeck system for rowing purposes will be built to different specifications. Standard AccuDock float section will be 5' x 8' x 5-1/4" height, with a footprint of floatation to surface area at no less than 87%. The high footprint of floatation percentage maximizes necessary stability for the rowing dock applications. Resulting freeboard for rowing specific uses will be no greater (higher) than 6" at dead load.

7-B2. Side Skirt boards on AccuDeck rowing docks are designed to match freeboard height. Skirting will drop down to water level height which will prevent any damage to the rowing shells.

7-B3. The entire AccuDeck Rowing Dock design should allow for an easy reconfiguration into numerous different dock systems for rowing applications to meet exact FISA standards. Including but not limited to: Starting Docks, Pod Docks, Official's Platforms, and additional Launch Docks. Reconfiguration will be accomplished by an AccuDock designed quick-disconnect system to allow for easy separation.

7-B4. AccuDeck designed rowing docks will allow for the addition of accessories, including but not limited to: rub rail/bumpstrip, pop-up cleats, solar lighting, reflectors, additional platforms for awards ceremonies, etc.

### 8. AccuPort (PWC Drive-On Dock)

8-A. The AccuPort is a Wave Port SLX6 PWC Port manufactured by Wave Armor. This system is 12'-8" Long x 6' Wide x 12" High. It is larger than the SLX5, thus allowing more standing surface on each side which makes mounting and dismounting a PWC much easier. It has a total weight of 321 lbs with a rated buoyancy of 2500 lbs.

8-A1. Manufacturing Details – The AccuPort consists of a roto-molded polyethylene construction that has built-in UV protection. It is entirely white polyethylene which keeps it cool in the sunlight, and it has a textured finish which provides a non-slip surface. It has a foam-filled inner structure which provides sufficient buoyancy while also ensuring that the AccuPort will not sink if water were to penetrate the polyethylene outer shell.

8-A2. Features – The AccuPort comes with a removable bow stop that has a tie-down ring which can be used to secure the PWC to the AccuPort. Also, it has ten adjustable



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polyurethane overlaid wheels which aid the PWC in easily gliding up onto the AccuPort; these wheels can be moved in or out to accommodate different sizes of PWC's. The AccuPort also has molded-in mounting pockets in each corner that can be used to anchor it in place.

8-B. The AccuPort can stand alone, connect to another AccuPort, or connect to an existing floating dock. It can stand alone by anchoring it in place through the corner mounting pockets. It can attach to another AccuPort by using an SLX attachment kit. Lastly, it can attach to a floating dock section by using an SLX attachment kit along with a custom AccuDock attachment bracket.

July 26, 2016

**Memorandum**

To: Elizabeth Boerke, North Cascades National Park Service Complex  
From: Hugh Anthony, Aquatic Ecologist  
Subject: ESA Fisheries Clearance (Bull Trout)

In response to a request for ESA fisheries clearance of the:

**Kayak/ Canoe Dock on Diablo Lake at the Haul Road, PEPC # 64517**

In compliance with the Endangered Species Act of 1973, as amended, and the National Environmental Policy Act of 1969, NPS aquatic ecology staff have assessed the area of potential impact of this proposed undertaking. The effects of the proposed activity outlined in PEPC project #64517 will have no effect on ESA listed Bull Trout. The proposed kayak dock has the following mitigations to prevent any impact to ESA fish species:

No in water anchoring system- attached to existing ferry dock  
No treated wood, all HDPE plastic and aluminum  
Does not increase motorized boat infrastructure or use  
Located over limnetic zone of lake and does not shade littoral vegetation

If you have any questions concerning this clearance, please contact Hugh Anthony at (360) 854-7324.

Hugh Anthony  
Aquatic Ecologist  
North Cascades National Park  
Hugh\_Anthony@nps.gov



## ASSESSMENT OF ACTIONS HAVING AN EFFECT ON HISTORIC PROPERTIES

### A. DESCRIPTION OF UNDERTAKING

1. **Park:** North Cascades National Park Service Complex

#### 2. **Project Description:**

**Project Name:** Kayak/Canoe Dock on Diablo Lake at the Haul Road

**Prepared by:** Edward Broughton    **Date Prepared:** 06/09/2016    **Telephone:** 360-854-7340

**PEPC Project Number:** 64517

**Locations:**

**Describe project:**

This project would attach a 16' by 30' kayak dock to the existing ferry dock on the far, east side of Diablo Lake at the base of the Ross Haul Road.

As part of the response to the 2010 rockslide on Diablo Lake, SCL constructed two new docks on the far, east side of the lake for recreational and administrative use; however, neither is particularly accessible for paddlecraft, particularly kayakers, who are seeking to access Ross Lake from Diablo Lake. The NPS administrative dock is low to the water and attached to the shoreline at the base of a set of stairs which are set at a (close to) 90 degree angle from the dock. The recreational dock, located down a straight gangway from the shoreline, is really intended for the Ross Resort Ferry Boat and SCL administrative uses and is much higher off the water, making it much more difficult for paddlers to load and unload their craft.

This project seeks to fix this problem by attaching an ADA compliant floating dock, designed specifically for kayaks and canoes, to the ferry dock on the upstream side. This dock, made by AccuDock, would be approximately 16' by 30' and would include two slips in order to accommodate both canoes and kayaks (see attached drawing). The dock would also include two handrails that span the slips which will help the users enter and exit their boats. The entire dock would be comprised of framed floats made of white hand welded High Density Polyethylene (HDPE) sheet plastic and completely encapsulated expanded polystyrene (EPS) foam, with a marine grade aluminum frame. The railings themselves would also be aluminum (see attached floating dock specifications). The whole unit would attach to the existing ferry dock; no anchoring system is needed. This specialized dock provides a safe stable platform that is close to the water's surface, making launch and recovery easier and safer.

Seattle City Light would be funding this project as mitigation for their work in response to the 2010 rockslide and can complete the installation. The dock could be removed during the winter but would likely remain in place to reduce burden on maintenance staff. It would only be removed if thought to incur damage over the winter months from weather conditions and administrative use at the site.

**Area of potential effects (as defined in 36 CFR 800.16[d])**

Arbitrary 50 square meters encompassing the final position of a planned floating dock, plus the land access points to establish the dock. Located upon the east side of Diablo Lake at the base of the Ross Haul Road.

### 3. **Has the area of potential effects been surveyed to identify historic properties?**

Assessment of Effect Form - Kayak/Canoe Dock on Diablo Lake at the Haul Road - PEPC ID: 64517

No  
 Yes

**4. Potentially Affected Resource(s):**

**5. The proposed action will: (check as many as apply)**

- No **Destroy, remove, or alter features/elements from a historic structure**
- No **Replace historic features/elements in kind**
- No **Add non-historic features/elements to a historic structure**
- No **Alter or remove features/elements of a historic setting or environment (inc. terrain)  
Add non-historic features/elements (inc. visual, audible, or atmospheric) to a historic  
setting or cultural landscape**
- No **Disturb, destroy, or make archeological resources inaccessible**
- No **Disturb, destroy, or make ethnographic resources inaccessible**
- No **Potentially affect presently unidentified cultural resources**
- No **Begin or contribute to deterioration of historic features, terrain, setting, landscape  
elements, or archeological or ethnographic resources**
- No **Involve a real property transaction (exchange, sale, or lease of land or structures)**
- Other (please specify):** \_\_\_\_\_

**6. Supporting Study Data:**

**(Attach if feasible; if action is in a plan, EA or EIS, give name and project or page number.)**

This floating dock would not interact with any matrices that could potentially bear cultural resources. The means of establishing this project (transport, access and setup) would also not interact with any such historic properties, as modern roads and infrastructure shall be used.

**B. REVIEWS BY CULTURAL RESOURCE SPECIALISTS**

**The park 106 coordinator requested review by the park's cultural resource specialist/advisors as indicated by check-off boxes or as follows:**

**[ X ] 106 Advisor**

**Name:** Kim Kwarsick

**Date:** 06/13/2016

**Comments:** This floating dock will be added to an existing floating dock and there is very little to no chance of this project impacting a cultural resource.

**Check if project does not involve ground disturbance [ X ]**

**Assessment of Effect:**  No Potential to Cause Effect  No Historic Properties Affected  No  
**Adverse Effect**  Adverse Effect  Streamlined Review

**Recommendations for conditions or stipulations:**

**Doc Method:** Streamlined Review (PA)

**Streamlined Activity:**

2. Rehabilitation and/or Minor Relocation of Existing Trails, Walks, Paths, and Sidewalks
3. Repair/Resurfacing/Removal of Existing, Roads, Trails and Parking Areas

Assessment of Effect Form - Kayak/Canoe Dock on Diablo Lake at the Haul Road - PEPC ID: 64517



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**[ X ] Archeologist**

**Name:** Edward Broughton

**Date:** 05/31/2016

**Comments:** This floating dock would not interact with any matrices that could potentially bear cultural resources. The means of establishing this project (transport, access and setup) would also not interact with any such historic properties.

**Check if project does not involve ground disturbance [ X ]**

**Assessment of Effect:**  No Potential to Cause Effect  No Historic Properties Affected  No

**Adverse Effect**  Adverse Effect  Streamlined Review

**Recommendations for conditions or stipulations:**

**Doc Method:** Streamlined Review (PA)

**Streamlined Activity:**

2. Rehabilitation and/or Minor Relocation of Existing Trails, Walks, Paths, and Sidewalks
- 

**No Reviews From:** Curator, Historical Architect, Historian, Other Advisor, Anthropologist, Historical Landscape Architect

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**C. PARK SECTION 106 COORDINATOR'S REVIEW AND RECOMMENDATIONS**

**1. Assessment of Effect:**

- No Potential to Cause Effects
- No Historic Properties Affected
- No Adverse Effect
- Adverse Effect

**2. Documentation Method:**

**A. STANDARD 36 CFR PART 800 CONSULTATION**  
Further consultation under 36 CFR Part 800 is needed.

**B. STREAMLINED REVIEW UNDER THE 2008 SERVICEWIDE PROGRAMMATIC AGREEMENT (PA)**

**The above action meets all conditions for a streamlined review under section III of the 2008 Servicewide PA for Section 106 compliance.**

**APPLICABLE STREAMLINED REVIEW Criteria**  
**(Specify 1-16 of the list of streamlined review criteria.)**

2. Rehabilitation and/or Minor Relocation of Existing Trails, Walks, Paths, and Sidewalks.
3. Repair/Resurfacing/Removal of Existing, Roads, Trails and Parking Areas.

**Explanation:** This floating dock would not interact with any matrices that could potentially bear cultural resources. The means of establishing this project (transport, access and setup) would also not interact with any historic properties.

C. PLAN-RELATED UNDERTAKING

Consultation and review of the proposed undertaking were completed in the context of a plan review process, in accordance with the 2008 Servicewide PA and 36 CFR Part 800.  
Specify plan/EA/EIS:

D. UNDERTAKING RELATED TO ANOTHER AGREEMENT

The proposed undertaking is covered for Section 106 purposes under another document such as a statewide agreement established in accord with 36 CFR 800.7 or counterpart regulations.

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E. COMBINED NEPA/NHPA Document

Documentation is required for the preparation of an EA/FONSI or an EIS/ROD has been developed and used so as also to meet the requirements of 36 CFR 800.3 through 800.6

G. Memo to SHPO/THPO

H. Memo to ACHP

SHPO/THPO Notes:

3. Additional Consulting Parties Information:

Additional Consulting Parties: Yes  
Additional Consulting Parties Notes: Seattle City Light

4. Stipulations and Conditions:

Following are listed any stipulations or conditions necessary to ensure that the assessment of effect above is consistent with 36 CFR Part 800 criteria of effect or to avoid or reduce potential adverse effects.

5. Mitigations/Treatment Measures:

Measures to prevent or minimize loss or impairment of historic/prehistoric properties:  
(Remember that setting, location, and use may be relevant.)

No Assessment of Effect mitigations identified.

D. RECOMMENDED BY PARK SECTION 106 COORDINATOR:

Compliance Specialist:

NHPA Specialist

Kim Kwarsick



Date:

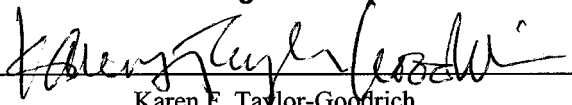
6/13/2016

E. SUPERINTENDENT'S APPROVAL

The proposed work conforms to the NPS *Management Policies* and *Cultural Resource Management Guideline*, and I have reviewed and approve the recommendations, stipulations, or conditions noted in Section C of this form.

Signature

Superintendent:

  
Karen F. Taylor-Goodrich

Date:

3/1/16



## Categorical Exclusion Form

**Project:** Kayak/Canoe Dock on Diablo Lake at the Haul Road  
**PEPC Project Number:** 64517

**Description of Action (Project Description):**

This project would attach a 16' by 30' kayak dock to the existing ferry dock on the far, east side of Diablo Lake at the base of the Ross Haul Road.

As part of the response to the 2010 rockslide on Diablo Lake, SCL constructed two new docks on the far, east side of the lake for recreational and administrative use; however, neither is particularly accessible for paddlecraft, particularly kayakers, who are seeking to access Ross Lake from Diablo Lake. The NPS administrative dock is low to the water and attached to the shoreline at the base of a set of stairs which are set at a (close to) 90 degree angle from the dock. The recreational dock, located down a straight gangway from the shoreline, is really intended for the Ross Resort Ferry Boat and SCL administrative uses and is much higher off the water, making it much more difficult for paddlers to load and unload their craft.

This project seeks to fix this problem by attaching an ADA compliant floating dock, designed specifically for kayaks and canoes, to the ferry dock on the upstream side. This dock, made by AccuDock, would be approximately 16' by 30' and would include two slips in order to accommodate both canoes and kayaks (see attached drawing). The dock would also include two handrails that span the slips which will help the users enter and exit their boats. The entire dock would be comprised of framed floats made of white hand welded High Density Polyethylene (HDPE) sheet plastic and completely encapsulated expanded polystyrene (EPS) foam, with a marine grade aluminum frame. The railings themselves would also be aluminum (see attached floating dock specifications). The whole unit would attach to the existing ferry dock; no anchoring system is needed. This specialized dock provides a safe stable platform that is close to the water's surface, making launch and recovery easier and safer.

Seattle City Light would be funding this project as mitigation for their work in response to the 2010 rockslide and can complete the installation. The dock could be removed during the winter but would likely remain in place to reduce burden on maintenance staff. It would only be removed if thought to incur damage over the winter months from weather conditions and administrative use at the site.

**Project Locations:**

**Location**

<b>County:</b>	Whatcom	<b>State:</b>	WA
<b>Geo. Marker:</b>	48.723492 (GIS Point)	<b>Other:</b>	-121.072181

**Mitigation(s):**

- This dock shall include no treated wood (all HDPE plastic and aluminum); shall attach to the existing ferry dock with no in water anchoring system; and shall not be located over limnetic zone of lake (cannot shade littoral vegetation).

**CE Citation:** C.18 Construction of minor structures, including small improved parking lots, in previously disturbed or developed areas.


**Explanation:**

This dock will be attached to an existing dock within a developed area, within the hydroelectric zone of Ross Lake National Recreation Area. No modifications to the shoreline are anticipated. Rather, this project is intended to improve the accessibility of the developed area for visitors - particularly paddlecraft - and its addition is compatible with the existing facilities in place.

**Decision:** I find that the action fits within the categorical exclusion above. Therefore, I am categorically excluding the described project from further NEPA analysis. No extraordinary circumstances apply.

**Signature**

**Superintendent:**

 Date: 8/1/16  
Karen F. Taylor-Goodrich

**Extraordinary Circumstances:**

If implemented, would the proposal...	Yes/No	Notes
A. Have significant impacts on public health or safety?	No	
B. Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation, or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas?	No	
C. Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources (NEPA section 102(2)(E))?	No	
D. Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks?	No	
E. Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects?	No	
F. Have a direct relationship to other actions with individually insignificant, but cumulatively significant, environmental effects?	No	
G. Have significant impacts on properties listed or eligible for listing on the National Register of Historic Places, as determined by either the bureau or office?	No	
H. Have significant impacts on species listed or proposed to be listed on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species?	No	
I. Violate a federal, state, local or tribal law or requirement imposed for the protection of the environment?	No	
J. Have a disproportionately high and adverse effect on low income or minority populations (EO 12898)?	No	
K. Limit access to and ceremonial use of Indian sacred sites on federal lands by Indian religious practitioners or adversely affect the physical integrity of such sacred sites (EO 13007)?	No	
L. Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112)?	No	