

## **DISTRICT TRIP REPORT**

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

**Description:** Emmonak Trip Report

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**Date:** 17 June 2010

### **Community Meeting**

The community meeting was held at the Tribal Council office on Tuesday, April 27, 2010. Representatives from the Tribal Council, City of Emmonak, and IRA attended. The Emmonak Corporation was contacted and invited to attend but no representative attended.

### **Meeting Attendees**

Dora Moore – Emmonak Tribal Administrator  
Humphrey Keys - Emmonak Tribal Council Housing Dept  
Charlie Augustine – Emmonak Tribal Council Realty  
John Moses – City of Emmonak  
Wilbur Hootch Sr. - City of Emmonak Board Member  
Herman Hootch – City of Emmonak Vice President  
Ted Hamilton – IRA

### **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.

Example resolution letter had been received. The importance of the resolutions to the Denali Commission project was reiterated. The Tribal Council has drafted a resolution supporting the project which will be considered during the next council meeting. The tribal council reminded the city and will contact the corporation concerning the need for similar resolutions supporting the project from each.

Barge services in Emmonak are provided through Ruby Marine, Northland Bargelines, and Crowley Marine. Ruby Marine delivers some fuel and freight out of Tanana. Northland conducts the majority of the freight deliveries to Emmonak. Crowley delivers mainly fuel but does on occasion deliver small amounts of freight on their fuel barges.

Companies selling fuel in Emmonak include Kwik Pac Fisheries, Emmonak Corp., and Grant Aviation.

No known archeological sites at any of the proposed locations. The only archeological site known to the locals was downstream of the rock revetment and has been claimed by river erosion. Locals did note that some fish camps had been used north of the old airport but that they

were likely eroded by the river as well. The city freight landing and corporation fuel landing areas were previously evaluated for archeological sites for the revetment construction project in the 1990's.

The city would prefer to have all the mooring points be above-ground, bollard type installations.

Emmonak has one general freight barge landing and three fuel barge landings.

- City dock
- Corporation fuel landing
- Avec and school fuel landing
- AC store fuel landing

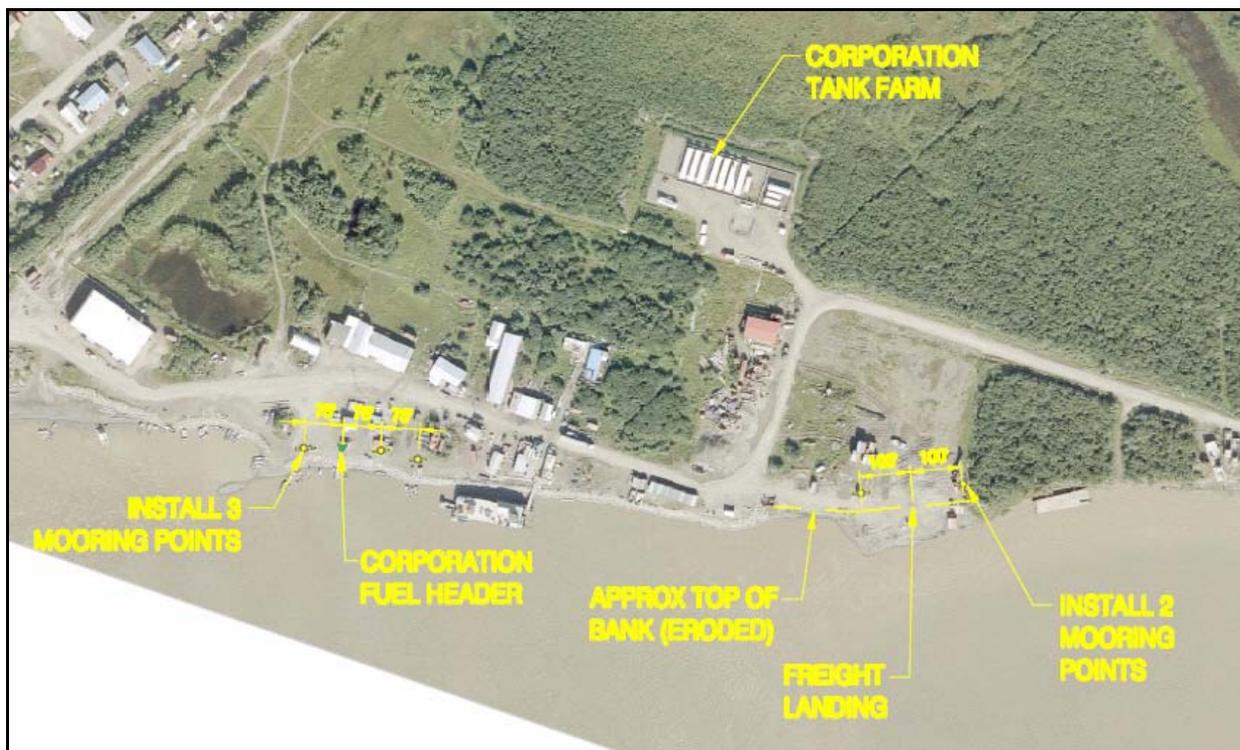


Figure 1. Upstream mooring point sites

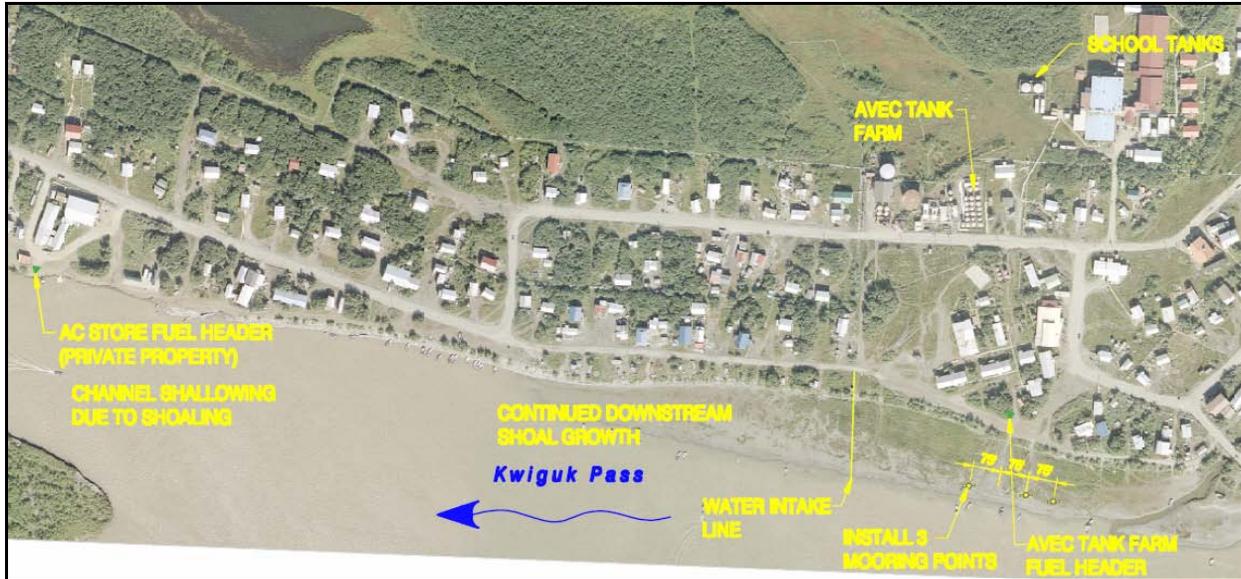


Figure 2. Downstream mooring point sites

### City Freight Landing

There was a general concern from all those present about the continuing erosion at the proposed city barge landing. Last years flooding caused the erosion of roughly 10 to 15 feet of bank at the barge landing according to the Tribal council administrator. An Emmonak board member noted the erosion would have been worst if it were not for a contractor's barge that was moored there, protecting the site. The attendees were concerned about the long-term usefulness of the mooring points to be constructed here without some erosion protection measures in place to prevent the river from taking the land around the mooring points. The city cited the Corps evaluation of recent erosion last spring. Mooring points in this area will likely need to be placed as far back from the shoreline as plausible to prevent premature loss due to continuing erosion.

The city provided a copy of the barge landing permit for the upstream city dock, tariff memo for the city dock, and ordinance enacting city code for the port facilities.

FEMA has awarded a \$2 million for repair of the rock revetment just downstream of the city barge landing. The contract was awarded to DOWL (POC Steve Schwicht). A meeting with Steve Schwicht of DOWL and Martin Moore the Emmonak City Manager was held in Anchorage to coordinate the mooring point locations. Steve outline scope of the FEMA repair and the proposed dock. The FEMA repair will replace 210 feet of rock revetment that was damaged during the 2009 flood. The repair will extend 210 feet upstream of the

The city has two dead men installed at the proposed dock site already. The deadmen are large, buried diesel engines that have one-inch cable leads attached to them. The barge companies use the deadmen when moored there. The barge companies do not feel that the deadmen will hold their barges so they continue to use their engines to hold to shore.

Two mooring points are proposed for this site. They will be driven 50-60 feet back from the top of bank due to the continuing erosion in the area. The two moorings will be spaced 200 feet apart from one another.



Figure 3. Upstream mooring point site



Figure 4. Downstream mooring point site

### **Corporation Fuel Landing**

The corporation fuel landing was not previously identified in the preliminary mooring improvement study. The fuel header is located upstream of the small groin placed by the State of Alaska Department of Transportation and Public Facilities (AKDOT/PF). The shoreline in this area is covered with a rock revetment that was placed by the Corps of Engineers in the late 1990's. Three mooring points are proposed for this landing. Two mooring points will be driven upstream and one mooring point downstream of the fuel header at 75 foot spacings. The bank at this location is stable due the rock revetment so the mooring points will only need to be set back from the top of bank 15-20 feet.



Figure 5. Corporation fuel header and pumps



Figure 6. Upstream mooring point location



Figure 7. Middle mooring point location

### **AVEC and School Fuel Landing**

The AVEC and school fuel landing was also not identified in the preliminary mooring improvement study. This landing is located roughly 600 feet downstream of a small drainage on the developing shoal and 300 feet upstream of the city water intake. Three mooring points are proposed for this landing. Two mooring points will be driven upstream and one mooring point downstream of the fuel header at 75 foot spacings. The shoal is roughly 200 feet wide at the fuel landing so the moorings will be driven in the shoal, not the top of bank. It is assumed that all three of the proposed moorings are below mean high water.



Figure 8. AVEC fuel header

### **AC Store Landing**

The Alaska Commercial company store landing is located on private property. The fuel tanks at this site are for the private use of the store. No fuel sales are offered to the public. Continued growth of the upstream shoal is causing the channel in front of the AC store to become shallower each year. Locals state that the channel near the store is only 3-5 feet deep at times. It is likely that this channel will become unusable in the future.

No mooring points are proposed for this location.