

Don Young Port of Alaska Modernization Program



PAMP Advisory Board Update— March 17, 2026

AGENDA

1. TI Construction Notice to Proceed
2. Decision – Changing stevedore building location
3. POL2 repair work update



Terminal 1 Project – Notice to Proceed

- Notice to proceed issued on March 16 as planned.
- First work activities are job site set-up and landside excavation.
- Marine work will begin mid-May depending on sea ice.
- POA projects overview for 2026 presented to all Port users. Recording and presentation are available on the PAMP website.
- Weekly construction lookahead webinars will begin March 26.



Stevedore building location – existing plan

- The current plan replaces each of two stevedore buildings currently located on existing Terminal 2 and existing Terminal 3 with new buildings on new Terminal 1 and new Terminal 2.
- Discussions towards moving the stevedore building from valuable on-dock space to land began in 2023 and are now requested to be finalized with a vote.



Stevedore building location – proposal

- Proposal will build each of the building on the land instead of the dock.
- Cost increase of \$5,240,000 primarily due to:
 - Larger building (about 2.5 times larger than the buildings in the current plan)
 - Design/build delivery method
 - Potential removal of underground obstructions and contaminated materials
- Terminal 1 stevedore building will be located near the new Terminal 1 south trestle.



Decision Vote – Change the location of stevedore building for user of Terminal 1 to near the new Terminal 1 Trestle 1a?

Does the PAB agree to change the location?



A photograph of a shipyard at dusk. The sky is a mix of purple, pink, and blue. In the foreground, a body of water reflects the lights from the shipyard. The shipyard itself is filled with various structures, including cranes and buildings, some of which have the name 'Matson' on them. The overall scene is quiet and industrial.

Thank you

Don Young Port of Alaska – POL2 Condition



POL2 is in poor shape. Issues include:

- 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



POL2 Hydraulic Crane:



POL2 Fenders:



Fender Pin Pile:



Fender Pin Pile:



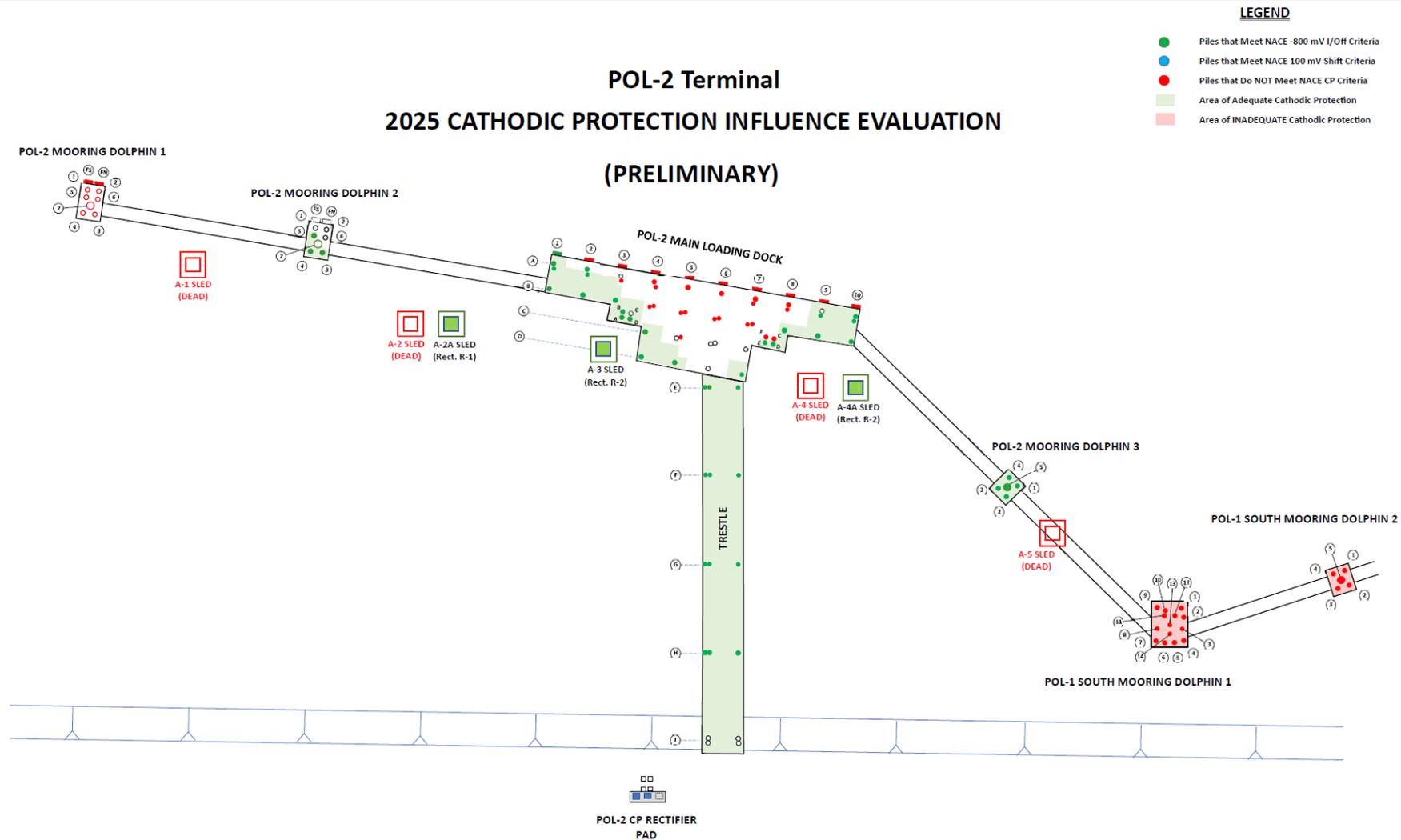
Main Dock Pile:



Main Dock Pile:



POL2 Cathodic Protection:



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.
- Repair costs could be \$10 million or more.

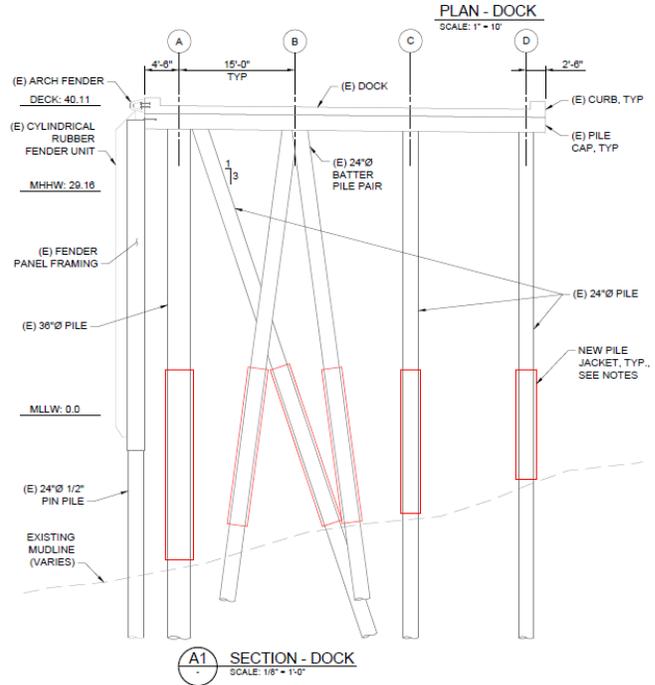
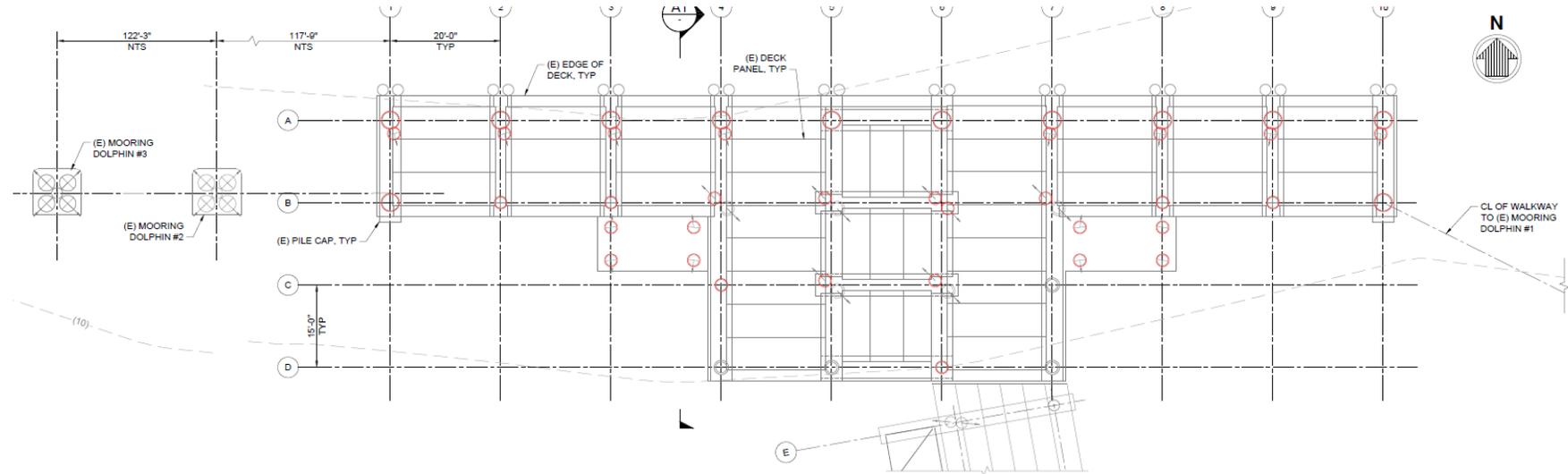


POL2 Actions Items – Underway 2026 Completion:

- Load rating underway - Completion April? (\$180,000)
- Pile Jackets being designed – Preliminary design received. Final Design end of April (\$2,850,000)
- Pile Cap design underway - Final Design mid May (\$750,000)
- Rubber Fenders waiting on parts and weather – Completion unknown April? (\$370,000)
- Hose Tower and Crane – Rebid (\$900,000)

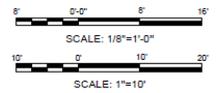


POL2 Actions Items – Pile Jackets Underway:



- PILE JACKET NOTES**
- CONTRACTOR MUST COMPLETE AND SUBMIT TO THE OWNERS REPRESENTATIVE FOR APPROVAL A PRECONSTRUCTION SURVEY OF THE EXISTING PILES PRIOR TO BEGINNING FABRICATION OF THE PILE JACKETS. THE PRECONSTRUCTION SURVEY MUST INCLUDE THE FOLLOWING:
 - A. MUDLINE ELEVATION AT EACH DOCK PILE
 - B. LOCATION OF EACH EXISTING PILE JACKET, INCLUDING TOP AND BOTTOM ELEVATION
 - C. A PILE JACKET SCHEDULE SHOWING THE EXACT LENGTH AND LOCATION OF EACH PILE JACKET THAT WILL BE INSTALLED.
 - INSTALL PILE JACKETS AT LOCATIONS AND ELEVATIONS INDICATED ON THE REPAIR PLAN (S-101) AND ON THE PILE SCHEDULE (S-102). JACKET LOCATIONS AND LENGTHS MAY BE MODIFIED BASED ON THE RESULTS OF THE PRECONSTRUCTION SURVEY ONLY WITH APPROVAL FROM THE OWNER'S REPRESENTATIVE.
 - JACKETS MUST BE INSTALLED TO WITHIN 1-FOOT OF THE MUDLINE. EXCAVATION BELOW THE MUDLINE TO FACILITATE JACKET INSTALLATION IS NOT REQUIRED.

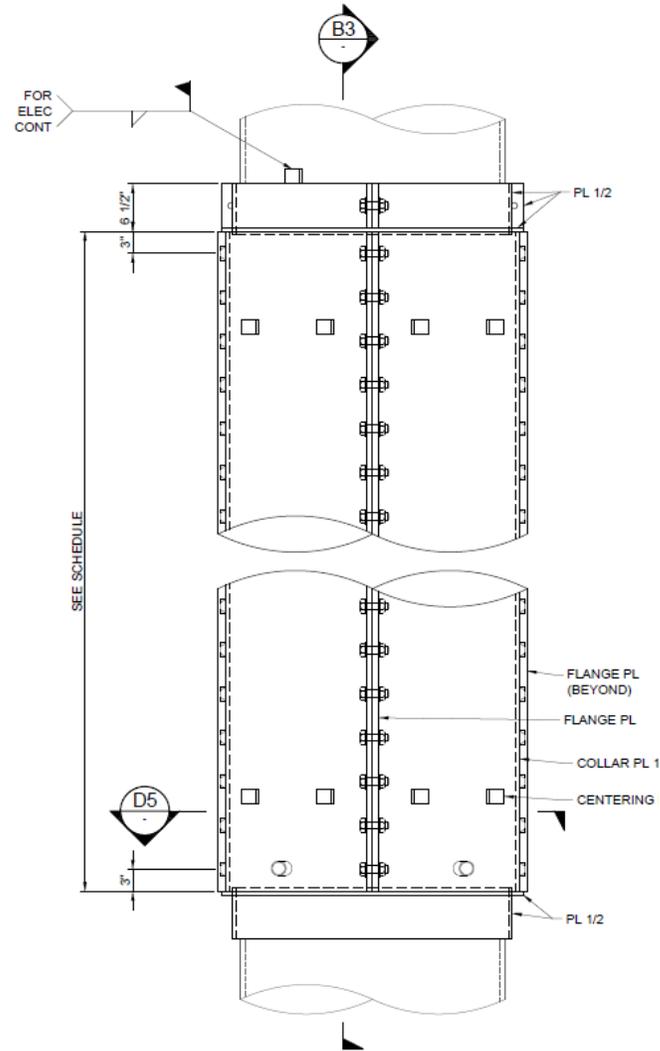
PILE LEGEND		
SYMBOL	SIZE	REMARKS
	36" x 5/8"	CONC FILLED
	36" x 5/8"	CONC FILLED BATTER 1H-4V
	24" x 1/2"	24" x 1/2"
	24" x 1/2"	BATTER 1H-3V
	24" x 1/2"	CONC FILLED
	24" x 1/2"	CONC FILLED BATTER 1H-3V
		EXISTING PILE SLEEVE
		NEW PILE SLEEVE



35% DESIGN
ISSUED: 2026-03-06
NOT TO BE USED FOR CONSTRUCTION



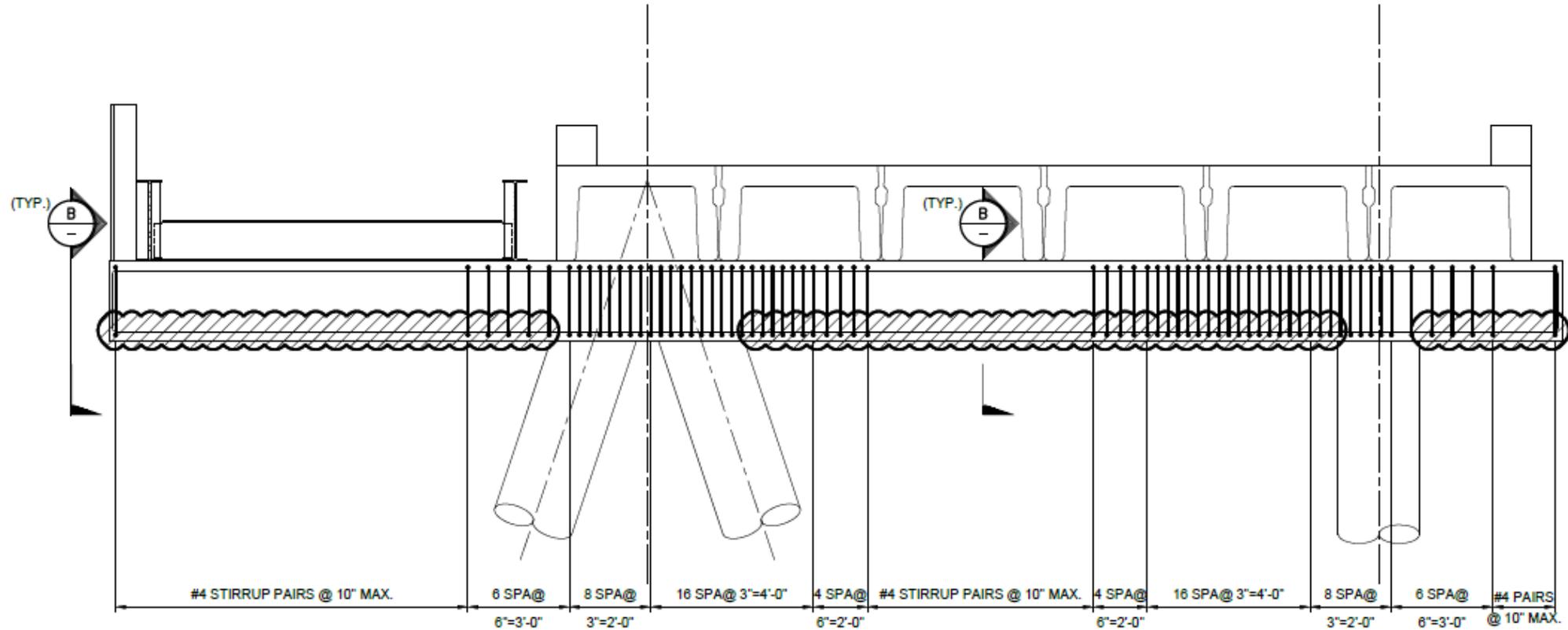
POL2 Actions Items – Pile Jackets Underway:



B1 ELEVATION - GROUTED JACKET
SCALE: 3/32" = 1'-0"



POL2 Actions Items – Pile Cap:



(A) PILE CAP DEMOLITION AT GRID H
S-1 SCALE: 1/2" = 1'-0"



POL2 Actions Items - TBD:

- Fender panels and piles – TBD (\$2,270,000)
- CP System – TBD (\$2,930,000)
- Electrical System – TBD (\$500,000)
- Inspections – TBD (\$25,000)

