

DISTRICT TRIP REPORT

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

Description: Nunam Iqua Trip Report

Prepared by: Merlin Peterson and Greg Carpenter

Date: 17 June 2010

Community Meeting

The community meeting was held at the City office on Monday, May 17, 2010. Representatives from the city council attended.

Meeting Attendees

James O'Malley City Council Member
Amelia Adams City Council Member
Maggie J. Strongheart City Council Member
Edward J. Adams Sr. City Council Member

Topics Discussed

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

The example resolution letter had been received by the city. The city informed us that they had passed a resolution in support of the project. We were unable to speak with anyone from the Nunam Iqua Corporation concerning their barge landing.

Barge services to Nunam Iqua are mainly provided by Crowley Marine. Bulk freight service by barge is infrequent. Most freight orders are small and arrive by USPS airmail. Crowley Marine delivers fuel to AVEC, the corporation and the school.

Fuel for the school tanks is delivered to the west of the barge landing. The area is too shallow for the barge to land on shore so it anchors offshore and floats a line to shore. Shore moorings would likely not assist in this operation so no moorings are proposed for this location.

Fuel and all freight barges land at the existing barge landing, at the northeast edge of town. Fuel is delivered at this location for the AVEC and corporation tanks. At the time of the site visit the barge landing was covered with one to two feet of ice and snow. The entire barge landing and staging area is a gravel pad.

Three moorings are proposed for the existing landing. Two moorings will be located off the pad on the gravel slope roughly 20 feet back from the edge top of bank. The middle mooring will be driven 65 feet upstream of the west edge of the gravel pad and 20 feet

back from the top of bank. Erosion in the area of the barge landing is minimal according to the council members. They believe that the proposed 20 foot setback for the mooring points will be sufficient.

Above grade, bollard type moorings will be used for both moorings located off the gravel pad. The middle mooring, located on the pad, will be a below-grade mooring installation due to traffic and storage concerns.

According to the city all the land in the area of the barge landing is owned by the local corporation.

No archeological sites are believed to still remain in the area of the barge landing. The area was once a fish plant but the land eroded long ago.

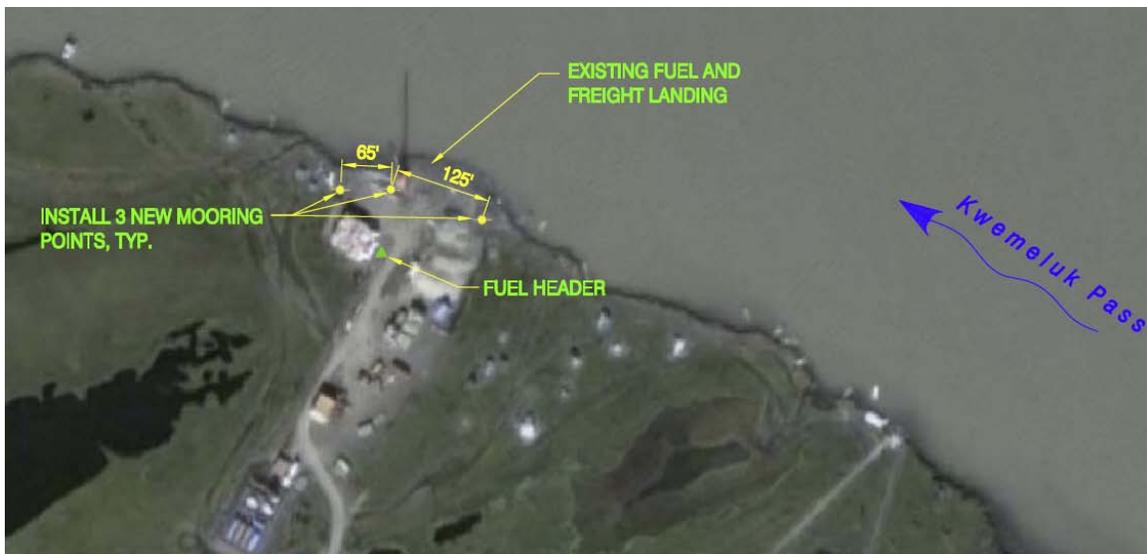


Figure 1. Proposed mooring locations



Figure 2. Barge landing area



Figure 3. AVEC and corporation fuel tanks