DISTRICT TRIP REPORT

Project: Denali Commission Mooring Points Phase 2 – Lower Yukon River

Description: Alakanuk Trip Report

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Date: 29 June 2010

Community Meeting
The community meeting was held at the Tribal Council office on Thursday, May 18, 2010. Representatives from the Tribal Council and Alakanuk Native Corporation (ANC) attended.

Meeting Attendees
Henery Phillip – Resident
Edward Port – ANC
Martin Harry – ANC President
Elizabeth Chikigak – ANC General Manager
Ray Oney – Tribal Administrator
Benjamin Phillip – Tribal council
Anthony Shelden – ANC / City
Denis Shelden - Resident

Topics Discussed
The purpose of our visit and a general description of the mooring points project were given. The preliminary planning map showing the proposed mooring point locations was presented for used during the meeting.

Several of the sites described on the preliminary plans were corrected or deleted based on local information acquired during the community meeting. The most upstream site was deleted since it is not a fuel or freight landing, just a private lot. The school fuel header was shown further downstream than its actual location. The school fuel header is actually located in the area not shown between the two drawings. The locals did not think that the downstream freight landing would be a useful landing for much longer due to erosion at the site and the lack of staging area there. Per local recommendation this site was dropped.

During the community meeting we also learned about two significant changes that may change the future mooring needs in the community. These two changes are the replacement of the corporation tank farm and a new school building.

The replacement tank farm is being planned by AVEC and HDL Engineering Consultants. The new tank farm is to be located roughly a quarter mile west of the existing tank farm approximately 200 feet of the roadway. The replacement tank farm area has been cleared and geotechnical borings conducted for tank farm design.

Matt Metcalf of AVEC was contacted after our return from the site visit about the replacement project and provided the following information. The replacement project is still in the planning phase. The Denali Commission has been asked to fund the project but funding has not been obtained. HDL has completed the geotechnical investigation of the proposed relocation site and STG will be driving piling for the raised tank farm platform during the winter of 2010/2011. HDL is working on plans for the tank farm relocation and expects to have the plans finalized during summer 2010. The new fuel line will likely run along the existing road and tie into the existing fuel line at the old site. The final tank farm and fuel line locations will be shown in the completed plans.

The new school will replace the existing school building in town. The likely location of the new school building will be on the gravel apron at the old airstrip. The old tanks will remain in use by the city and possibly the tribe. Carl Johns of the Lower Yukon School District was contacted after our return from the site visit about the new school and provided the following information. The school replacement project for Alakanuk is still in the planning phase. The likely location of the new school is the old airstrip apron but that has not been finalized yet. The new airstrip must be complete before district could use the old apron. The new runway is partially constructed and could be complete in the summer of 2010. The new school project is also contingent on obtaining construction funds from state general obligation bonds that could be approved in the fall 2010 election. Plans for the new school building on the old airstrip apron have been completed but utilities have not been addressed yet. Carl assumes that the existing fuel line would be used due to the proximity of the apron to the old school fuel line but he noted that was only his assumption. Carl stated that plans would not likely proceed further until the bonds were approved in the fall.

The locals also informed us that STG will be working on a pile driving project during the summer of 2010 for the power intertie in Emmonak. The intertie project may provide an opportunity to utilize a contractor and equipment already mobilized to the region.

Crowley Marine and Yutanna Bargelines deliver fuel to Alakanuk.

Discussed the Denali commission requirement for a community resolution supporting the project from the city and the corporation. Left two copies of the sample resolutions we the city administrator. The city and corporation were told that we would need the resolution before we could move forward with a contract. Both said that they would draft a resolution for approval within the next month.

There are no archeological sites known to the locals in the areas of the proposed mooring points. The historic town site was located in the area of the existing school fuel header. Most of the original town site has been eroded by the river but some area still remains. Items for the original town site could be found in the area of the proposed moorings for the existing school fuel header. The only other location that locals informed us of was the cemetery at the upstream end of Alakanuk Pass Slough. The cemetery is located roughly 500 feet east of the existing corporation tank farm, so it would be far outside of the project area.

Those present did not know if a barge landing permit had been obtained for any of the freight or fuel landings. We explained the need for the barge landing permit to protect the community's historic access and how a permit would be obtained if the city needs a permit and desired to obtain on from the state.

The shipping companies requested that all the mooring in Alakanuk be the above grade, bollard type mooring points. The local community did not have any problems with the use of the above-grade mooring points, so all the sites will have bollard type moorings installed. The community did request that all the moorings have reflective tape put on them for increased visibility during the dark winter months.

Freight and AVEC Fuel Landing Site

The barge landing consists of imported gravel pad roughly 50' x' 50'. The bank material surrounding the pad consists of silt and sand. The upstream banks slope is roughly 1v:5h. The downstream bank slope varies from 1v:1h to vertical.

The city water intake is roughly 50 feet upstream of the landing. Directly behind the gravel landing is the staging area. The AVEC fuel header is located behind the landing near a small group of trees.

The erosion area begins at the barge landing and grows worse as you move downstream. The barge landing shows signs of minor erosion. The most severe erosion appears to be taking place in the middle of the bend roughly 300 feet downstream. Eroded vertical bank sections are typical in the area downstream.

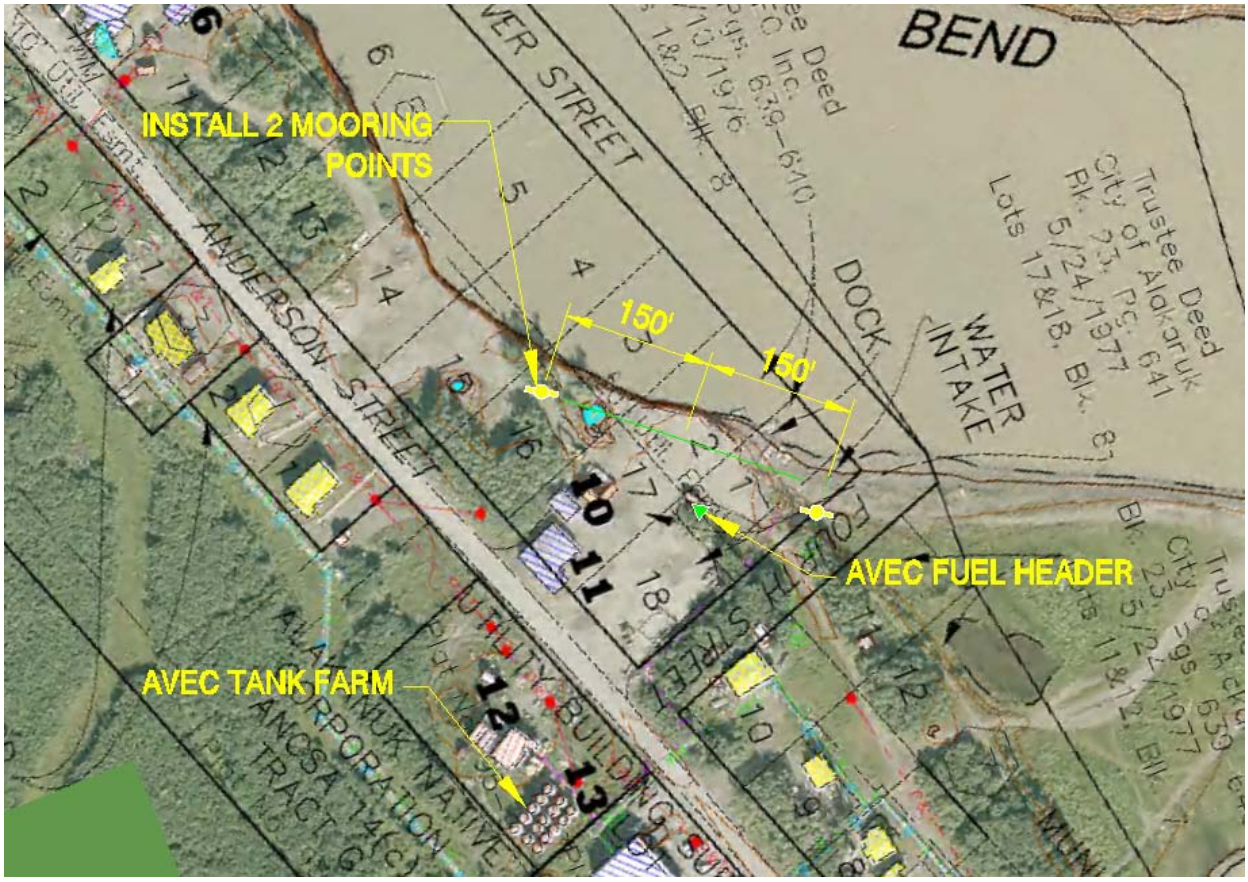

Figure 1. Freight and AVEC fuel landing


Figure 2. Upstream of barge landing

Figure 3. Downstream of barge landing

A driven pile and a cable deadman were located at the site. The barge companies use the deadmen during deliveries but the locals did not know for certain what the buried deadmen were or how deep they were buried. Erosion has taken the bank material at the base of the pile deadman. The pile remains on the bank slope, leaning significantly towards the slough. The barge companies do not feel that the deadmen will hold their barges so they continue to use their engines to hold to shore.

There are two mooring points planned for the freight and AVEC fuel landing. The moorings will be located 150 feet up and downstream of the barge landing. The upstream mooring pile will be driven at the treeline, roughly 50 feet from the river. The downstream mooring pile will be installed 50 feet back from the riverbank.

School Fuel Landing

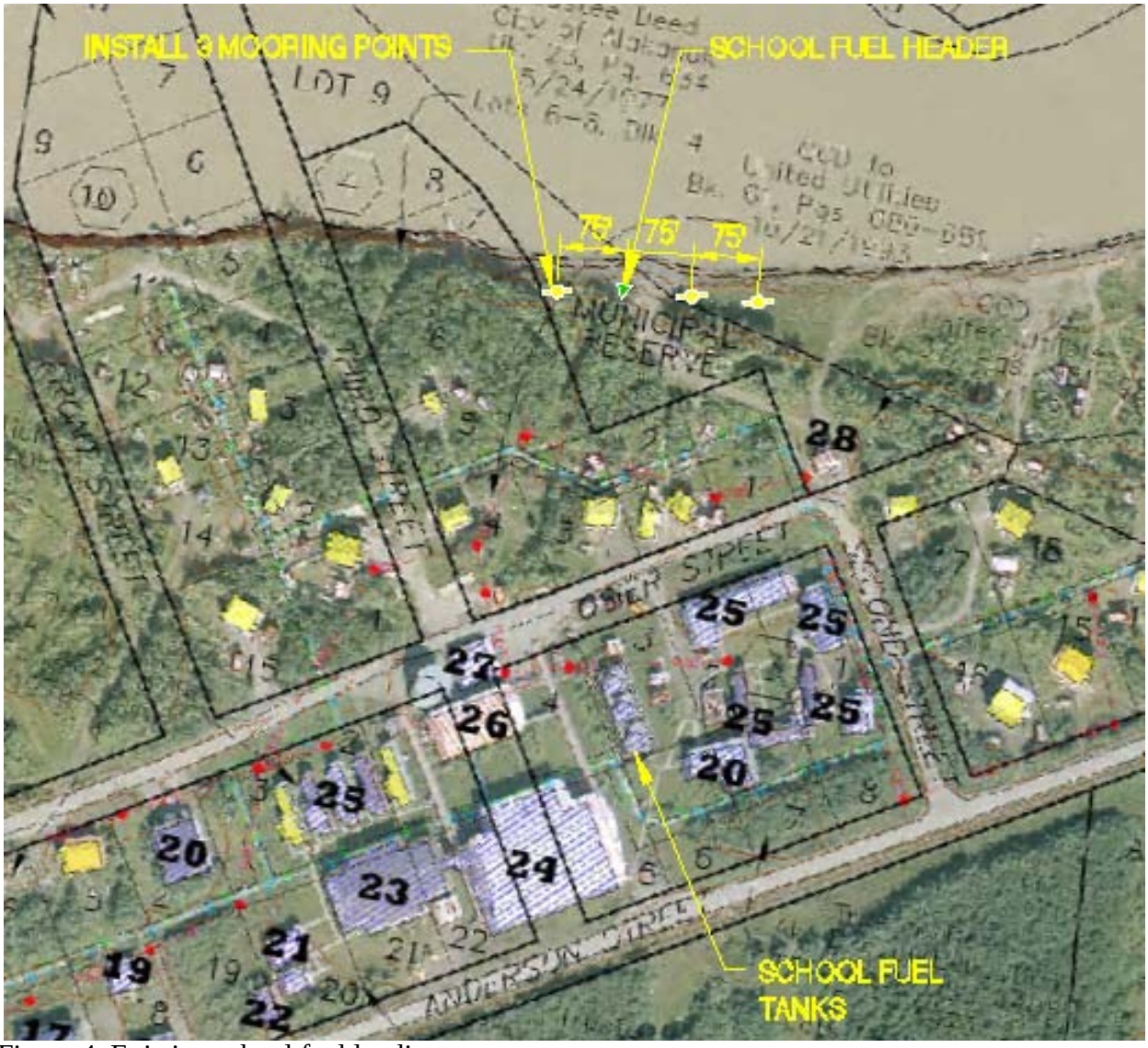

Figure 4. Existing school fuel landing

The school's fuel landing is at the end of a small dirt road off of Second Street. The general landing area is free of vegetation with some sparse grasses along the treeline. The area is mainly open with some miscellaneous debris at the edges of the landing. The bank upstream is relatively flat with roughly a 1v:10h slope. The upstream bank is covered with logs and other large woody debris. The downstream bank is steeper with a 1v:1h average slope. The bank downstream shows signs of active erosion with a few logs present on the bank.

A group of three creosote piles are located on the downstream side of the landing. They are cut off roughly 4 feet above grade. The used and design of these piles are unknown

The two upstream moorings will be placed 75 feet and 150 feet upstream of the fuel header at the base of the slope just within the treeline, roughly 40 and 60 feet from the shoreline, respectively.

The downstream mooring will be placed 75 feet downstream of the fuel header on top of the bank 30 feet back from the shoreline.

Figure 5. School fuel landing

Figure 6. Downstream of fuel landing


Figure 7. Upstream of fuel landing

AVEC Fuel Landing

The fuel landing is located roughly 200 yards downstream from the sloughs junction with the Yukon River. The area appears to be an accreted beach slightly lower than the older bankline. The beach is roughly 300 feet in width at the fuel header. The bank is a moderate sand and silt slope with little to no vegetation. A few logs are present on the bank. The slope behind the bank is much shallower, nearly flat, with grasses covering much of the accreted beach area. The fuel header is located approximately 300ft shoreward, in the open area between several adjacent buildings.

There are three moorings planed for the AVEC fuel landing. The moorings will be place just inside of the vegetation line, at the top of bank, roughly 50-60 feet shoreward of the waterline. Two moorings will be located 75ft and 150ft upstream of the access path and the downstream mooring will be located 75 ft downstream of the path.

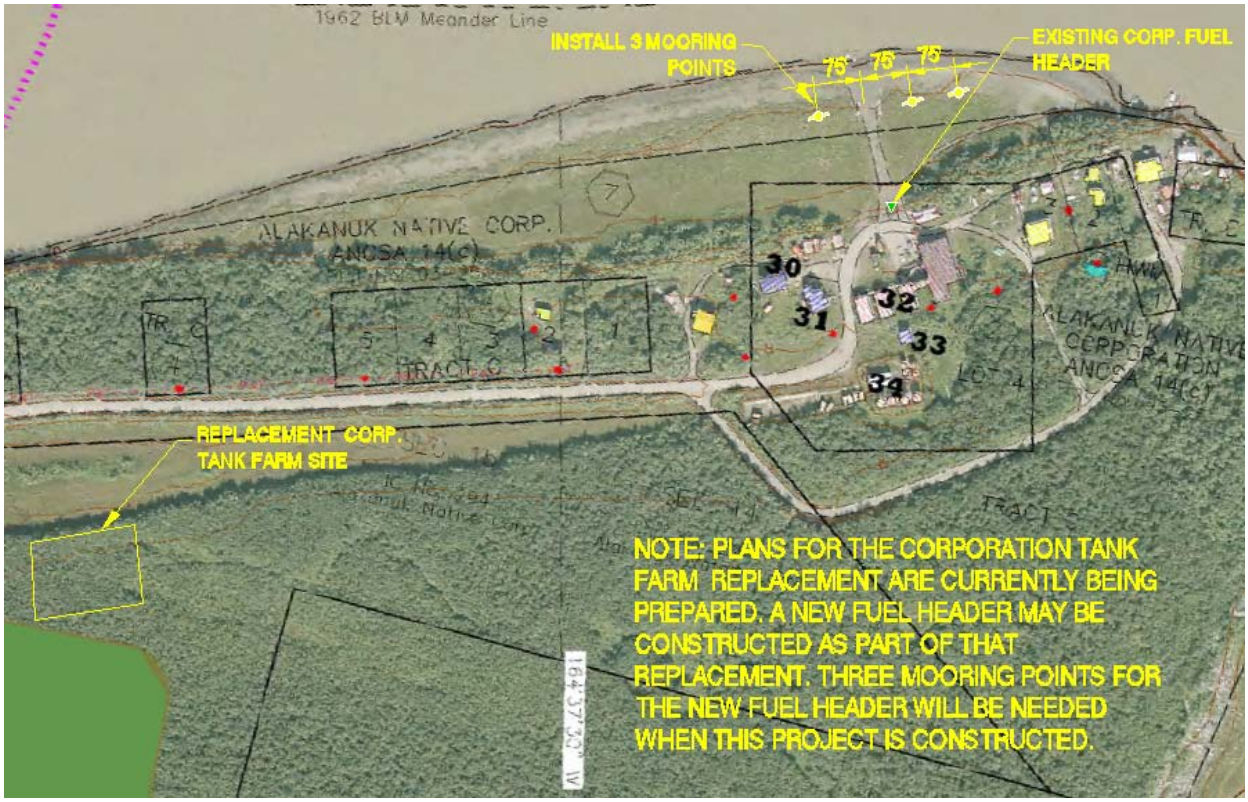

Figure 3. Corporation fuel landing