

DISTRICT TRIP REPORT

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

Description: Anvik Trip Report

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Date: 17 June 2010

Community Meeting

The community meeting was held at the City office on Tuesday, May 11, 2010. Representatives from the council members of the City of Anvik, and IRA attended.

Meeting Attendees

Christine Elswick – Anvik city clerk, IRA council member

Sherry Kruger – Anvik city council

William Koso – Anvik Mayor

Diane Jones - Anvik city council

Larson Maillelle - Anvik city council

Jason Jones - Anvik city council

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 use during the meeting.

The city has received the letter concerning the resolution supporting the mooring points project. The city will act on the proposed resolution at the next city council meeting at the end of May.

Crowley Marine, Northland, and Ruby Marine make fuel and freight deliveries at Anvik.

The city currently uses separate sites for fuel and freight deliveries at Anvik. The fuel landing is at the previously defined location. The freight landing is 400-500 feet downstream of the fuel landing. The freight landing is used for both nose-in and along-side landings, so this area will likely require three mooring points.

The Mayor and Council Members did not believe that bedrock would be encountered in either site.

The community did not know if a barge landing permit (State tidelands permit) had been obtained for the freight or fuel landing. Corps representatives explained the need for the barge landing permit to protect the community's access interests. The Mayor noted that they would see if they have a current barge landing permit and look into the obtaining a permit for both barge landings.

The land for both the sites is believed to be owned by the Anvik native corporation. BLM is currently in the process of transferring the land but the city has not seen a preliminary plat of the conveyance.

No known archeological sites, fish camps, or house pits in either area. The mayor noted that erosion has taken all the known historic fish camps.

Erosion in the existing fuel and freight landings is not a problem according to the attendees. Erosion in areas upstream of the landings has been a concern during previous floods.

There are currently several deadmen at each landing 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. The deadmen are generally installed by the barge companies and tend to be minimal and temporary. 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 was agreement that the freight landing should have the below-grade mooring point installations due to the amount of traffic in that area. The fuel landing does not have much vehicle traffic and should have the bollard type, above-grade mooring point installations.

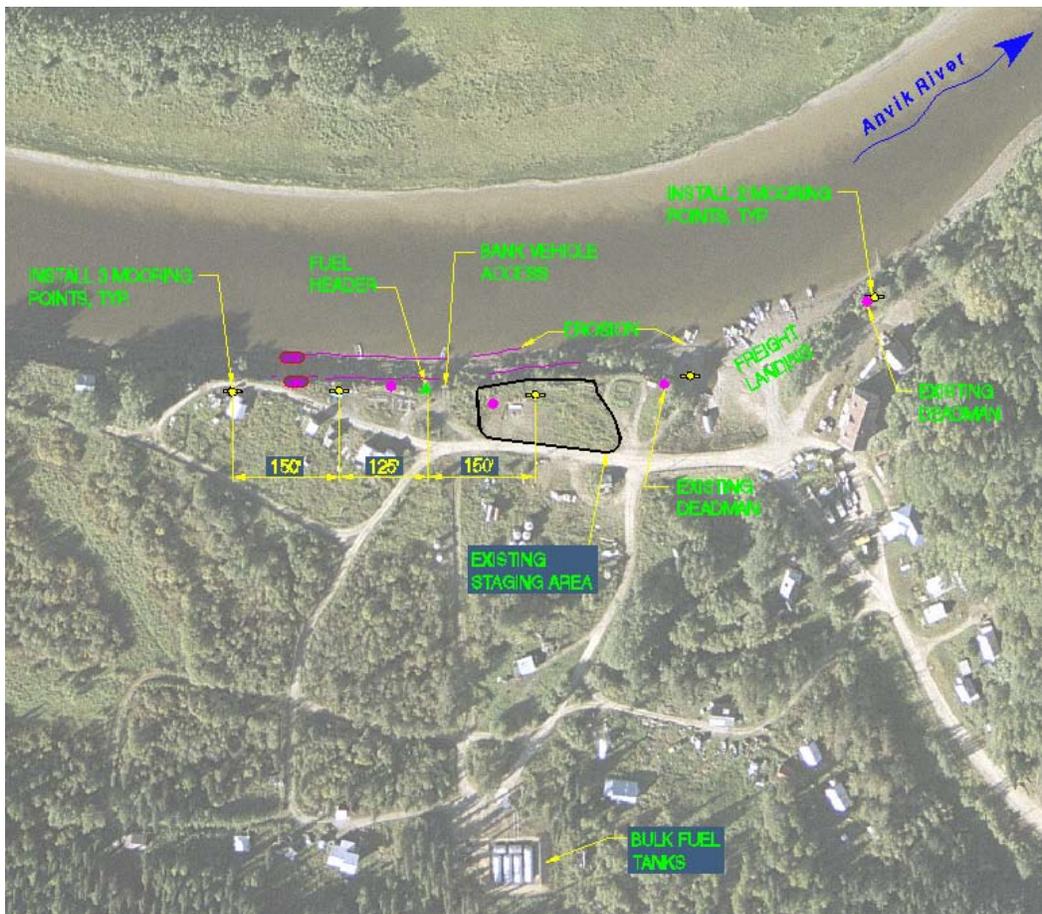


Figure 1. Proposed mooring points sites

Fuel Landing

The fuel barge landing is located off of second airport road. The fuel header is located roughly 15-20 feet back from the top of the riverbank. The shoreline slope in this area is about a 1V:1.5H slope. The top of bank is roughly 10 feet above current water level. The land behind the top of bank is relatively flat. Shore access is made by means of a 20 foot wide bank cut. Vegetation at the top of bank is mainly grasses with some willow and alder bushes. Vegetation on the slope is similar to that on the top of the slope but sparser. Erosion appears to be occurring at a minor rate in the overall area. The worst erosion area appears to have been caused by surface drainage. The area was protected by a soil filled cellular containment grid, but the grid seems to have failed several years ago.



Figure 2. Fuel header



Figure 3. Fuel barge landing looking downstream



Figure 4. Erosion caused by surface drainage

There are 3 mooring points planned for the fuel barge landing. All three mooring points will be the above-ground, bollard type mooring. The upstream mooring will be located 275 feet upstream of the fuel header. The middle mooring will be placed 125 feet upstream of the fuel header. The downstream mooring will be placed 150 feet downstream of the fuel header. All three moorings will be located approximately 15-20 feet back from the top of bank.



Figure 5. Upstream mooring point location



Figure 6. Middle mooring point location



Figure 7. Downstream mooring point

Freight Landing

The freight landing is a sloping gravel area roughly 600 feet downstream of the fuel barge landing. Access to the landing is accessible by existing gravel road to the south. A 6 foot culvert, emerging from the gravel road to the south, drains into the river within the landing. There is little to no vegetation on the landing. The surrounding area is vegetated with alder, cottonwoods and some grass. The existing deadmen used by the barge companies are in the vegetated area to either side of the landing.



Figure 8. Freight barge landing

There are two mooring points planned for the freight landing. Both mooring points will be below-grade installations. The upstream mooring will be at the edge of the gravel road, upstream of the drainage culvert. The mooring location is roughly 40 feet from the rivers edge. The downstream mooring location will be above the landing behind a stand of cottonwood trees. The location is next to the existing cable deadman.



Figure 8. Upstream mooring point location



Figure 9. Downstream mooring point location