

DISTRICT TRIP REPORT

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

Description: Mountain Village Trip Report

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Date: 29 June 2010

Mountain Village Trip Report

Community Meeting

The community meeting was held at the Tribal Council building on Thursday, April 29, 2010. Representatives from the Tribal Council, City of Mountain Village, and Azachorok Corporation and local residents attended.

Meeting Attendees

Fred Lamont – City of Mountain Village
Harry Wilde – Coop Mountain Village
Francis Hess – Azachorok Corporation
Bibiana Sage – City of Mountain Village
Mathew Weskey – Resident of Mountain Village
Arlene Landlord – Azachorok Corporation
Alexa Welten – Azachorok Corporation
Ephreim Thompson – City of Mountain Village
John Lamont – Lower Yukon School District
Martin Alexie - City of Mountain Village
Paul Beans – Azachorok Corporation
James Poullard – Azachorok Corporation
Maria Koutehak – City of Mountain Village
Fred Beans – City of Mountain Village
Anita Andrews – City of Mountain Village
Betty Lawerance - Azachorok Corporation

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 informed us that SKW will have pile driving equipment in community during the summer of 2010. The city believed that the equipment would be driving similarly sized piling as those for the mooring piles.

The locals stated that the erosion in the community is minor. One local estimated the erosion at his property to be roughly 30 feet in the last 40 years. The river at the community is a fairly

straight run which would help limit the erosion. The bank material has large gravel which armors the bank for normal flow conditions.

Locals would prefer to have all mooring point installations the below-grade mooring type because of the high snowmobile traffic.

No known archeological sites, old house pits, or historic fish camps at the proposed mooring locations.

Explained the Denali commission requirement for resolutions supporting the project from the city and the corporation. The city and corporation were told that we would need the resolution before we could move forward with a contract. Left several copies of the sample resolutions with the city administrator and the corporation president. Both said that they would try to have a resolution sent back to the district within the next month.

The city representatives did not think that barge landing permits had been obtained for either site. Explained the barge landing permit process (Tidelands permit obtained through DNR) and the importance of having the permit to retain their historic use of the area.

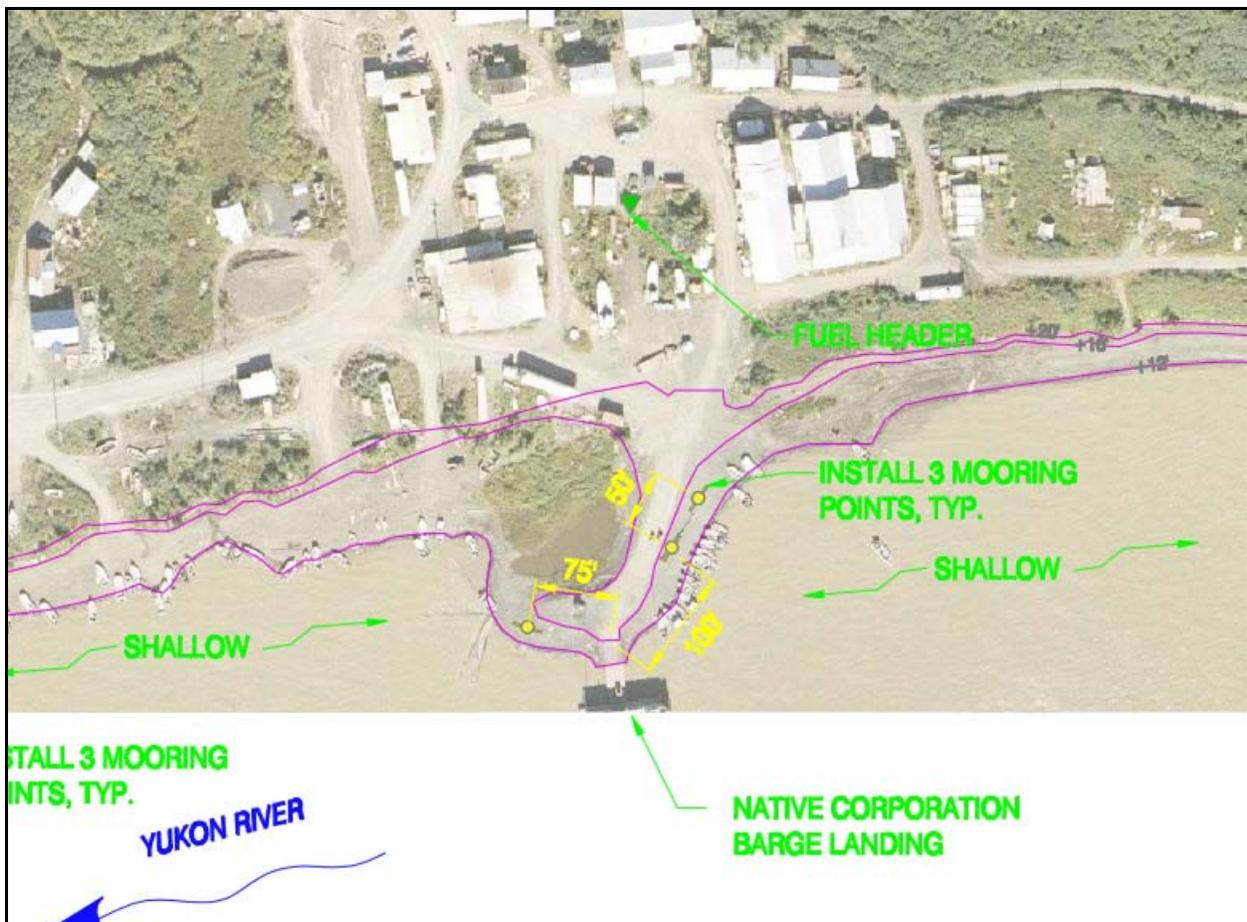


Figure 1. Upstream mooring points site

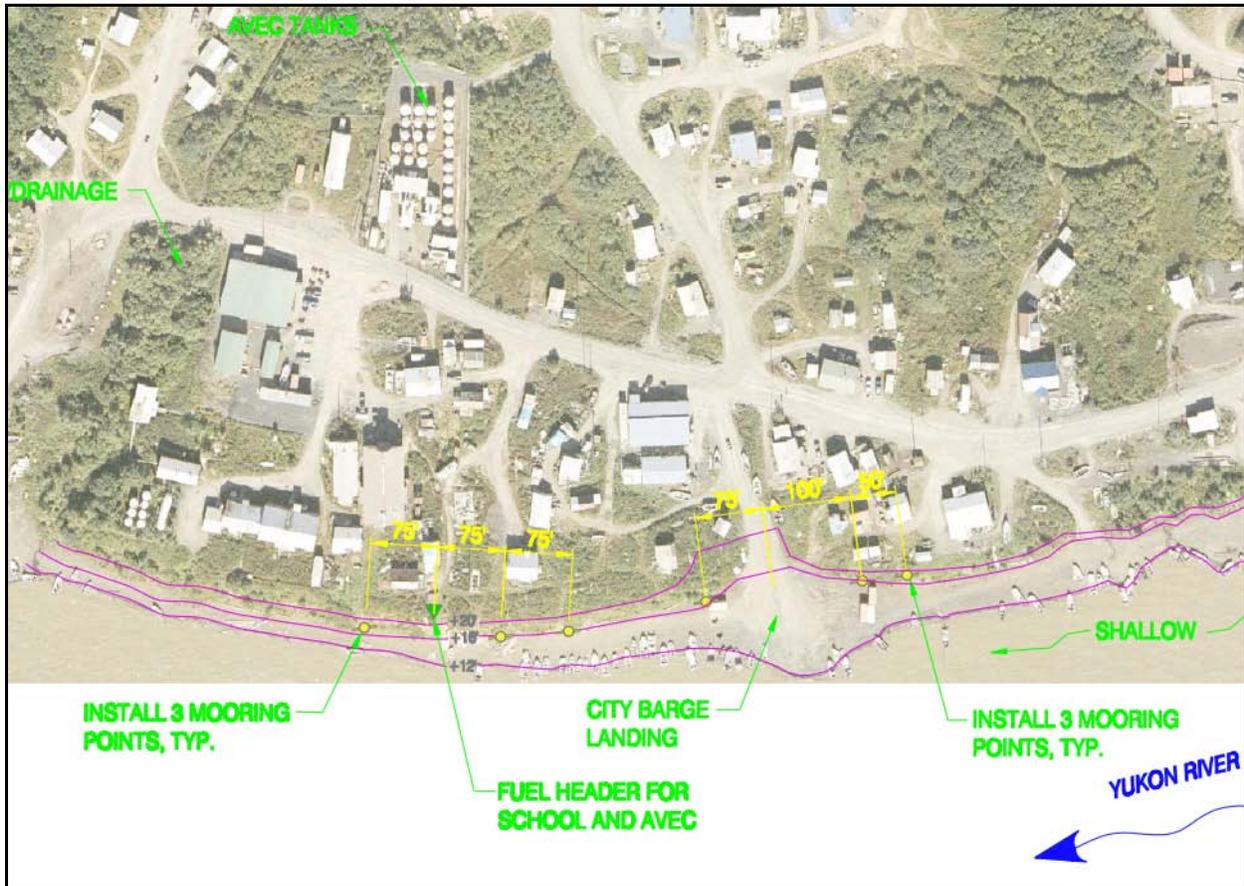


Figure 2. Downstream mooring points sites

Site Visit

Corporation Barge Landing

The corporation barge landing is used for both fuel and freight transfer. The area is a gravel point that extends into the Yukon River 100-125 feet. The area shoreward of the barge landing is fairly steep and not much area is available for staging and storage. The fuel header is located approximately 300 feet shoreward of the barge landing on the slope.

Vegetation on the lower bank at the barge landing is nonexistent. Vegetation does begin to show up as the bank slope becomes steeper. The vegetation here consists of mainly grasses with some alder and willow bushes.

Land ownership in the area of the proposed moorings belongs to the local native corporation.



Figure 3. Corporation barge landing



Figure 4. Corporation fuel header

Three moorings are proposed for the corporation barge landing. The upstream mooring will be located 150 feet upstream of the barge landing along the shore. The middle mooring will be located 50 feet downstream of the upstream mooring and 100 feet upstream of the barge landing. The downstream mooring will be located 75 feet downstream of the barge landing. It is assumed that all three of the moorings will be at or below the mean high water line.

City Freight Landing

The city freight landing is a section of gravel bank that has existing gravel road access. No specific structures for landing are available. The shore slope varies from roughly 1v:10h at the waters edge to 1v:5h at the toe of the bank. The bank slope is much steeper than the shore slope, with slopes of 1v:2h to 1v:1h. The city's water intake line is located at the landing and extends from the toe of the banks roughly 150 feet out into the river. Most of the shore was still covered with ice and snow during the site visit but the few exposed areas of shore had no vegetation. Vegetation on the upper bank is mainly grasses with some alder and willow bushes. The land in the area of the freight landing is owned by the City of Mountain Village according to the city and initial evaluation by the Corps.



Figure 5. City barge landing

There are three moorings proposed for the city's freight landing. The upstream mooring will be located 150 feet upstream of the barge landing. The middle mooring will be located 75 feet upstream of the barge landing. The downstream mooring will be located 75 feet downstream of the barge landing. All three moorings will be driven at the edge of the vegetated bank slope. It is assumed that all three of the moorings will be at or below the mean high water line.



Figure 6. Shoreline upstream of the barge landing



Figure 7. Shoreline downstream of the barge landing

AVEC and School Fuel Landing

Conditions at the AVEC fuel landing are very similar to the city's freight landing without direct vehicle access.

The fuel landing is a section of gravel bank with no specific structures for landing. The shore slopes vary from roughly 1v:10h at the waters edge to 1v:5h at the toe of the bank. The bank slope is much steeper than the shore slope, with slopes of 1v:2h to near vertical in limited areas. Vegetation on the upper bank and shore are similar to that further upstream and the freight landing. The land in the area of the freight landing is owned by the City of Mountain Village and the school district. Further delineation of the property boundaries is recommended due to the proximity of the school property.



Figure 8. AVEC and school fuel header

Three moorings are proposed for the AVEC and school fuel landing. The upstream mooring will be located 150 feet upstream of the fuel header. The middle mooring will be located 75 feet upstream of the fuel header and the downstream mooring will be located 75 feet downstream of the fuel header. All three moorings will be driven at the edge of the vegetated bank slope. It is assumed that all three of the moorings will be at or below the mean high water line.



Figure 9. Shoreline upstream of the fuel landing



Figure 10. Shoreline downstream of the fuel landing