

Public Meeting Summary
Chevak Barge Mooring Points

June 25, 2009

Participants

Anthony Boy Scout – City of Chevak
John Atumak – City of Chevak
Mary L Jones – City Council Member
Pete Slats – City Council Member
Ulric J Ulroan – City Mayor
Richard Tuluk – Coastal Village Regional Fund
Moses Acholok Sr.
Angela Boy Scout
Earl Atchak – City of Chevak
George Kalli – Corps of Engineers, EN-CW-PF
Greg Carpenter – Corps of Engineers, EN-ES-SG

Purpose

This meeting served as a scoping meeting for Denali Commission funded installation of barge mooring points at Chevak.

Topics Discussed

Greg Carpenter began the meeting by discussing the scope of the project to involve three barge mooring points to be located in the vicinity of the current barge landing area. He described two potential approaches to such mooring points, burying a large piece of concrete with a chain attached or driving a 16 inch diameter pipe with a “T” top (similar to mooring points in Bethel).

The presence of a Native allotment in the immediate vicinity of the barge landing (labeled Lot 2 on AVEC drawings) was stressed. This area needs to be avoided.

We asked if it would be ok to place mooring points within the Otter Street right of way. Mayor Ulroan said it would not be a problem. Likewise, locating a mooring point across the road perpendicular to Otter Street that runs along the base of the bluff would not be a problem.

Traditional Council member Richard Slats informed us of efforts by the council to have the barge landing site redeveloped at a downstream location to be accessed by a yet to be constructed road. He asked if the mooring points could be installed at this location instead. A discussion

ensued among community members. It was stressed that there was already initiated and ongoing AVEC funded improvements to the community's tank farms and dispensing units based around the current barge landing area. It was also stressed that the Denali Commission funds for the mooring points were intended to compliment this effort. City Council members were in favor of taking advantage of the funding already allocated for Chevak and continuing with construction efforts, including the mooring points, at the current barge landing site.

It was asked which type of mooring point, pile or concrete, would be easier to relocate to a new barge landing site if one was to be developed. The concrete mooring points would be easier to relocate. It was stressed however that installation of such mooring points would be a relatively small and inexpensive effort compared to building a new barge landing facility and hence would be simpler to just include in such an effort.

A portion of the justification of relocating the barge landing downstream was due to the erosion caused by tug boats as they have to keep their engines running to keep barges ashore. It was stressed that the barge mooring points would eliminate the need for the tugs to do so and hence would eliminate this source of erosion.

Richard Slats asked George Kalli if he had gotten in contact with Brian Pederson regarding the Traditional Council barge landing plans as requested. George responded that he had left a voice mail for Mr. Pederson and had been out of the office since that day. George offered to let Mr. Slats know when he got in touch with Mr. Pederson.

STG is the name of the contractor currently in Chevak for AVEC funded improvements.

There was a discussion of the merits of buried concrete and pile mooring points. It was decided that due to safety concerns (snowmachine traffic) a buried mooring point would be preferred.

Chevak has a loader that is capable of 22,000 lbs.

It was asked whether this project would address making repairs to the eroding road located immediately upstream of the sheetpile at the upstream end of the barge landing. The community was informed that this is outside the scope of this project.

Community members expressed concern about the erosion occurring upstream of the barge landing and requested that we take photos.

George provided the mayor with information brochures about the Corp's Section 14 Continuing Authority Program for erosion. He stressed that without special legislation that the Corps could only consider protecting public facilities and infrastructure.