



Anchorage Port Modernization Project

Test Pile Program Fact Sheet

The Port of Anchorage

The Port of Anchorage (POA) is Alaska's premier cargo import terminal, serving deep-water vessels year-round. Almost 90 percent of the consumer goods for 87 percent of the state's population—nearly 3.5 million tons of cargo and fuel—are shipped through the POA each year. As an intermodal transport hub, the POA connects marine, highway, rail, pipeline, and air cargo systems to move goods and fuel to approximately 200 communities, military bases, and other destinations across the state.

The Anchorage Port Modernization Project

While port activities date back to 1915, the oldest parts of the current POA infrastructure were constructed in 1961. Due to the deteriorating conditions of the pilings, the docks no longer meet seismic standards and are unlikely to survive a major earthquake.

The POA began work on the current Anchorage Port Modernization Project (APMP) in 2014. The project is needed to provide safe, resilient, reliable, and cost-effective cargo and fuel operations to Anchorage and the state long into the future.

The completed APMP is projected to cost approximately \$550 million. Pending funding availability, phased construction may be completed as early as 2022. The current phase—the Test Pile Program (TPP)—will begin in April 2016, with APMP construction anticipated to begin as early as 2017.

Test Pile Program

The POA is implementing the TPP to collect critical design information, investigate construction methods, and identify potential impacts that may occur when full APMP construction begins. This is an important step that will allow the POA to identify and address potential issues in advance of APMP construction activities.

One area that will be investigated during the TPP is the effect of in-water and in-air noise. The POA has been working closely with the National Marine Fisheries Service to identify mitigation measures and in-water noise data collection techniques to be implemented during the TPP. These measures will not only protect the beluga whale during TPP construction activities, but, more important, will identify and verify potential mitigation measures that may be effective during the full APMP construction program. Potential in-air noise impacts will also be evaluated during the TPP.

In-air Noise Monitoring

The POA recognizes that any construction project has the potential to impact workers and nearby residents. During the TPP, the POA will monitor in-air noise levels at key locations within and adjacent to POA property during pile-driving activities to help determine the affects of pile-driving noise. Noise measurements will be taken to determine potential impacts to POA tenants and workers, the Cherry Hill neighborhood on Joint Base Elmendorf-Richardson, and Government Hill. These measurements will include continuous noise readings at a set location, combined with spot readings taken throughout the POA property and within/adjacent to the two nearby neighborhoods during construction activities. A

continuous noise monitor will be set up on the bluff immediately adjacent to the Government Hill neighborhood for the duration of the TPP. Baseline or ambient noise levels will also be sampled prior to the start of TPP construction to serve as a basis of comparison and to evaluate increases associated directly with pile-driving operations.

The Municipality of Anchorage (MOA) noise ordinance (Anchorage Municipal Code 15.70) establishes allowable noise levels typically associated with specified activities (i.e., construction), restricted daily and seasonal time frames, and associated land uses. Allowable noise levels are different for different land uses. In addition, a noise permit can allow for a temporary increase in allowable noise levels or allow an event to occur at a time that it normally would not be allowed. The TPP noise monitoring program will help determine if pile-driving noise exceeds allowable noise levels and what actions may be necessary during future construction activities. (For more information on MOA's Municipal Noise Ordinance and allowable noise levels, visit <http://www.muni.org/Departments/health/Admin/environment/FSS/Pages/fssnoise.aspx>.)

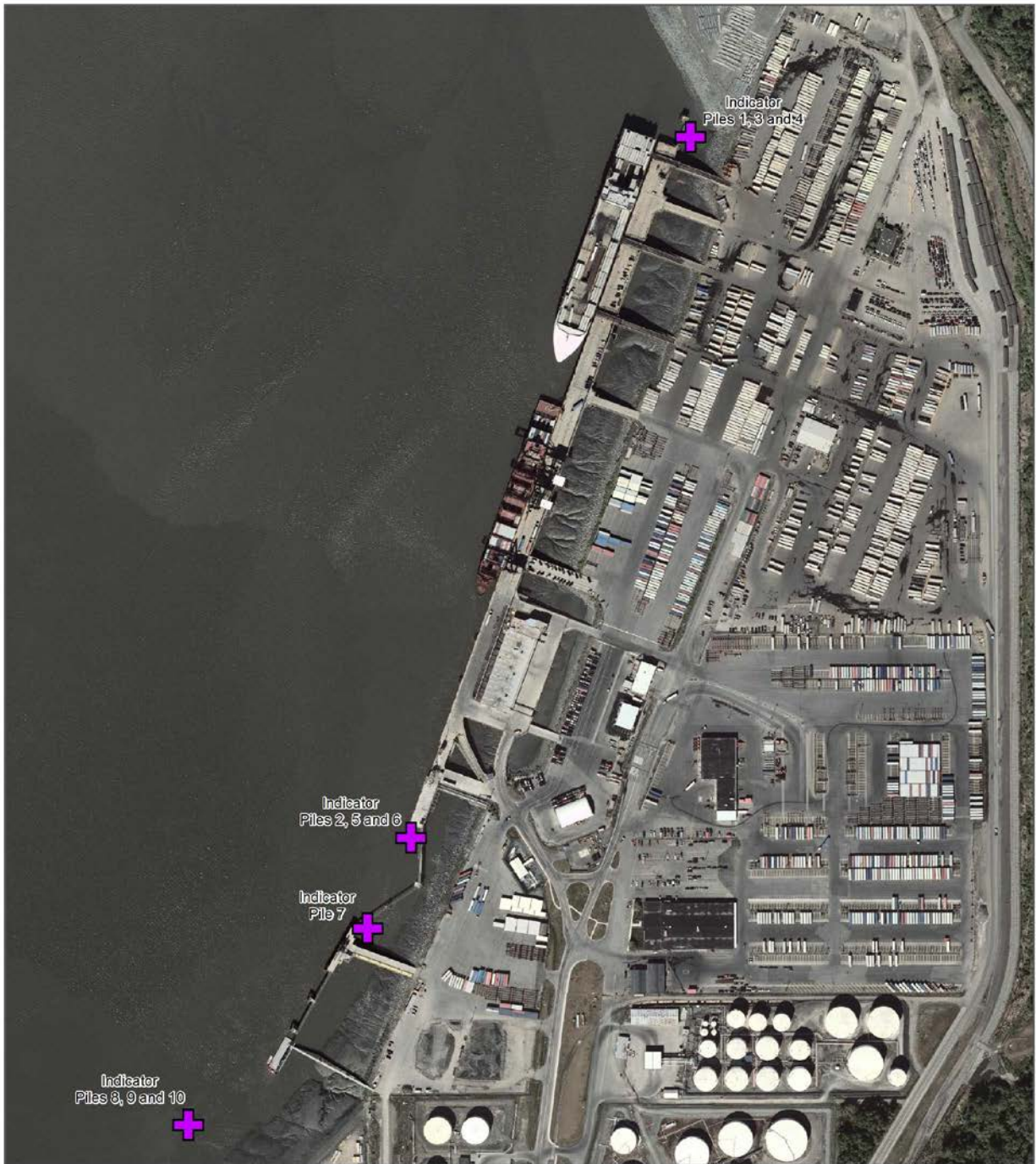
At the conclusion of the TPP, the POA will know more about the potential for in-air noise effects and will be able to consider actions to address those effects during upcoming APMP construction activities.

Next Steps

The 30-day window for test pile construction is anticipated to begin April 24, 2016. Ten piles will be installed, with each pile taking between 3 and 4 hours to install.

During the TPP, the POA will provide updates at regularly scheduled Government Hill Community Council meetings (<http://communitycouncils.org/servlet/content/17.html>), post updates on the POA website, and send out weekly updates via e-mail.

For more information or to sign up for the TPP e-mail list, please visit the POA website: <http://www.portofanc.com/modernization-project/>.



+ Indicator Pile Tests

Notes:
 1) Indicator pilings can be moved by 100' if required to meet operational requirements allowing for multiple pilings to be represented by a single point location.

0 0.075 0.15 0.3

Kilometers

0 0.05 0.1 0.2

Miles

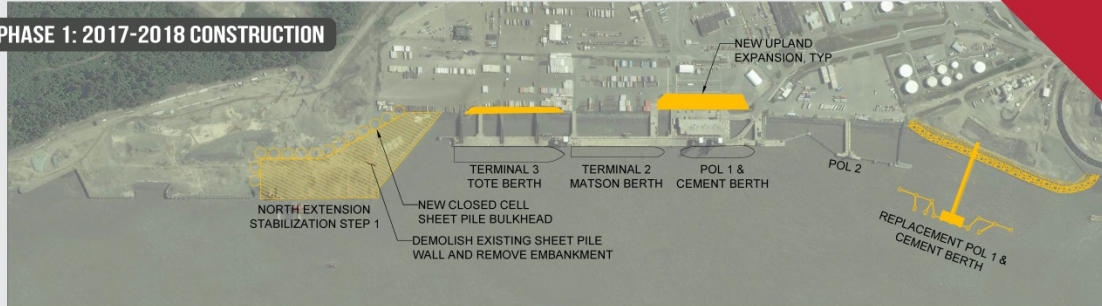
**Port of Anchorage
Test Pile Program**

Source:
 Map information was compiled from the best available sources. No warranty is made for its accuracy or completeness. Projection is NAD83 Stateplane Zone 4 Created on: 03/08/2018

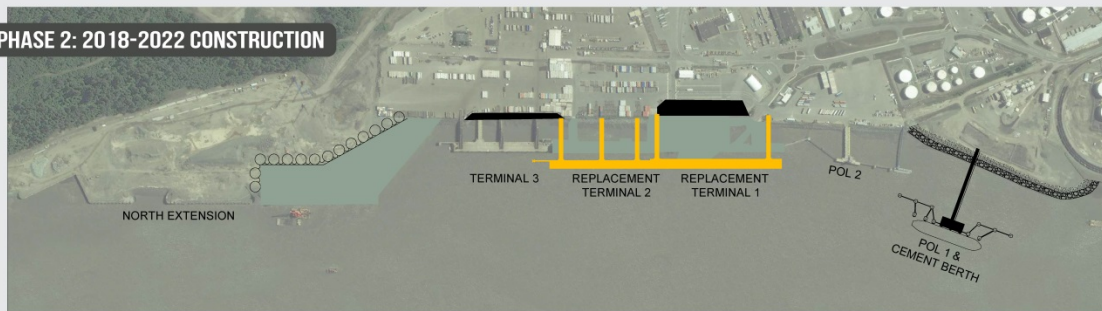
ANCHORAGE PORT MODERNIZATION PROJECT



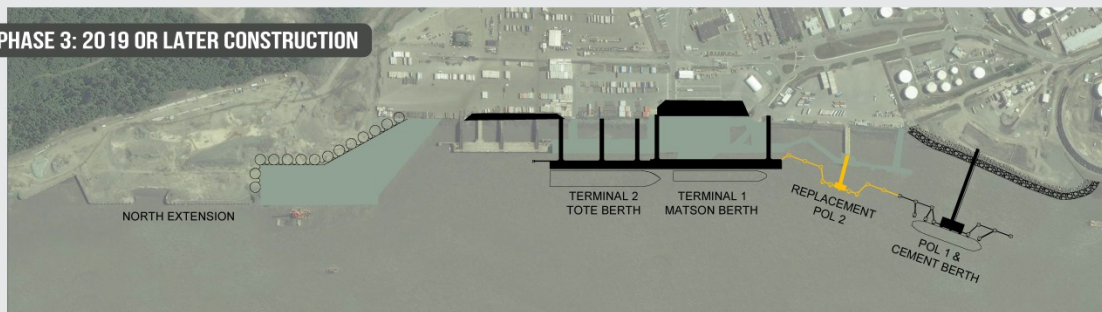
PHASE 1: 2017-2018 CONSTRUCTION



PHASE 2: 2018-2022 CONSTRUCTION



PHASE 3: 2019 OR LATER CONSTRUCTION



PHASES 4 & 5: 2020 OR LATER CONSTRUCTION

