

**Site Visit Summary**  
**Kwigillingok**  
**October 29, 2009**

**Participants**

George Kalli – EN-CW-PF

Greg Carpenter – EN-ES-SG

George and Greg traveled to Kwigillingok to get feedback from community and tribal members regarding the potential installation of barge mooring points there. After arriving in the community at 11:00 they met with tribal council members at 11:25. They then visited the potential installation sites and conducted a community meeting before traveling to Bethel to spend the night. Following is a summary of this site visit. Photos taken can be found at O:\EN\Public\CW\0 CW Projects\Denali Statewide Barge Assessment\Community Specific Files\Kwigillingok\Photos.

**1125 Meeting with tribal council members**

- There are three barge landing sites in the community;
  - A cargo offloading site near the tribal office
  - A fuel offloading site at the consolidated tank farm
  - One for the school and power company headers
  - Another site is indicated in the Barge Landing Report but it was abandoned when the bulk fuel tanks were installed.
- The real estate ownership of cargo and Crowley landings were anticipated to be tribal council land.
- The school and power company headers may be located within a Native allotment (that is what was reported by individuals at the meeting). It was stressed that we did not anticipate that the Denali Commission would construct infrastructure within such an Allotment. Council members were to consider what they might be able to do regarding the Native allotment and get back to George.
- Subsequent review of a Kwigillingok community map downloaded from a State website indicated that the school and power company headers are located within a parcel with the same parcel number as several other large parcels in the community. It is unclear whether this could indeed be a Native allotment. Real Estate personnel will need to follow up on this item.
- Erosion was expressed as a concern at all these sites. George explained the Corps current limitations regarding erosion protection and clarified that we could only address mooring points with the current funding available. George agreed to send the community information regarding our CAP erosion program.
- Due to soft silts, work can only be performed in Kwigillingok in the winter.
- A concern was expressed regarding the possibility of cranes, and other heavy equipment, damaging community boardwalks and bridges.
- Kwigillingok asked if we could provide a sample resolution that the Denali Commission would like.
- The Alaska Baseline Erosion Study estimated 4 feet of annual erosion at the current cargo barge landing. We asked if other cargo offloading sites have been

discussed. The response was only maybe at the "old BIA site." Greg and I thought it was warranted to follow up with the barge companies to discuss potential alternate offloading locations.

- A real estate ownership map is available from the Kwigillingok transportation manager.

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Greg and George walked to the cargo offloading site. They noted equipment stored there including a Delmag D19-42 piledriver and a tracked crane. No piles were viewed at this site. While in Tuntutuliak we heard from the turbine design company that some equipment did not make it into Kwigillingok on the barge and that they planned to fly that equipment in. Some of the equipment for this project could be used to install the mooring points.

In order to access this site, a small slough must be crossed. There is currently a small bridge spanning the slough. The capacity of this structure would be a concern to any contractor with heavy equipment.

It may be a good idea, in all boardwalk communities, to include a clause in the contract specifying no damage to boardwalks and bridges/all repairs at the Contractor's expense.

There is a gravel road leading from this site through town to the airstrip. This road appears to be the only means to transport larger material through the village, especially in the summer.

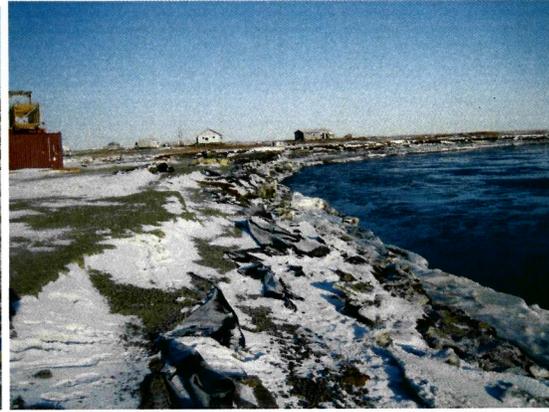
Erosion was evident at this site. The eroding streambank may be too steep for the crane to get down onto the river ice. Without access to the river and the presence of all the boardwalks in the community, it is unclear how the crane will effectively get between mooring point sites.

It appeared that three mooring points would be appropriate at this site. One could be located at the upstream end near the slough. Another could be located amongst the middle of the current conxes on site. The third could be located at the downstream end just downstream of the bridge over the slough.

It was unclear to us in the field whether further development of this less than ideal site would be in conflict with the Barge Landing Assessment report recommended development of a staging area at a different location. This may require follow up with the Denali Commission. Since the site may soon be a Native allotment it may fall from consideration.



Bridge to cargo offloading site



Erosion at cargo offloading site

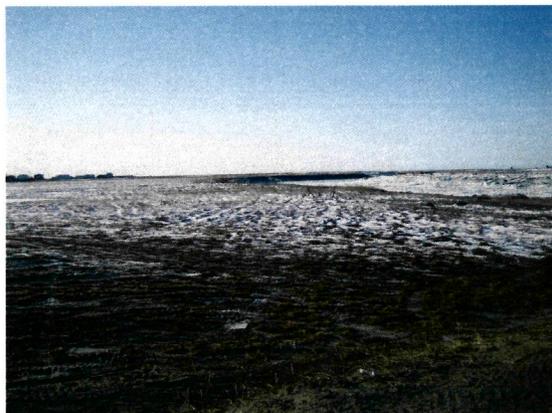
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Greg and George visited the fuel offloading site for the consolidated tank farm funded by the Denali Commission.

This area was along a straighter stretch of river than the current cargo offloading area. There is plenty of space for a staging area here. Cargo operations here would have less conflict with the community. This site is accessible at low tide. Overall, this site appeared to be preferred as a cargo offloading site when compared to the existing site. The only downside to this site is the fact that there is no road leading to the site that would allow transport of heavy loads into the community in summer.

Two mooring points 150 feet apart, one of each side of the fuel header, seem appropriate here. Another mooring point placed 125 feet upstream would facilitate future cargo offloading activities at this site.

The Barge Landing Analysis report identified a potential staging area location inland of the store at this location. It appears that a staging area would be more appropriate on the river side of the store. There appears to be sufficient space and this site would have less conflict with the nearby housing development.



Recommended site for mooring points and future cargo offloading site

**Community Meeting  
Kwigillingok Mooring Points  
October 29, 2009 13:30  
Kwigillingok Community Hall**

The purpose of this meeting was to get feedback from community and tribal members regarding the potential installation of barge mooring points in Kwigillingok.

**Background**

When we arrived at the Tribal Office we met with some of the leadership for about 45 minutes to “brief” them on what we would discuss at the public meeting. Part of the reason for this meeting was to allow for translation for some of the elders if necessary.

To begin the meeting, the Corps shared the following information with the attendees.

Previously, a state wide survey of community barge infrastructure needs was completed. Kwigillingok was identified as a priority community to receive barge infrastructure improvements. This needs assessment was based solely upon barge company interviews and analysis of photos. The purpose of this site visit and community meeting was to ground truth the information in that report based upon site inspections and community feedback. This current effort is only to address mooring point needs identified. This is a joint effort between the Corps of Engineers and the Denali Commission. The Denali Commission is the funding agency and ultimately makes the final decisions regarding construction of recommended projects. To ensure that the community fully supports the installation of mooring points, the Denali Commission requests that a resolution stating their support be passed by the council.

**Participants**

See attached sign in sheet.

**Topics Discussed**

- Attendees were shown the proposed locations of the mooring points on a map taped to a wall in the meeting space. Photos were also passed around showing the mooring points installed in Chevak.
  
- It was identified that the current barge landing site (cargo offloading) is in the process of being designated as a Native allotment. The process is currently in the 60 day comment period. Less than 40 days of the comment period were remaining at the time of the meeting. Some people have apparently commented in opposition of the designation but the judge has indicated that the property has been qualified for approval as a Native allotment. This is a major concern regarding the future status of this site.
  
- We explained that the mooring points are not likely to be constructed on private property and why.

- Erosion was also expressed as a concern at this site. Even if the area was public property, some were concerned that the streambank could erode into private property on the opposite side of the slough.
- Some community members expressed the belief that the designation of the site as a Native allotment didn't necessarily preclude the site from obtaining the proposed mooring points. The thought was that all the involved parties could collaborate to come to an acceptable solution. The Corps stressed that this process would take a fair amount of time and would not be completed in time for the construction of the mooring points this winter. The current available funding has been designated for construction this winter and there are no guarantees when such funding may be available again.
- An alternate suggestion from the Corps was to concentrate on getting mooring points both for fuel and cargo deliveries installed at the tank farm site and then pursue additional funding for construction of a staging area there.
- The Corps was asked what was possible regarding the original cargo landing site if the judge decides not to grant it Native allotment status. We said it might be possible to add a modification to the construction contract if we were to find this out by January 1<sup>st</sup>.
- The Corps was asked why we weren't installing dead men as opposed to driving piles. We explained our concerns with contaminated soils and that we were attempting to take advantage of pile driving equipment already being in town.
- There was a discussion regarding whether getting mooring points at one site would decrease future chances of getting future funding for other sites.
- Members of the community claim that the Denali Commission constructed the pipeline and fuel headers to the school and power plant on a Native allotment. We may want real estate personnel to confirm this and inform the Denali Commission if appropriate.
- A community member familiar with the planned wind turbine construction confirmed that they should be constructed this winter despite the fact that some equipment (piling, etc) have yet to arrive.
- The community did not have a copy of the Alaska Baseline Erosion Assessment. George provided a copy of the Kwigillingok Detailed Erosion Assessment from this report.
- It was suggested that as a community they decide what they want to support as far as mooring points and document it in a resolution by the end of November. George agreed to provide Emma Kiuna with a sample resolution that would satisfy the Denali Commission.

- The meeting ended at 14:55.

