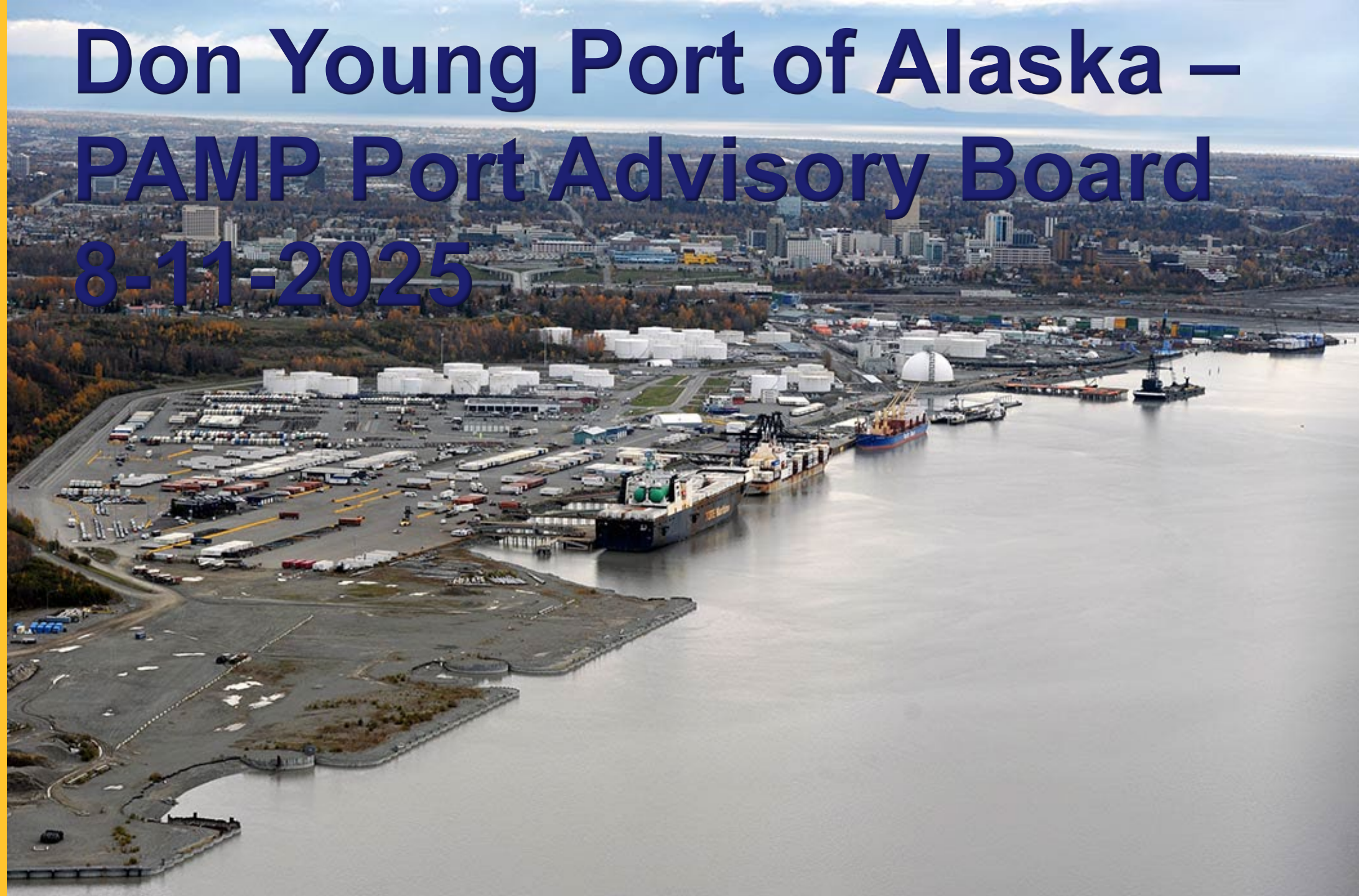
Don Young Port of Alaska – PAMP Port Advisory Board 8-11-2025



PAB Agenda

- Matson Ship To Shore cranes
- Stevedore building
- Upland planning and optimization
- Substation alternative site
- POL 2 condition
- T1 status and temp facilities

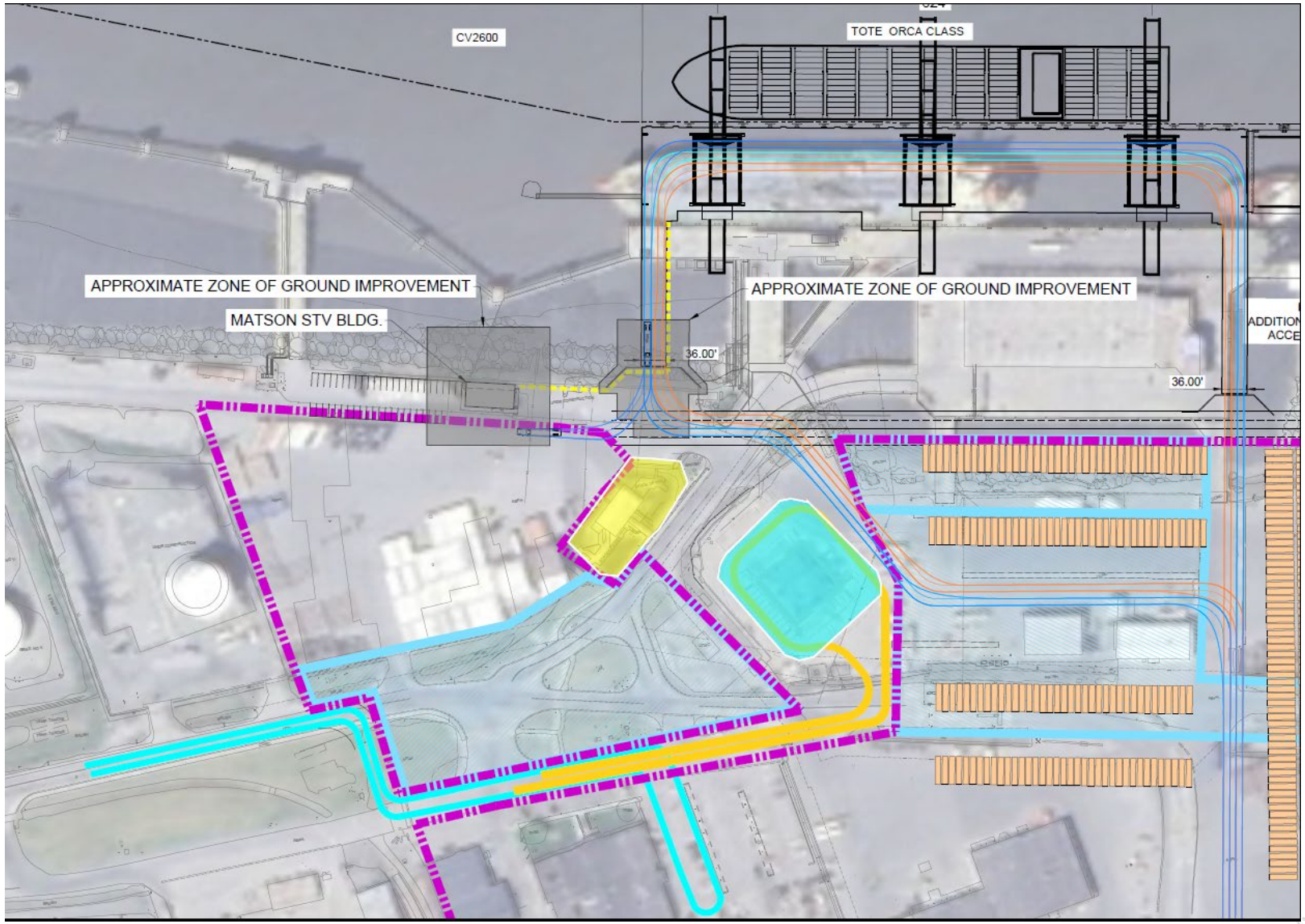
Matson Ship to Shore Cranes

- Currently working on purchase and use legal agreements
- Matson has located some used cranes in Seattle that they may purchase
- Initial analysis indicate that these may work on the new T1 dock with no structural modifications
- There may be a cost impact due to slightly higher operating voltage.

T1 Stevedore Building Location

- Deep Soil Mixing (DSM) along the shoreline will cost $10 to $15 million and require an additional season of ground improvement work for the contractor.
- Building is estimated to cost $5 million each
- Back to the drawing board on location
- Issue include parking and pedestrian access to the new dock

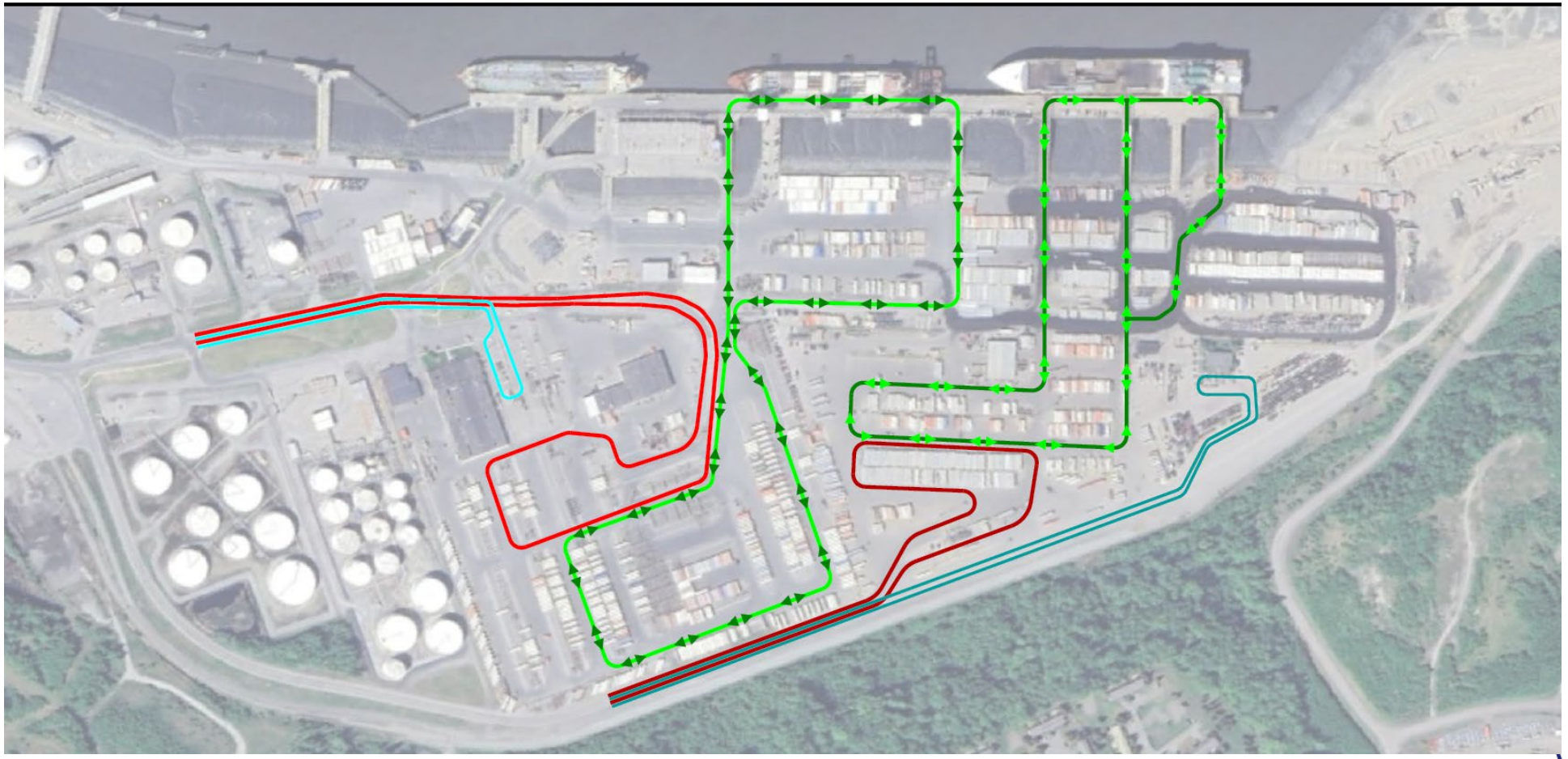
Matson / T1 stevedore building location



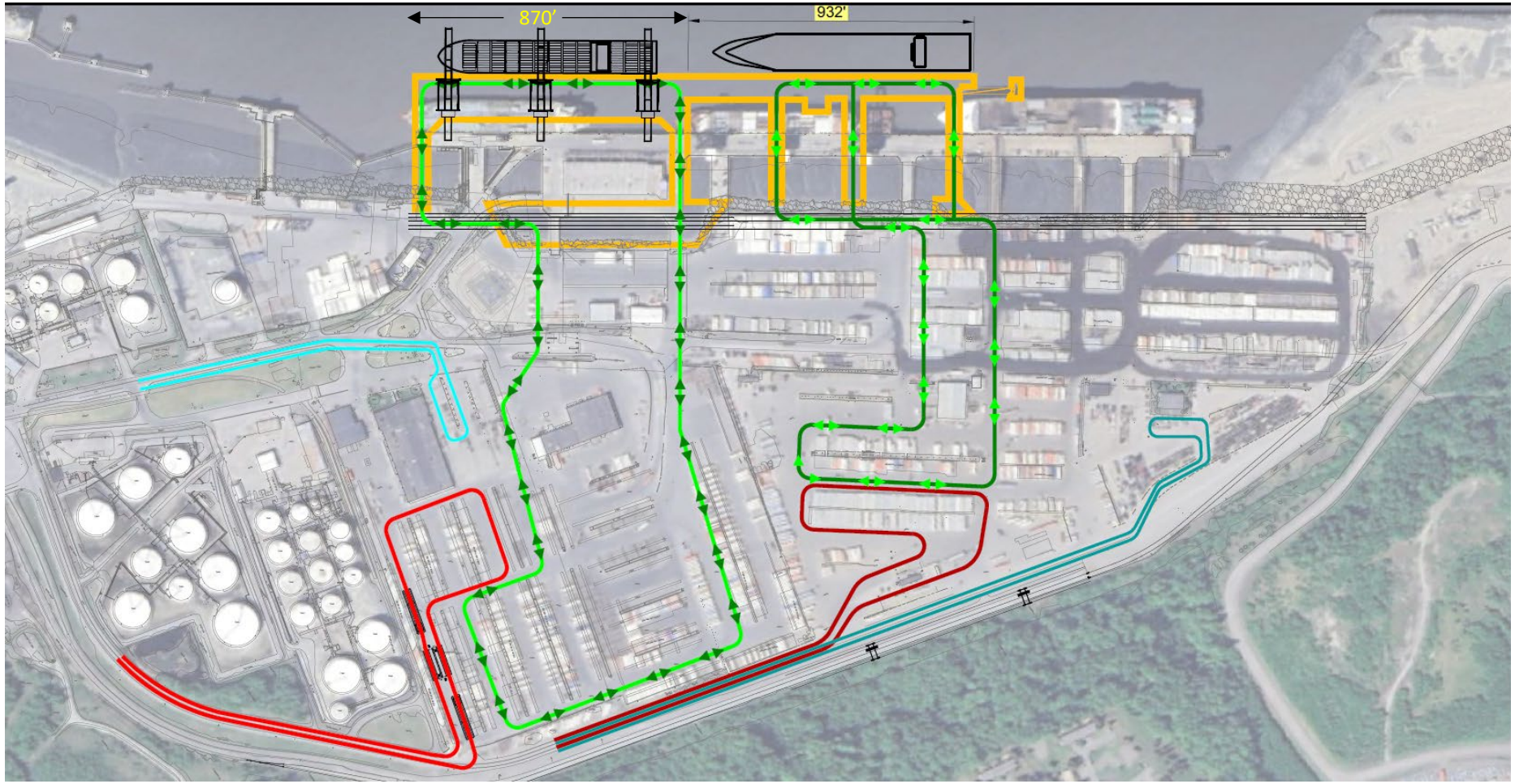
Upland Planning and Optimization

- Moffat Nichol change order on August 26 Assembly meeting agenda for approval
- Provide a T2 option with no dock extension
- Provide better clarity on the lease lot line between T1 and T2 uplands
- Provide additional meetings and presentations

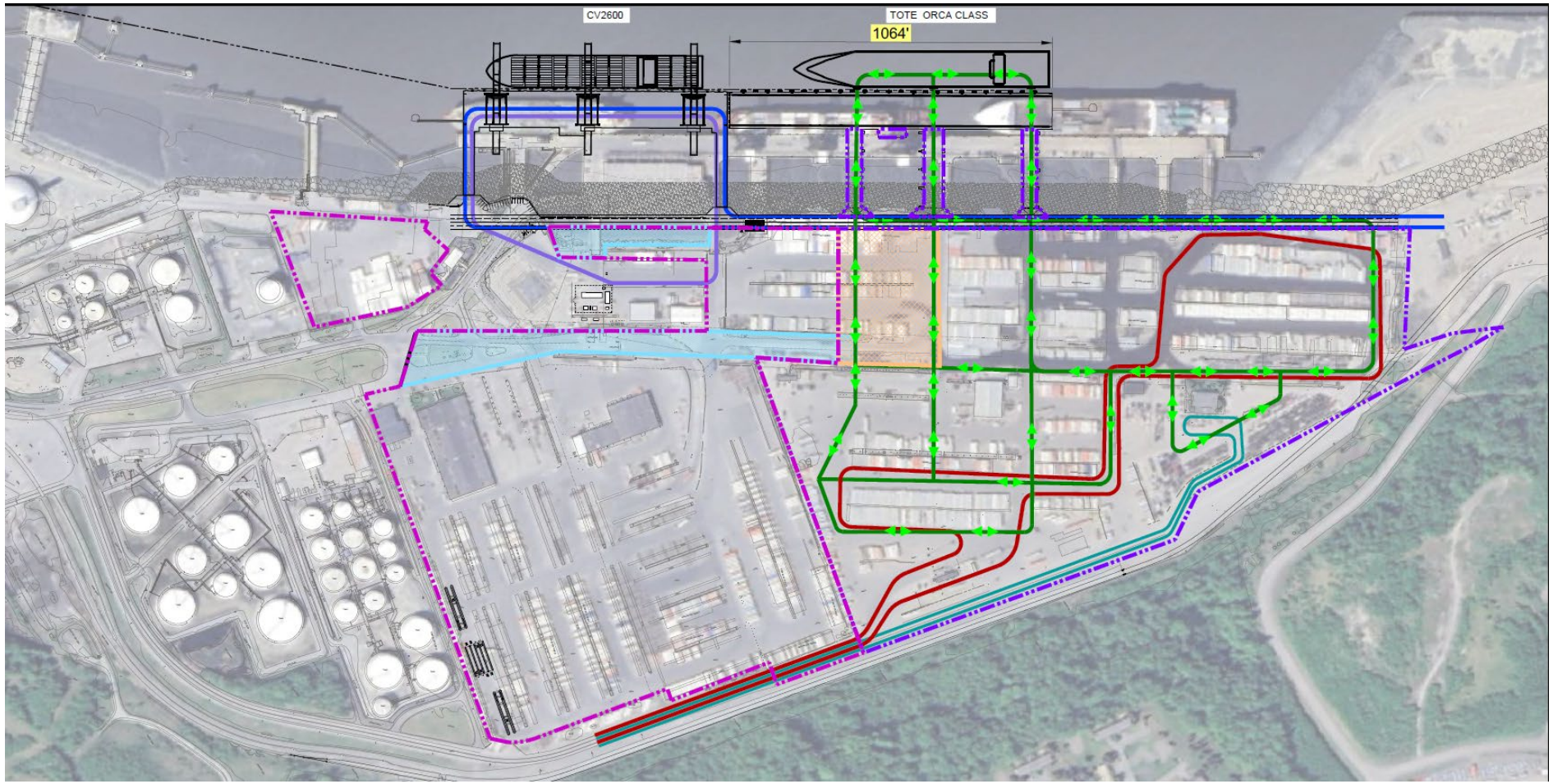
Current TOTE and Matson Configuration



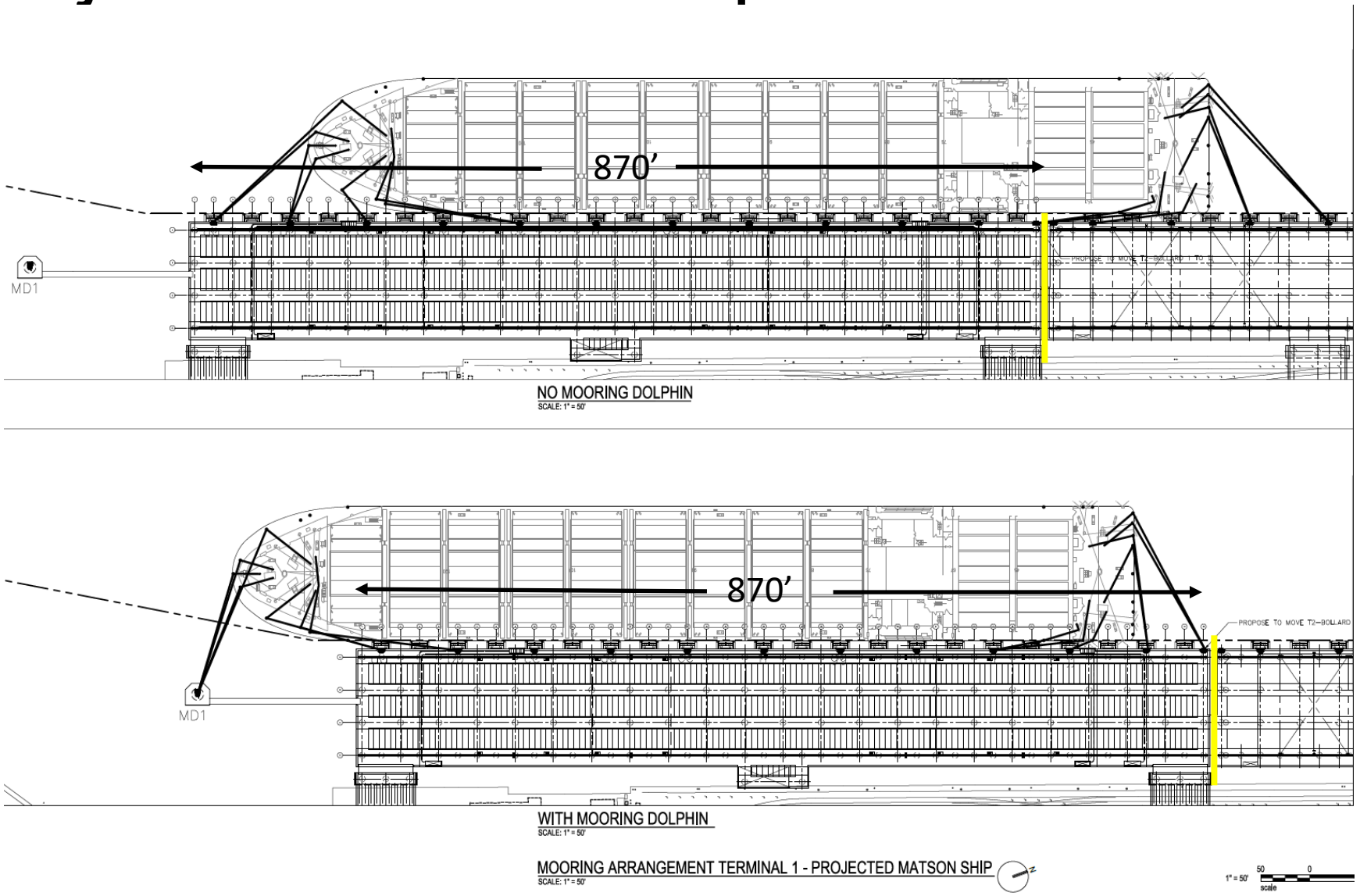
Permitted Future Condition



130’ Extension Configuration



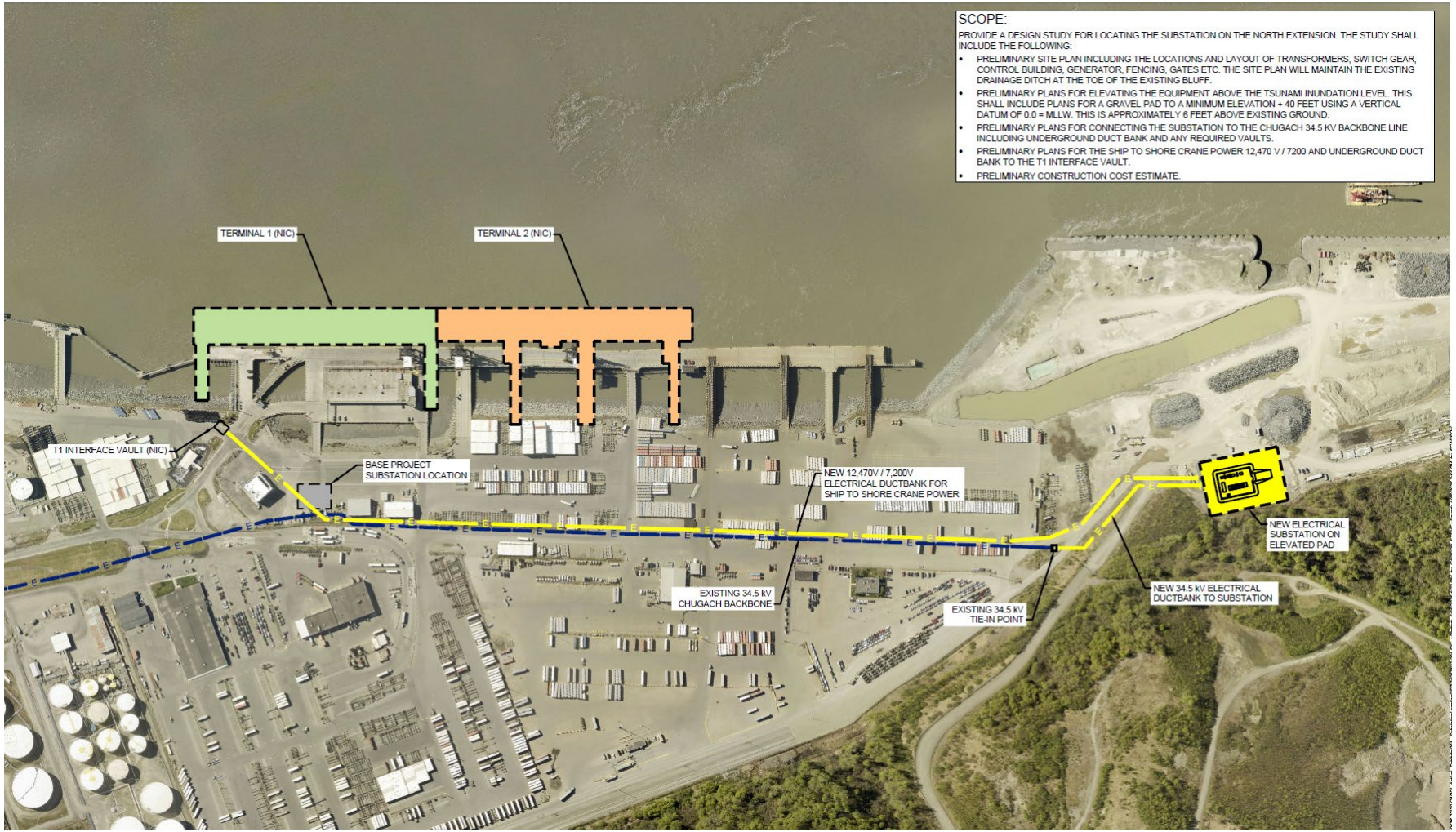
T1 - Projected 5000 TEU Ship- 919’



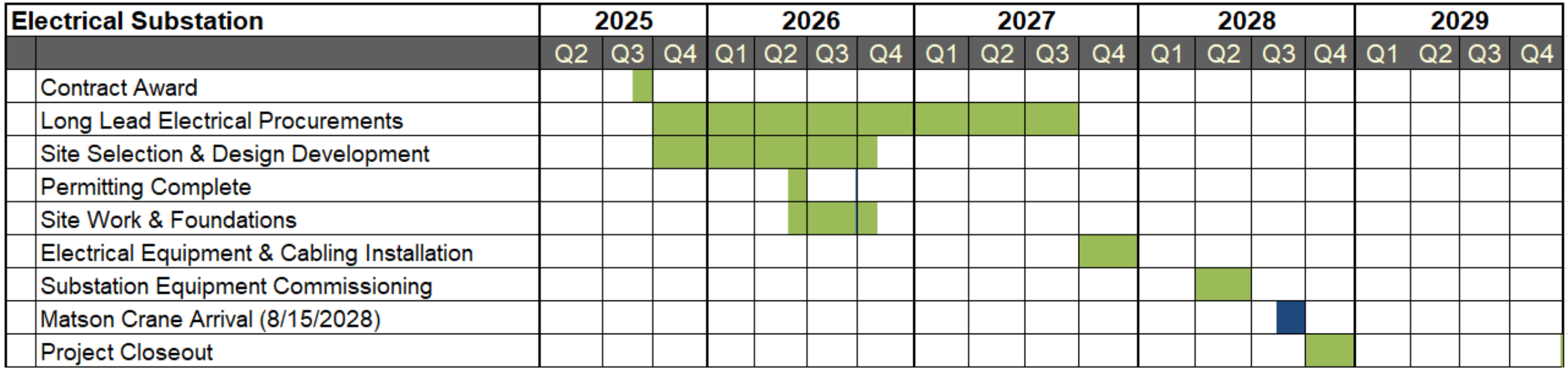
Electrical Substation Location

- Placing the substation near the Administration Building will take up valuable real-estate.
- Initial results show that it fits better on the north backlands
- There will be a cost increase to extend some under ground conduit.
- Cost impacts should be known by September

Electrical Substation Site

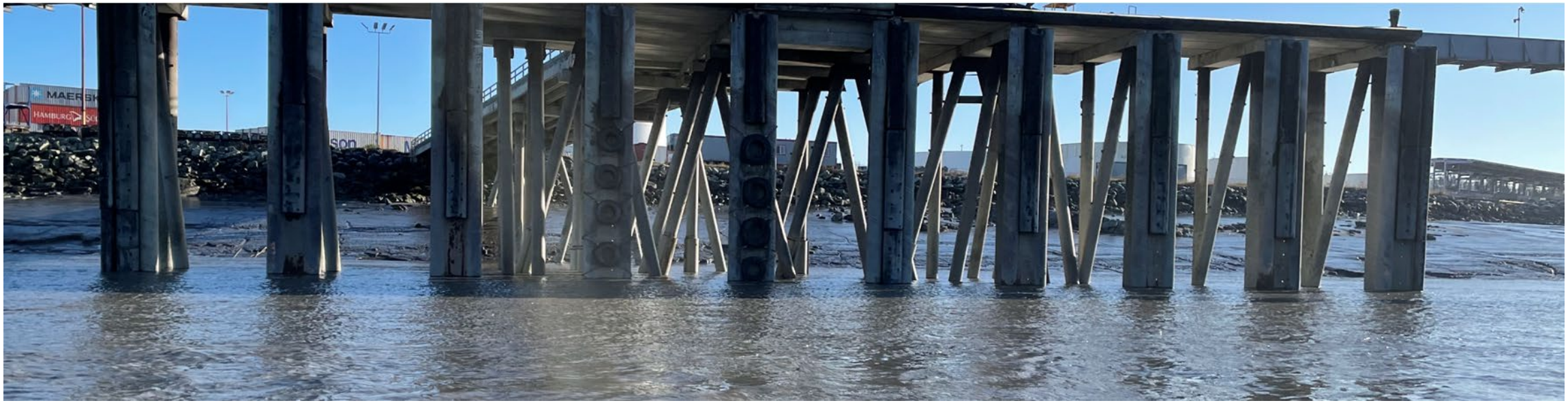


Electrical Substation Schedule



POL2 Condition

- The hydraulic crane on the hose tower needs to be replaced.
- Many of the rubber element fenders have fallen off.
- Several of the fender pin piles have buckled
- Many of the main dock piling have corrosion holes
- The CP system is inadequate and we need two new anode sleds
- One on the approach trestle pile caps has spalling and has exposed reinforcing


MAERSK
HAMBURG

Fender Pin Pile:

Fender Pin Pile:

Main Dock Pile:

Pile cap spall:

Pile cap spall:

Summary:

- There is risk of failure for more than one component on POL2
- If POL2 is taken out of service, there will be significant impacts to the Port
- If significant steps are taken now, it may be possible to achieve another 10 years of service life.
- Cost could be $5 million or more.

POL2 Action Items:

- The Port is planning to spend about $126,500 on a condition assessment and load rating. We have a proposal and are working on contracting this.
- The Port is planning to apply for a grant to design a new PT terminal

T1 Status and Temporary Facilities plan

- Much of the steel plate for piling has been procured
- Piling are being fabricated in Texas and Anacortes Washington
- Pile coating will begin next week
- A QA site visit is planed for August 19

T1 Status and Temporary Facilities plan

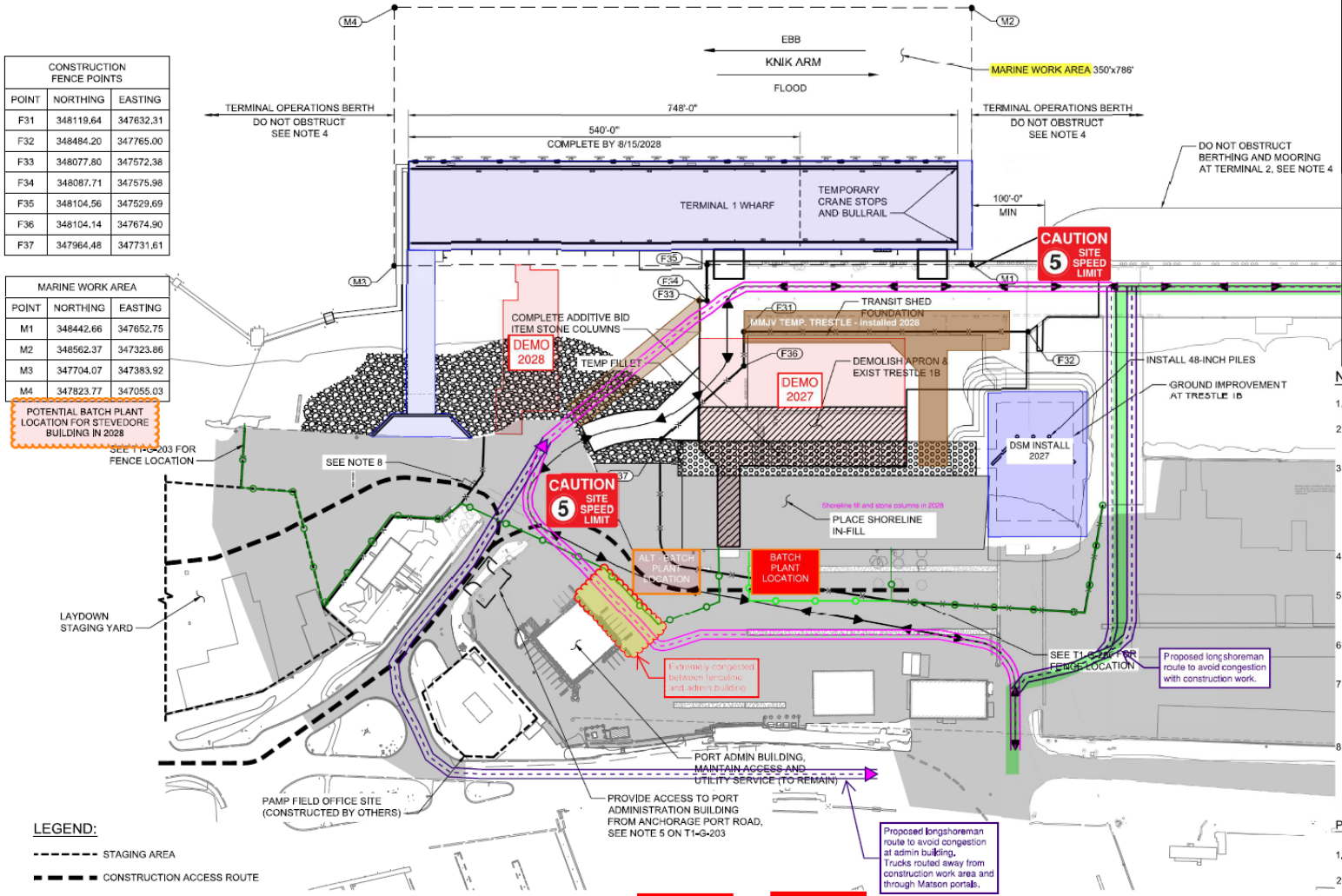
- A construction user outreach meeting was held on July 30.
- Mason presented their plans for access.
- There will be disruptions to current T1 cargo handling access including longshore parking and pedestrian access.
- There will be disruptions to Military operations for helicopters.

T1 Status and Temporary Facilities plan

- A construction user outreach meeting was held on July 30.
- Mason presented their plans for access.
- There will be disruptions to current T1 cargo handling access including longshore parking and pedestrian access.
- There will be disruptions to Military operations for helicopters.

T1 Temporary Facilities Plan – Action Items

- Several alternatives are being developed for T1 longshore parking and pedestrian access.
- Worst case would involve distant parking and bussing.
- The Port is planning to pave an area on the North Extension to possibly be used as a helicopter landing zone.
- We may be able to use MARAD finds for part of this.



CONSTRUCTION FENCE POINTS		
POINT	NORTHING	EASTING
F31	348119.64	347632.31
F32	348484.20	347765.00
F33	348077.80	347572.38
F34	348087.71	347575.98
F35	348104.56	347529.69
F36	348104.14	347674.90
F37	347964.48	347731.61

MARINE WORK AREA		
POINT	NORTHING	EASTING
M1	348442.66	347652.75
M2	348562.37	347323.86
M3	347704.07	347383.92
M4	347823.77	347055.03

POTENTIAL BATCH PLANT LOCATION FOR STEVEDORE BUILDING IN 2028

LEGEND:

- STAGING AREA
- CONSTRUCTION ACCESS ROUTE
- CONSTRUCTION FENCING
- PRIMARY MARINE TERMINAL TRAFFIC ROUTE
- DEMOLITION AREA
- FENCELINE PER IFC DRAWINGS
- WATERFRONT CONSTRUCTION DELINEATION
- MATSON LONGSHOREMAN ROUTE (1 LANE ONLY ON TRESTLES)

2027 + 2028

PLAN - STEP 1C

SCALE 1" = 75'

1" = 75' scale 75 0 75 150 feet

TERMINAL 1 RECOMMENDED SEQUENCING

STEP 1C

1. NORTH TRESTLE GROUND IMPROVEMENT
   - A. REMOVE RIP-RAP
   - B. DREDGE SILT
   - C. PLACE FILL (PERMANENT AND TEMP)
   - D. PERFORM GROUND IMPROVEMENT
   - E. REMOVE TEMPORARY FILL
   - F. DRIVE 48-INCH PILES
   - G. CONSTRUCT ABUTMENT
   - H. INSTALL PILE SLEEVES
   - I. INSTALL SHORELINE ARMORING
2. COMPLETE 540-FT OF WHARF FOR CRANE ARRIVAL, INCLUDING FENDER SYSTEM. THIRD PARTY WILL DELIVER AND STORE THREE 100 FT GAGE CRANES ON THE 540 FT WHARF IMMEDIATELY AFTER 8/15/2028. DELIVERY OPERATION EXPECTED TO REQUIRE TWO WEEKS. CRANES WILL BE POSITIONED AND REMAIN STOWED AT TIE-DOWN LOCATIONS THROUGHOUT REMAINDER OF PHASE 1C.
3. COMPLETE TERMINAL 1 WHARF FOR PHASE 1, 748-LINEAR-FEET OF WHARF.
4. DEMOLISH WHARF APRON AND EXIST TRESTLE 1B (EXTRACT PILES).
5. EXCAVATE IN-FILL RIPRAP AND UPPER SLOPE SILTS.
6. PLACE SHORELINE INFILL.
7. COMPLETE NORTHERN PORTION OF STONE COLUMN ADDITIVE BID ITEM.
8. COMPLETE UPLAND ELECTRICAL INFRASTRUCTURE FOR PHASE 1.
9. COMPLETE POTABLE WATER AND DRY FIRE SYSTEM FOR PHASE 1.
10. INSTALL TEMPORARY TRUCK RAMPS

NOTES:

1. FOR PHASE 1 MINIMUM WORK ELEMENTS SEE G-201.
2. PROVIDE FLAGGERS AT LOCATIONS OF CONSTRUCTION AND TERMINAL OPERATION CROSS TRAFFIC.
3. CONTRACTOR TO PRIORITIZE ACCESS TO THE PORT ADMINISTRATION BUILDING AS WELL AS TERMINAL TRUCK TRAFFIC AND MAINTENANCE AND MARINE BUILDING. CONTRACTOR WILL NEED TO COORDINATE WITH MATSON VESSEL CALLS WHICH TYPICALLY OCCUR ON A SET SCHEDULE. CONFIRM VESSEL CALL SCHEDULE WITH THE PORT PRIOR TO START OF CONSTRUCTION.
4. PERMANENT ANCHORS MUST NOT BE PLACED IN OR OBSTRUCT TERMINAL OPERATIONS BERTH.
5. DRIVEN PILES BELOW MLLW SHALL NOT BE PERMITTED TO REMAIN IN PLACE OVER WINTER UNLESS THEY HAVE BEEN INTEGRATED WITH THE WHARF DECK.
6. CONTRACTOR SHALL SUPPORT THIRD PARTY CRANE DELIVERY AND CRANE TESTING/COMMISSIONING.
7. A MINIMUM SEPARATION DISTANCE OF 100 FT IS REQUIRED BETWEEN VESSELS AT TERMINAL 2 BERTH AND TERMINAL 1 CONSTRUCTION EQUIPMENT, INCLUDING BUT NOT LIMITED TO ALL FLOATING GEAR AND ASSOCIATED RIGGING.
8. ELECTRICAL PULL BOX SHALL BE INSTALLED BY APRIL 15, 2028. DUCTBANK INSTALLATION ALONG ANCHORAGE PORT ROAD TO THE PULL BOX BY OTHERS. TERMINAL 1 CONSTRUCTION SHALL ACCOMMODATE UP TO 60 DAYS OF SHUTDOWN OF ANCHORAGE PORT ROAD FOR DUCKBANK INSTALLATION.

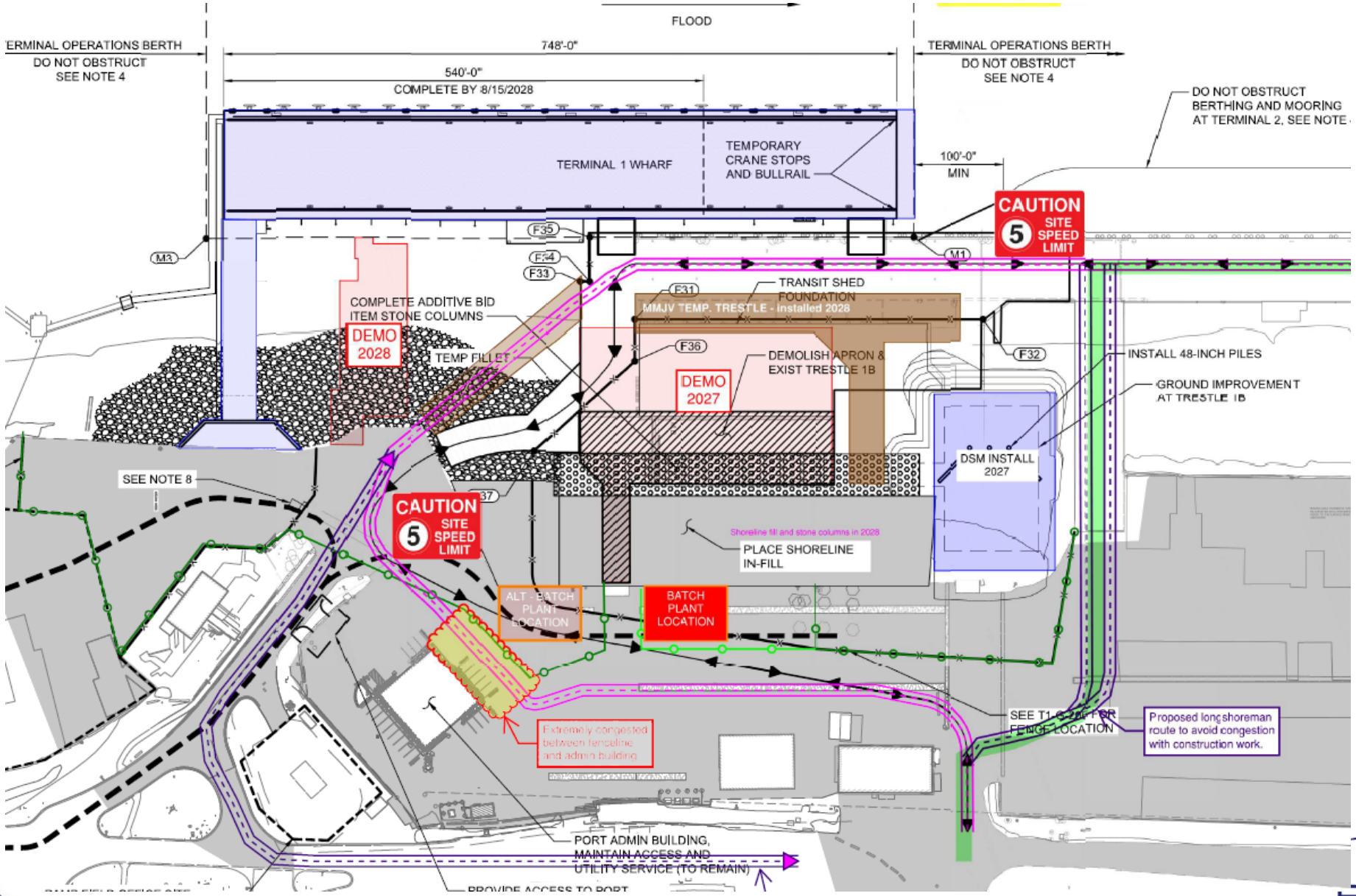
PORT OPERATIONS DURING PHASE 1 AND 2

1. PCT, POL 2, TERMINAL 2, AND TERMINAL 3 SHALL REMAIN OPERATIONAL DURING PHASE 1.
2. PCT, POL 2, TERMINAL 1, AND TERMINAL 3 SHALL REMAIN OPERATIONAL DURING PHASE 2.
3. MAINTAIN ACCESS TO ALL OPERATIONAL MARINE TERMINALS AND UPLAND INFRASTRUCTURE.
4. CONTRACTOR TO PRIORITIZE ACCESS TO THE PORT ADMINISTRATION BUILDING, AND THE MAINTENANCE AND MARINE BUILDING.

ISSUE FOR CONSTRUCTION

PORT OF ALASKA MODERNIZATION PROGRAM

PORT of ALASKA IN ANCHORAGE


FLOOD
ERMINAL OPERATIONS BERTH
DO NOT OBSTRUCT
SEE NOTE 4
748'-0"
540'-0"
COMPLETE BY 8/15/2028
TERMINAL OPERATIONS BERTH
DO NOT OBSTRUCT
SEE NOTE 4
DO NOT OBSTRUCT
BERTHING AND MOORING
AT TERMINAL 2, SEE NOTE
TERMINAL 1 WHARF
TEMPORARY
CRANE STOPS
AND BULLRAIL
100'-0"
MIN
CAUTION
5
SITE
SPEED
LIMIT
M3
M1
F35
F34
F33
F31
F36
F32
F37
COMPLETE ADDITIVE BID
ITEM STONE COLUMNS
DEMO
2028
TEMP FILLET
TRANSIT SHED
FOUNDATION
MMJV TEMP. TRESTLE - Installed 2028
DEMO
2027
DEMOLISH APRON &
EXIST TRESTLE 1B
INSTALL 48-INCH PILES
GROUND IMPROVEMENT
AT TRESTLE 1B
DSM INSTALL
2027
SEE NOTE 8
CAUTION
5
SITE
SPEED
LIMIT
Shoreline fill and stone columns in 2028
PLACE SHORELINE
IN-FILL
ALT - BATCH
PLANT
LOCATION
BATCH
PLANT
LOCATION
Extremely congested
between fenceline
and admin building
SEE T1 G-226 FOR
FENCE LOCATION
Proposed longshoreman
route to avoid congestion
with construction work.
PORT ADMIN BUILDING,
MAINTAIN ACCESS AND
UTILITY SERVICE (TO REMAIN)
PROVIDE ACCESS TO PORT


T1 Contractor
Requested area
Fill Stockpile,
to be used on
T1 project.
T1 Laydown from
contract drawings
Substation
NEPA boxes?