

DISTRICT TRIP REPORT

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

Description: Grayling Trip Report

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Community Meeting

The community meeting was held at the Tribal Council office on Wednesday, May 12, 2010. Representatives from the IRA Council and the City of Grayling and local residents attended the community meeting.

Meeting Attendees

Herman Deacon - Resident
Marilyn Deacon – Resident
Shirley Clark – Mayor
Harry Maillelle – IRA council member
Arron Soloman – IRA council member
Marvin Deacon – IRA council member
Judy Deacon – Resident
Valerier Nicholi - 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 use during the meeting.

The freight landing is upstream of the location shown on the preliminary drawing. Freight barges normally tie up so that freight can be off loaded to the existing gravel road.

Erosion of the bank is minimal according to the locals. Some erosion occurs during floods and spring breakup but the bank is fairly stable.

The locals believe that the land in the area of the proposed fuel and freight barge landings is owned by the city or the IRA. One private lot at the south end of the fuel landing will have to be avoided. The locals believe it to be the only private lot that may be in the area of the landings.

Based on recent pile driving projects in the area bed rock could be encountered at 40 feet below ground surface.

No known archeological sites, old house pits, or historic fish camps are known in the area of the barge landings. The only archeological sites known to the locals are downstream of the barge landings by the north end of the runway. District investigation of historic sites did local several

sites just north of the runway. These identified sites are likely those that were mentioned by the locals.

Three deadmen were found during the site visit. 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 barge companies do not feel that the deadmen will hold their barges so they continue to use their engines to hold to shore.

Community prefers that all the moorings be below-grade installations due the traffic at the top of bank. The locals believe that the bollard type installations would be a hazard for snowmobiles and four-wheelers.

Discussed the Denali Commission requirement for community resolutions in support of the project. Left copies of a sample resolution for both the city and the IRA to use to draft their own resolutions.

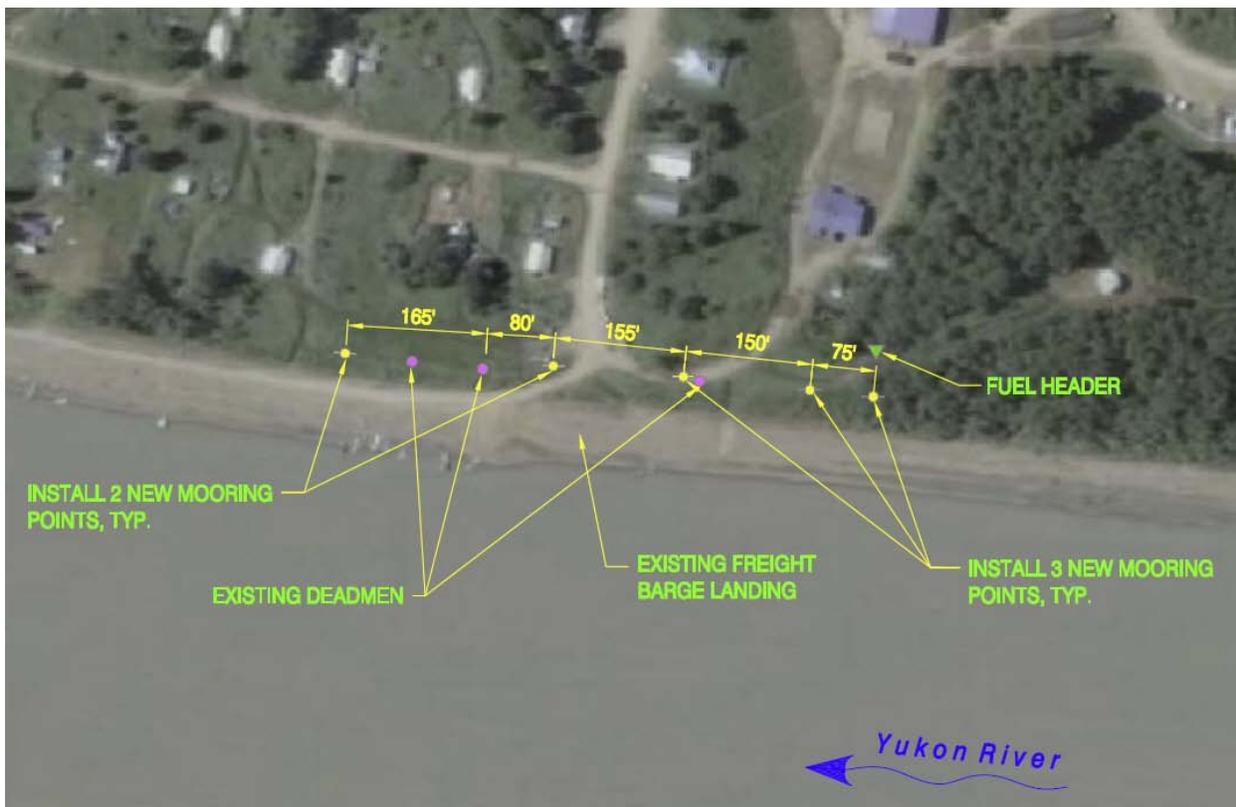


Figure 1. Proposed mooring points map

Fuel Barge Landing

The fuel barge landing is located upstream of the intersection between the gravel road and shore access path. This portion of the riverbank is relatively straight and appears to have little erosion. The beach is mainly gravel smaller than 6 inches and sand. The beach slope is roughly 1V:5H with no vegetation visible. The slope from the bank to the top of bank is roughly 1V:1.5H. The slope is vegetated with only grasses. The top of bank, excluding the vehicle path, is also

vegetated with grasses. The fuel header is located roughly 50 feet up the water tank hill next to the welcome sign.

Three mooring pile are proposed for this site. The moorings will be placed at the top of bank along the edge of the vehicle path. The upstream mooring will be placed even with the fuel header location. The middle mooring will be placed 75 feet downstream of the upstream mooring. The downstream mooring will be placed 150 feet downstream of the middle mooring, just upstream of the shore access path.



Figure 2. Fuel barge landing area

Freight Barge Landing

The freight barge landing is located downstream of the fuel barge landing near the intersection between the gravel road and shore access path. The bank and shore are very similar those in the fuel barge landing just upstream. The banks slope does have a slightly steeper slope with sections of vertical unvegetated bank. The top of bank is vegetated with grasses.

Two moorings are proposed for the freight landing. These two mooring piles will be driven approximately 10 feet back from the top of bank. The upstream mooring will be located 155 feet south of the downstream fuel landing mooring, just downstream of the gravel road. The downstream mooring pile will be placed 245 feet downstream of the upstream mooring pile.



Figure 3. Fuel header (at center)



Figure 4. Fuel and freight landings