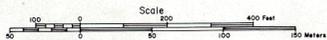
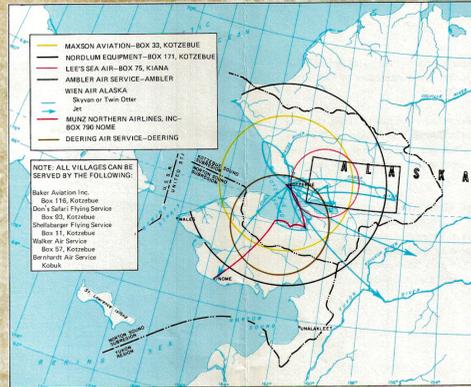


COMMUNITY MAP KIANA

66°58'N 160°26'W Elevation 85'



Prepared by the Arctic Environmental Information and Data Center, University of Alaska, for the Alaska Department of Community and Regional Affairs
The preparation of this document was financed in part through a comprehensive planning grant from the Department of Housing and Urban Development under provisions of Section 701 of the Housing Act of 1954, as amended, and the Division of Community Planning, Department of Community and Regional Affairs of the State of Alaska, December, 1976.



- MAXON AVIATION—BOX 33, KOTZEBUE
- NORDLUM EQUIPMENT—BOX 171, KOTZEBUE
- LEE'S SEA AIR—BOX 75, KIANA
- AMBLEY AIR SERVICE—AMBLEY
- WEN AIR ALASKA
- SKYWAY or Twin Otter
- MUNZ NORTHERN AIRLINES, INC.—BOX 70, HOME
- DEERING AIR SERVICE—DEERING

NOTE: ALL VILLAGES CAN BE SERVED BY THE FOLLOWING:
Baker Aviation Inc.
Box 116, Kotzebue
Don's Seater Flying Service
Box 63, Kotzebue
Shelton's Flying Service
Box 11, Kotzebue
Walker Air Service
Box 57, Kotzebue
Bertram Air Service
Kobuk

The description of the municipal boundaries approved by the State under the Village Incorporation Act is as follows:
Center point of proposed city boundaries is the S.E. corner of B.I.A. School area land near the Kobuk River as marked in Exhibit "B". To S.W. corner following river bank 2,800 feet. Thence to N.W. corner 2,400 feet thence to N.E. corner 5,700 feet. Thence to center point 2,700 feet following river bank of Kobuk River.

- Baptist church
- Schuerch's store
- Kiana trading post
- Blankenship trading post
- Recreation hall
- Community building
- Clinic
- Friend's church
- PHS sewage treatment plant
- Elementary school
- AVEC power plant
- PHS water pump house
- Water storage tank
- Magistrate's office
- Hotel and restaurant
- Kiana coop store
- High school

Additional survey data (U.S. Survey No. 4269) is available from the U.S. Bureau of Land Management.

- ### Land Use
- Residential
 - Public
 - Commercial
- ### Electricity (AVEC)
- Power cable
 - Service cable
 - Transformer
 - Power pedestal
 - Street light
 - Generator
- ### Water (PHS)
- Water line
 - Fire hydrant
- ### Sewer (PHS)
- Sewer line
 - Manhole
- ### Other
- Fuel oil line (AVEC)
 - Direction of flow
 - Townsite boundary (BLM)
 - Survey line (BLM)
 - Earth station (RCA)

KOBUK RIVER

Note: This community base map has been prepared from low altitude aerial photographs which contain unavoidable distortions in scale. Property and utility information have been generalized from many sources and may contain minor inconsistencies. This map should not be construed as a survey.

Active erosion occurs at steep spots along the bluff due to spring runoff and thawing of the soil. Flood hazard is low.

Community Base Map—Maps are needed to show land use, ownership, location of utilities, and to plan for future village improvements. These maps can be prepared by either surveying the land on the ground or through enlargement of aerial photos or by a combination of both. Air photos can be taken at various heights. The height determines the extent of the area covered by the photograph.
The Community Base Map was prepared from a photograph taken at a height of 1,800 feet and enlarged to a scale of 1:2,400 (1 in. = 200 ft.). This map was used to locate the present utilities, residential development, and various community services and can be used in the future to evaluate the area for village expansion and to locate new construction.

Environmental Considerations for Community Development

Community development must consider all environmental factors that affect the engineering design and location of structures, including climate, topography, soils, permafrost, erosion, and flooding.

Climate

Climatic data on winds, precipitation, temperature, and snowfall (Figure 5) allow engineers to design buildings strong enough to withstand heavy winds and deep snow, select type and thickness of insulation to reduce heat loss, and estimate fuel requirements. Climatic data are also needed to determine the type of clothing needed to protect the human body against extreme temperatures.

Chill Factor—If the air temperature is below body temperature, a person loses heat to the atmosphere. When the wind blows, the rate of heat loss increases; therefore, air temperature and wind velocity are the two environmental factors which affect body heat loss. Wind chill data (Figure 6) were developed by combining wind and temperature measurements into numbers which express equivalent chill temperatures.

WIND SPEED MILES PER HOUR	COOLING POWER OF WIND EXPRESSED AS "EQUIVALENT CHILL TEMPERATURE" (°F)											
	4-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65
0	40	35	30	25	20	15	10	5	0	-5	-10	-15
1-10	35	30	25	20	15	10	5	0	-5	-10	-15	-20
11-20	30	25	20	15	10	5	0	-5	-10	-15	-20	-25
21-30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30
31-40	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35
41-50	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40
51-60	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
61-70	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45	-50
71-80	0	-5	-10	-15	-20	-25	-30	-35	-40	-45	-50	-55
81-90	-5	-10	-15	-20	-25	-30	-35	-40	-45	-50	-55	-60
91-100	-10	-15	-20	-25	-30	-35	-40	-45	-50	-55	-60	-65

Figure 6 Wind Chill Temperatures

Heating Degree Days—Annual fuel requirements for a heated building can be calculated from heating degree days information. Structural heating usually begins when the air temperature is near 65 degrees F, the index temperature. If a particular day has a mean temperature of 50 degrees F, 15 heating degree days accumulate (65 minus 50). For the entire year the heating load is the sum of the daily degree days. The degree days for each month of the year for Kiana are shown in Figure 8. This information, combined with an inventory of types, sizes, and insulative qualities of buildings, can determine the amount of fuel required for a specific time period in the village.

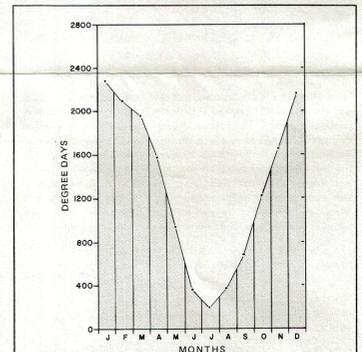


Figure 8 Heating Degree Days—Kiana

Topography and Soils

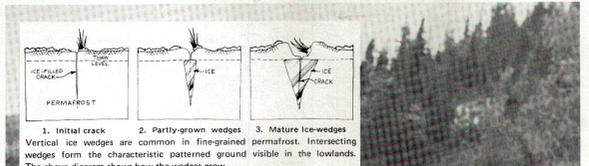
Kiana lies on a gently sloping terrace about 100 feet above sea level. The terrace ends abruptly at an 80-foot-high bluff which forms the northwest bank of the Kobuk River. Most of the older homes and community buildings are located in a shallow valley that indents the bluff, providing good drainage and easy access to the river.
The village is built on frozen sandy silt. Soils under the older homes partially thaw each summer to depths of four to seven feet. The thickness of seasonally thawed ground is much less where tundra vegetation has not been disturbed. Thawed sandy gravel occurs at the base of the bluff along the Kobuk River.

Permafrost—Permafrost (permanently frozen ground) is continuous under the village. The soil is relatively dry and contains few masses of ice. Annual freezing and thawing of the silty soil under the older part of town can cause shifting of buildings on foundations because of the relatively thick thawed layer.
Permafrost should be protected from thawing whenever new structures and utilities are built in the village. The most common methods of protecting permafrost are to place a thick gravel pad

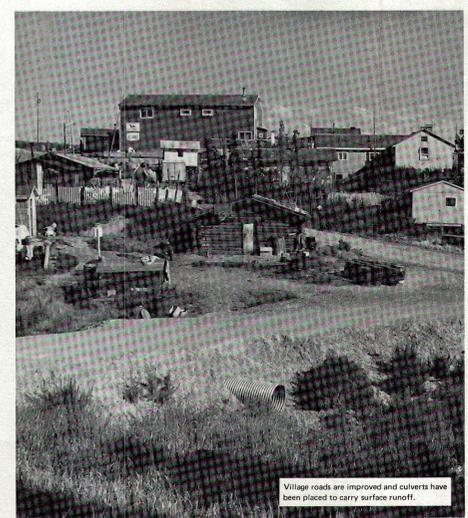
between the structure and the frozen ground to limit heat transfer or to raise buildings on pilings to allow air circulation under the structure. Utility pipes should be properly insulated or placed in utilidoris so that a minimum of heat transfers from the pipes to the adjacent ground.

Erosion and Flooding—Topography minimizes flooding and erosion problems at Kiana. The village is built atop a bluff that is high enough and far enough back from the active floodplain to be generally safe from erosion or flooding. Culverts have been placed under the roads to carry runoff during breakup and minimize the erosional effects of running water through the village during summer storms. Some stumping and gullies occur in steep spots along the bluff.

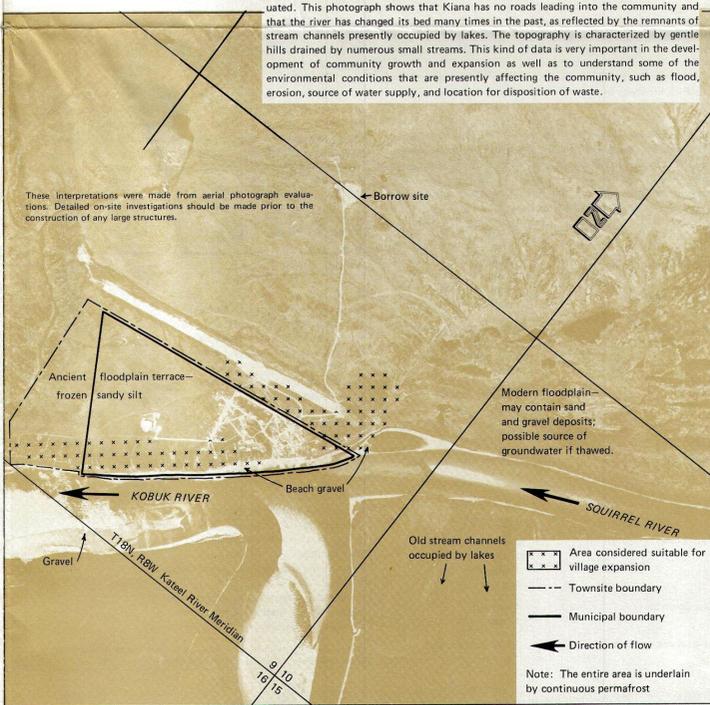
The most important thing to remember when building in the Arctic is that successful design requires site investigation and the advice of competent engineers because of the special conditions in the North. Neglecting these considerations can lead to complete failure of structures.



1. Initial crack 2. Partly-grown wedges 3. Mature ice-wedges
Vertical ice wedges are common in fine-grained permafrost. Intersecting wedges form the characteristic patterned ground visible in the lowlands. The above diagram shows how the wedges grow.



Village roads are in eroded and culverts have been placed to carry surface runoff.



These interpretations were made from aerial photograph evaluations. Detailed on-site investigations should be made prior to the construction of any large structures.

Ancient floodplain terrace—frozen sandy silt
Modern floodplain—may contain sand and gravel deposits; possible source of groundwater if thawed.
Old stream channels occupied by lakes
Area considered suitable for village expansion
Townsite boundary
Municipal boundary
Direction of flow

Note: The entire area is underlain by continuous permafrost

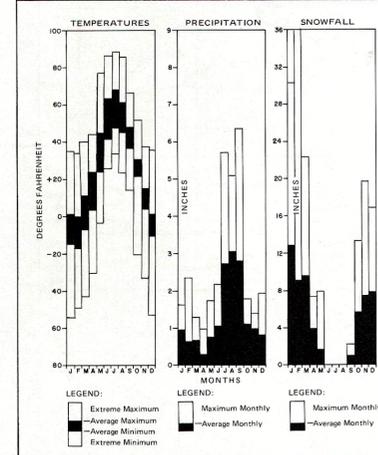
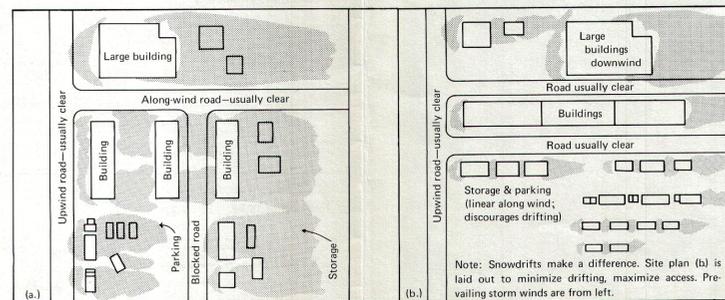


Figure 5 Climatic Data Recorded at Kiana

Note: Kiana is located in the transitional climate zone which is characterized by long, cold winters and cool summers. Temperature extremes of 87°F in summer and -64°F in winter have been recorded, with summer temperatures averaging 60°F. Precipitation averages over 16 inches annually, including 80 inches of snow. There are an estimated 1,354 growing degree days at Kiana, slightly less than the 1,500 considered necessary for large-scale agriculture. However, some vegetables such as potatoes, onions, carrots, lettuce, and cabbage could be grown with fair success. Prevailing winds are easterly in winter and westerly in summer, averaging 10 knots. Additional information on climate is available at the Arctic Environmental Information and Data Center, University of Alaska.

MONTH	TEMPERATURE (°F)				PRECIPITATION (IN INCHES)				H A I R T E M P E R A T U R E (°F)				
	Means		Extr.		Snow, Ice Pellets		Greatest Monthly	Greatest Depth on Ground					
	Daily Maximum	Daily Minimum	Record Highest	Record Lowest	Mean	Greatest Daily							
J	0.9	-14.7	-6.9	-54	0.96	0.68	1.66	12.9	8.5	30.3	31	2229	
F	0.1	-16.3	-8.2	-34	-40	0.63	0.47	2.39	9.2	12.0	37.8	38	2068
M	10.7	-6.3	2.2	40	-43	0.65	0.42	1.31	9.7	6.0	22.5	44	1947
A	22.7	3.1	12.9	44	-30	0.32	0.33	1.03	4.0	3.0	7.6	54	1563
M	44.8	24.4	34.6	76	-3	0.71	1.38	1.77	1.8	2.5	7.8	23	942
J	62.2	41.9	52.1	85	26	1.05	0.72	2.22	T	T	T	0	387
J	67.7	47.2	57.5	87	33	2.78	1.93	5.75	T	T	T	0	232
A	60.4	45.1	52.7	85	22	3.09	1.45	5.13	T	T	T	0	381
S	47.2	36.4	41.8	66	14	2.84	1.09	6.43	1.1	2.0	2.5	2	696
O	30.5	21.3	25.9	52	-20	1.24	1.01	1.84	5.8	5.0	13.5	8	1212
N	15.4	4.1	9.7	37	-33	1.05	0.91	1.46	7.7	7.5	19.8	13	1656
D	1.4	-10.4	-4.5	36	-52	0.88	0.49	1.99	8.1	6.0	17.1	14	2156
YR	30.3	15.4	22.5	87	-64	16.20	1.93	6.43	60.3	12.0	37.8	54	16471

Figure 7 Snowdrifts and Wind Direction



Note: Snowdrifts make a difference. Site plan (b) is laid out to minimize drifting, maximize access. Prevailing storm winds are from left.
Source: Eb Rice, 1975, Building in the North, University of Alaska.

Snow Load—Snow load data are used in the design of structures to determine the strength needed to withstand the weight of packed snow. The U.S. Army Cold Regions Research and Engineering Laboratory has estimated local ground snow loads in pounds per square foot (psf) for many areas of Alaska. The design load selected depends on the expected use, life span, and geographic location of the building. For example, a five-year life could be selected for a temporary facility. A structure that can withstand 56 pounds of snow per square foot is considered safe for five years in Kiana. A building with a life expectancy of 25 years must be able to withstand a snow load of 77 psf; 86 psf for a 50-year structure; and buildings with an anticipated life of 100 years or more, such as hospitals and other long-lasting, permanent facilities, should be able to withstand 95 psf.
Wind Speed—Information on wind speed and direction is necessary to design and orient airports and other structures. It has been estimated that for a structure with an expected life of 10 years a structural design that could withstand extreme wind speeds of at least 80 miles per hour should be chosen; 90 miles per hour for a structure with an expected life of 25 years; 100 miles per hour for a 50-year life; and 105 miles per hour for a structure with a life expectancy of 100 years or more.
Location of buildings must also consider the direction of wind to minimize snowdrifts (Figure 7).

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