



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

ANCHORAGE
Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
JBER, Alaska 99506-0898

PUBLIC NOTICE DATE:	April 12, 2022
EXPIRATION DATE:	May 12, 2022
REFERENCE NUMBER:	POA-2022-00130
WATERWAY:	Port Valdez

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

All comments regarding this Public Notice should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the Project Manager's email as listed below or to regpagemaster@usace.army.mil. All comments should include the Public Notice reference number listed above.

All comments should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Estrella Campellone at (907) 753-2518, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at Estrella.f.campellone@usace.army.mil if further information is desired concerning this notice.

APPLICANT: Nathan Duval, City of Valdez; email: nduval@valdezak.gov; telephone (907) 835-4313

AGENT: Schuyler Roskam, PND Engineers, Inc.; email: sroskam@pndengineers.com; telephone (907) 646-2771

LOCATION: The project site is located within Section 32, T. 8 S., R. 6 W., Copper River Meridian; USGS Quad Map Valdez A-7; Latitude 61.1264° N., Longitude 146.3445° W.; City of Valdez Small Boat Harbor, at the end of Chitina Avenue, in Valdez, Alaska.

SPECIAL AREA DESIGNATION: The project is located within the Valdez Small Boat Harbor; a U.S. Army Corps of Engineers' (Corps) Section 408 review would be required for subject work because the Corps of Engineers maintains the breakwaters, entrance channel, and the Federal portion of the mooring basin.

PURPOSE: The applicant's stated purpose is to replace the aging Valdez Small Boat Harbor infrastructure to continue the current level of public service, public access, and vessel mooring.

PROPOSED WORK: To reconstruct the Valdez Small Boat Harbor as follows:

1. Proposed work at the A-G float system: Water, utilities, and electrical systems would be removed. A-G floats' potable water, fire water, and sewer utilities would be replaced with new piping, risers, and upland connections. The electrical system would be replaced entirely, including lighting with new LED fixtures.
2. Proposed work at the H-K float system: All floats would be removed, disposed of, and replaced with a new pressure treated timber-framed float system using high-density polyethylene floatation units. New electrical, potable-water and fire-water utility systems would be installed. New floats would be secured in place with salvaged steel piles and/or new steel piles if salvaged ones are unusable. Two 60-foot gangways would be removed and salvaged; one of the two (2) existing gangways would be replaced with a new Americans with Disabilities Act (ADA) compliant gangway. The travel (boat) lift gangway and float would be removed and disposed.
3. Proposed work at the concrete Tour Dock: All floats and piles at the Tour Dock and at the seawall would be removed and salvaged. A new timber frame float system would be installed. New floats would be secure in placed with salvaged steel piles and/or new steel piles if salvaged ones are unusable. The existing 64-foot gangway at the north access and the existing 48.5-foot gangway at the south access would be removed and salvaged. A new ADA compliant gangway would be installed at the north access and a longer salvaged gangway would replace the existing south access gangway. Also, the fuel dock floats and piles would be removed and disposed, and the existing trestle modified. The new float system would be outfitted with new electrical, potable water, sewer, and fire-water utility systems. The south access gangway landing float would undergo minor dredging (350 cubic yards excavated from 0.04-acre) to avoid float grounding during extreme low water events. A rock revetment (125 cubic yards of riprap in 0.02-acre) would be placed to stabilize the dredged slope areas to a greater than 3:1 slope (see plans sheet 7).
4. Proposed work at the Travel (Boat) Lift: The travel lift area would be dredged to original design and footprint (1,200 cubic yards excavated from 0.21 acre). The existing gangway and floats would be replaced with a salvaged gangway and a new float section. The existing timber float piles would be replaced with salvaged or new steel piles.

5. Dredging: Construction equipment include heavy equipment (excavators, loaders, haul trucks, cranes, and vibratory hammer of approximately 10-ton driving force), one crane and material barge, three work boats (25 feet each) operating at speeds less than 10 knots or appropriate for navigation safety. Dredging would occur in two locations within the harbor basin, at the Travel Lift area and at the Tour Dock south access gangway. Dredging work would be conducted using one of the following methods, 1) from the shore during low tides using an excavator, 2) from a barge, using a crane and clamshell digging buckets, or 3) from a barge, using a long arm excavator. Dredged material is proposed for disposal at a previously permitted offshore disposal site (approximately 13 acres) located at 0.53 mile from the Valdez Harbor Area (see plans sheet 8) or at a permitted upland location. The proposed offshore disposal is located at:

Table 1: Proposed Offshore Disposal Area Corners.

Corner	Latitude	Longitude
P-1	61.1149788	-146.3375417
P-2	61.1141868	-146.3336298
P-3	61.1122942	-146.3352667
P-4	61.1130861	-146.3391785

6. Float Frame - Wood Preservative Treatment: Wood for the glulam float framing would use either creosote or copper naphthenate treatments. Glulam treatment type would be determined dependent on availability at the time of fabrication. ACZA treatment would be used on sawn lumber members. The design criteria for the float systems require that the timber float framing elements remain above water under operating conditions.

Table 2: Proposed Project Quantities (dredging, piles to be removed/installed, removal methods, etc.).

		Project Total	Below HTL (EL=15.2')	Below MHW (EL=11.2')	Below MLLW (EL=0.0')
Earthwork	Dredging Boat Lift (CY Acres)	1200 0.21	1200 0.21	1200 0.21	1200 0.21
	Dredging South Tour Dock (CY Acres)	350 0.04	350 0.04	350 0.04	330 0.04
	Riprap Placement Tour Dock (CY Acres)	125 0.02	125 0.02	125 0.02	115 0.02
Existing H-K Float Removed (SF)		38,700 (0.88 acres)			
Existing Floats Relocated (SF)		800 (0.02 acre)			
New Floats Installed (SF)		50,500 (1.16 acres)			
New Trestle & Gangway (SF)		1500	1500	1500	1210
Piles to be Installed (EA) w/ Vibratory Hammer		90	90	90	90
Piles to be Installed (EA) w/ bedrock drilling (After Initial Vibratory Drive)		16	16	16	16
Steel Piles to be Removed (EA) w/ Vibratory Hammer		75	75	75	75
Timber Piles to be Removed (EA) w/ crane or other static pull		2	2	2	0

Project construction would begin Fall 2022 and is anticipated to have a duration of approximately 5-7 months. All work would be performed in accordance with the enclosed plan (sheets 1-8), dated March 2022.

ADDITIONAL INFORMATION: A Corps' Section 408 review is required for the proposed work because the Corps of Engineers maintains the breakwaters, entrance channel, and the Federal portion of the mooring basin. The applicant is working directly with Mr. Michael Tencza, Operations Manager Operations Branch, Engineering and Construction-Operations Division.

APPLICANT PROPOSED MITIGATION: The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material.

a. Avoidance: Much of the work for this project would be performed out of waters of the U.S. All floats and decking would be fully constructed prior to transportation to the site.

b. Minimization: The docks were designed to have as few piles as possible to stabilize the floats. All new piles would be hot dip galvanized and cleaned to prevent contamination of waters during installation and throughout the life of the dock. The contractor would comply with local, state, and federal water quality standards.

c. Compensatory Mitigation: The project results in a relatively small loss of waters of the U.S. The loss does not impact any important habitats, and the project is being constructed in a previously disturbed area. As such, no compensatory mitigation is proposed.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRs) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are no cultural resources in the permit area or within the vicinity of the permit area. The permit area has been determined to be the project footprint and adjacent waters of the U.S. Consultation of the AHRs constitutes the extent of cultural resource investigations by the Corps at this time, and we are otherwise unaware of the presence of such resources. The Corps has made a No Historic Properties Affected (No Effect) determination for the proposed project. This application is being coordinated with the State Historic Preservation Office (SHPO), federally recognized tribes, and other consulting parties. Any comments SHPO, federally recognized tribes, and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work. The Corps is requesting the SHPO's concurrence with this determination.

ENDANGERED SPECIES: The project area is within the known or historic range of the Western Distinct Population Segment (DPS) Steller sea lion (*Eumetopias jubatus*), Mexico DPS humpback whale (*Megaptera novaeangliae*), Western North Pacific DPS humpback whale (*Megaptera novaeangliae*), and fin whale (*Balaenoptera physalus*).

We have determined the described activity may affect the Western DPS Steller sea lion (*Eumetopias jubatus*), Mexico DPS humpback whale (*Megaptera novaeangliae*), Western North Pacific DPS humpback whale (*Megaptera novaeangliae*), and fin whale (*Balaenoptera physalus*), but it would have a no effect on their designated critical habitat. We will initiate the appropriate consultation procedures under section 7 of the Endangered Species Act with the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service (NMFS). Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

The project area is within the known range of pink salmon (*Oncorhynchus gorbuscha*), Chinook salmon (*Oncorhynchus tshawytscha*), sockeye salmon (*Oncorhynchus nerka*), chum salmon (*Oncorhynchus keta*), coho salmon (*Oncorhynchus kisutch*), southern rock sole (*Lepidopsetta bilineata*), yellowfin sole (*Pleuronectes asper*), Dover sole (*Solea solea*), flathead sole (*Hippoglossoides elassodon*), northern rock sole (*Lepidopsetta polyxystra*), arrowtooth flounder (*Atheresthes stomias*), rex sole (*Glyptocephalus zachirus*), Pacific cod (*Gadus macrocephalus*), walleye pollock (*Theragra chalcogramma*), Alaska plaice (*Pleuronectes quadrituberculatus*), sablefish (*Anoplopoma fimbria*), and Pacific Ocean perch (*Sebastes alutus*).

We have determined the described activity would not adversely affect EFH in the project area.

TRIBAL CONSULTATION: The Corps fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This public notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings and a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps

Enclosures



PUBLIC NOTICE

Alaska Department of Environmental Conservation (DEC)
Wastewater Discharge Authorization Program/401 Certification
555 Cordova Street, Anchorage AK 99501-2617
Phone: 907-269-6285 | Email: DEC-401Cert@alaska.gov

Notice of Application for State Water Quality Certification

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act (CWA) of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws.

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps' Reference Number **POA-2022-00130, Port of Valdez**, has been received for the discharge of dredged and/or fill materials into waters of the United States (WOUS), including wetlands, as described in the Corps public notice and project figures/drawings (18 AAC 15.180).

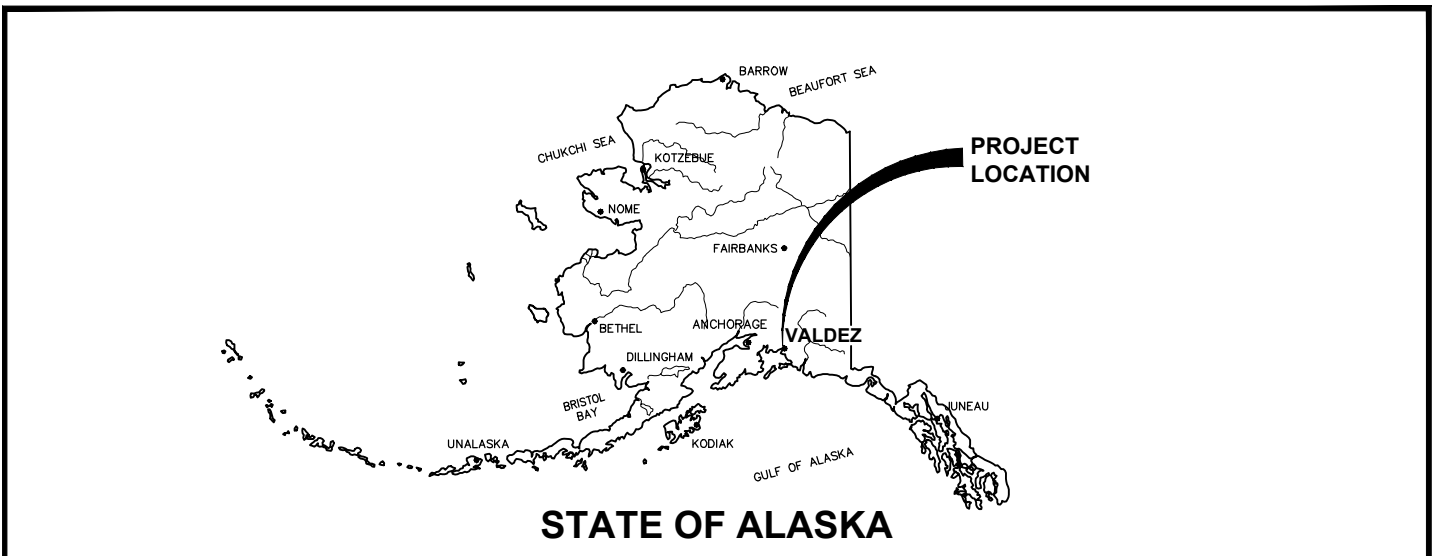
Any person desiring to comment on the project with respect to water quality, may submit comments electronically via email to DEC-401cert@alaska.gov by the expiration date of the Corps of Engineer's public notice. All comments need to include the Corps public notice reference number in the subject heading. Physically mailed comments must be postmarked on or before the expiration date of the public notice.

After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

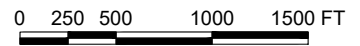
The permit application and associated documents are available for review. For inquires or to request copies of the documents, contact dec-401cert@alaska.gov, or call 907-269-6285.

Disability Reasonable Accommodation Notice

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Brian Blessington at 907-269-6272 or TDD Relay Service 1-800-770-8973/TTY or dial 711 within 5 days of the expiration date of this public notice to ensure that any necessary accommodations can be provided.



LOCATION



PURPOSE:
REPLACE FLOAT FACILITIES
WITHIN THE HARBOR BASIN

DATUM: MLLW = 0'-0"

LOCATION: SEC32, T8S, R6W
SEWARD MERIDAN
LAT: 61.126248N
LONG: -146.344185W

**LOCATION AND
VICINITY MAP**

CITY OF VALDEZ
212 CHENEGA AVE
VALDEZ, AK 99686
907-835-4313

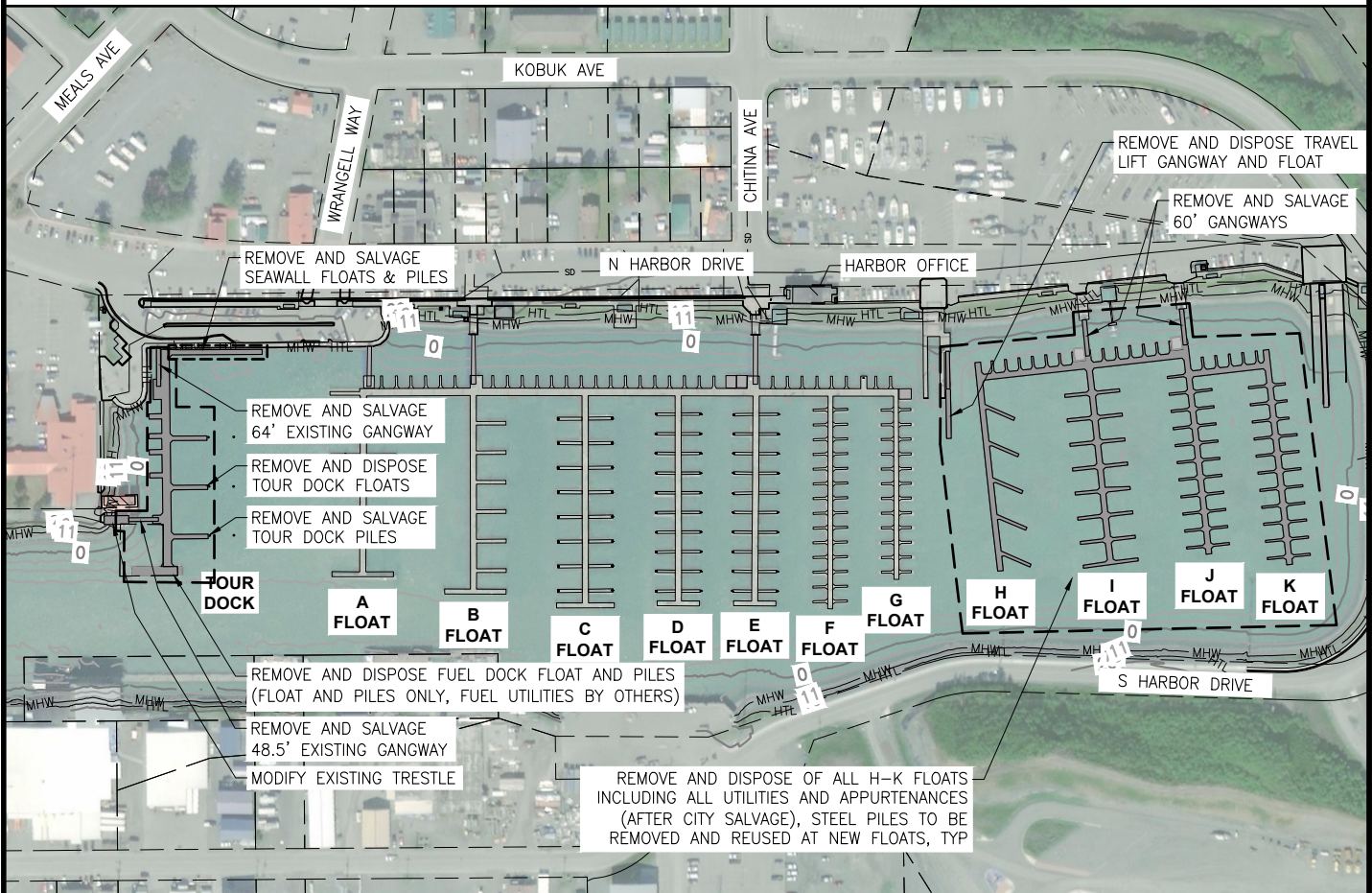
**CITY OF VALDEZ SBH
H-K MAJOR
RECONSTRUCTION
POA-2022-00130**

AT: SMALL BOAT HARBOR
IN: VALDEZ, ALASKA

MARCH 2022 SHEET **1** of **8**

TIDAL DATA:

HIGH TIDE LINE..... +15.6'
 MEAN HIGH WATER..... +11.2'
 MEAN LOWER LOW WATER +0.0'



PURPOSE:
 REPLACE FLOAT FACILITIES
 WITHIN THE HARBOR BASIN

DATUM: MLLW = 0'-0"

LOCATION: SEC32, T8S, R6W
 SEWARD MERIDAN
 LAT: 61.126248N
 LONG: -146.344185W

**EXISTING CONDITIONS
 & DEMOLITION PLAN**

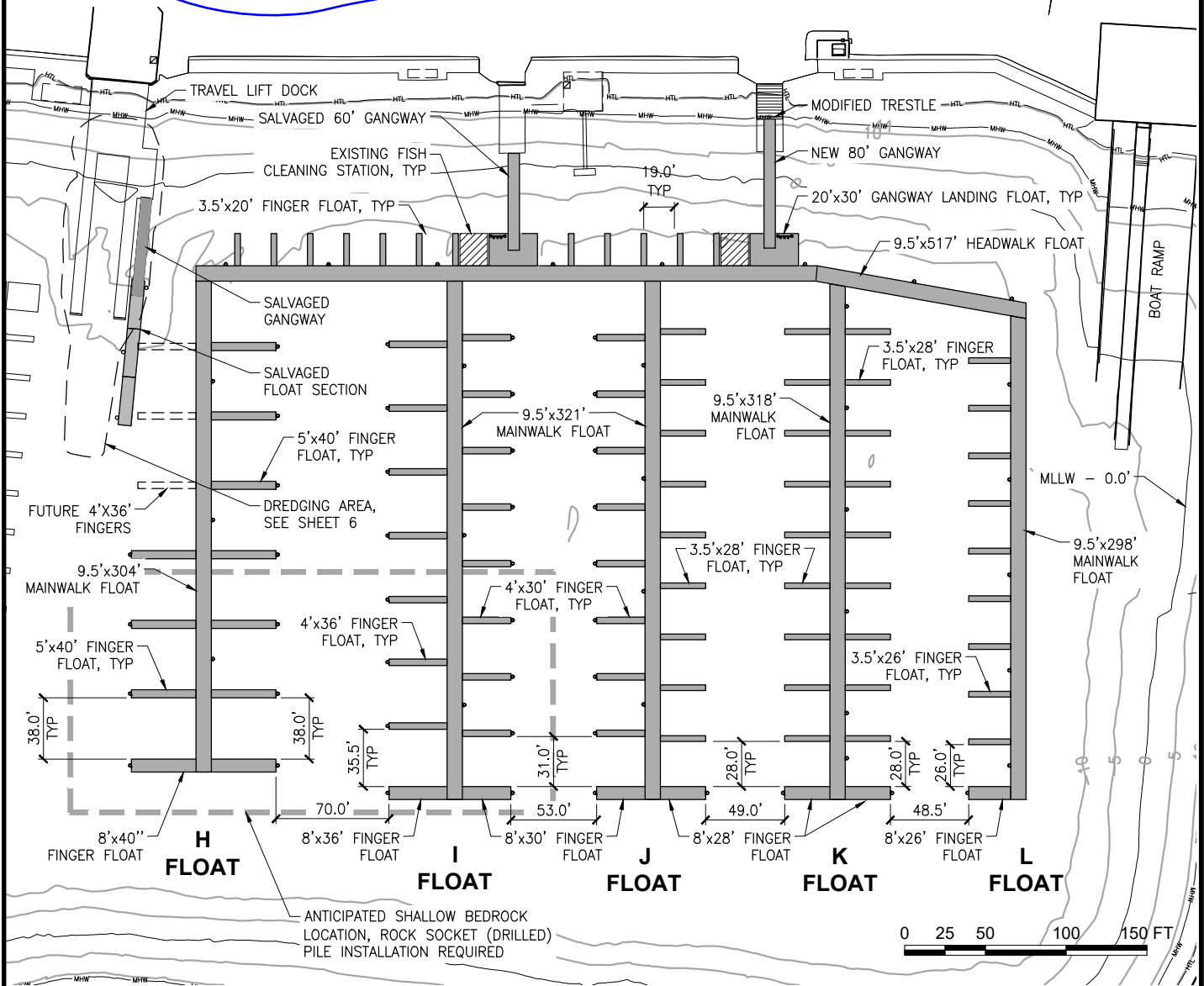
CITY OF VALDEZ
 212 CHENEGA AVE
 VALDEZ, AK 99686
 907-835-4313

**CITY OF VALDEZ SBH
 H-K MAJOR
 RECONSTRUCTION
 POA-2022-00130**

AT: SMALL BOAT HARBOR
 IN: VALDEZ, ALASKA

MARCH 2022 SHEET **2** of **8**

H-L PROJECT QUANTITIES		
ITEM	QTY	UNIT
REMOVE AND SALVAGE 16"Ø PILES	58	EA
INSTALL 16"Ø PILES (DRIVEN)	67	EA
INSTALL 16"Ø PILES (ROCK SOCKET)	16	EA
FOOTPRINT NEW FLOATS	36,500	SF
FOOTPRINT FLOATS REMOVED	28,500	SF



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 WITHIN THE HARBOR BASIN

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LOCATION: SEC32, T8S, R6W
 SEWARD MERIDIAN
 LAT: 61.126248N
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H-L DOCK PLAN

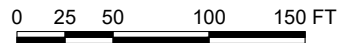
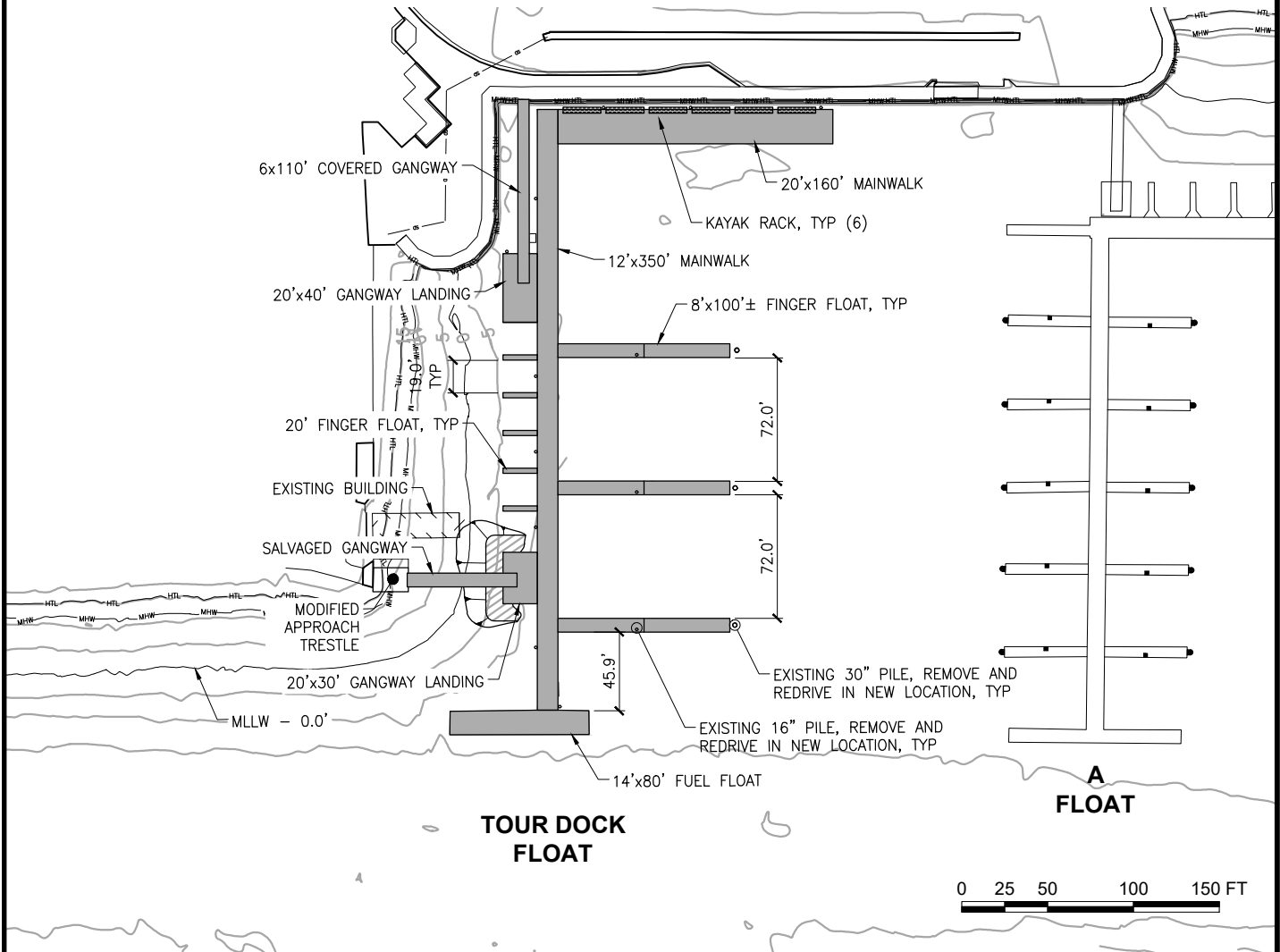
CITY OF VALDEZ
 212 CHENEGA AVE
 VALDEZ, AK 99686
 907-835-4313

**CITY OF VALDEZ SBH
 H-K MAJOR
 RECONSTRUCTION
 POA-2022-00130**

AT: SMALL BOAT HARBOR
 IN: VALDEZ, ALASKA

MARCH 2022 SHEET **3** of **8**

TOUR DOCK PROJECT QUANTITIES		
ITEM	QTY	UNIT
REMOVE AND SALVAGE 16"Ø PILES	14	EA
INSTALL 16"Ø PILES (DRIVEN)	20	EA
REMOVE AND SALVAGE 30"Ø PILES	3	EA
INSTALL 30"Ø PILES (DRIVEN)	3	EA
FOOTPRINT NEW FLOATS	14,000	SF
FOOTPRINT FLOATS REMOVED	10,200	SF



PURPOSE:
REPLACE FLOAT FACILITIES
WITHIN THE HARBOR BASIN

DATUM: MLLW = 0'-0"

LOCATION: SEC32, T8S, R6W
SEWARD MERIDAN
LAT: 61.126248N
LONG: -146.344185W

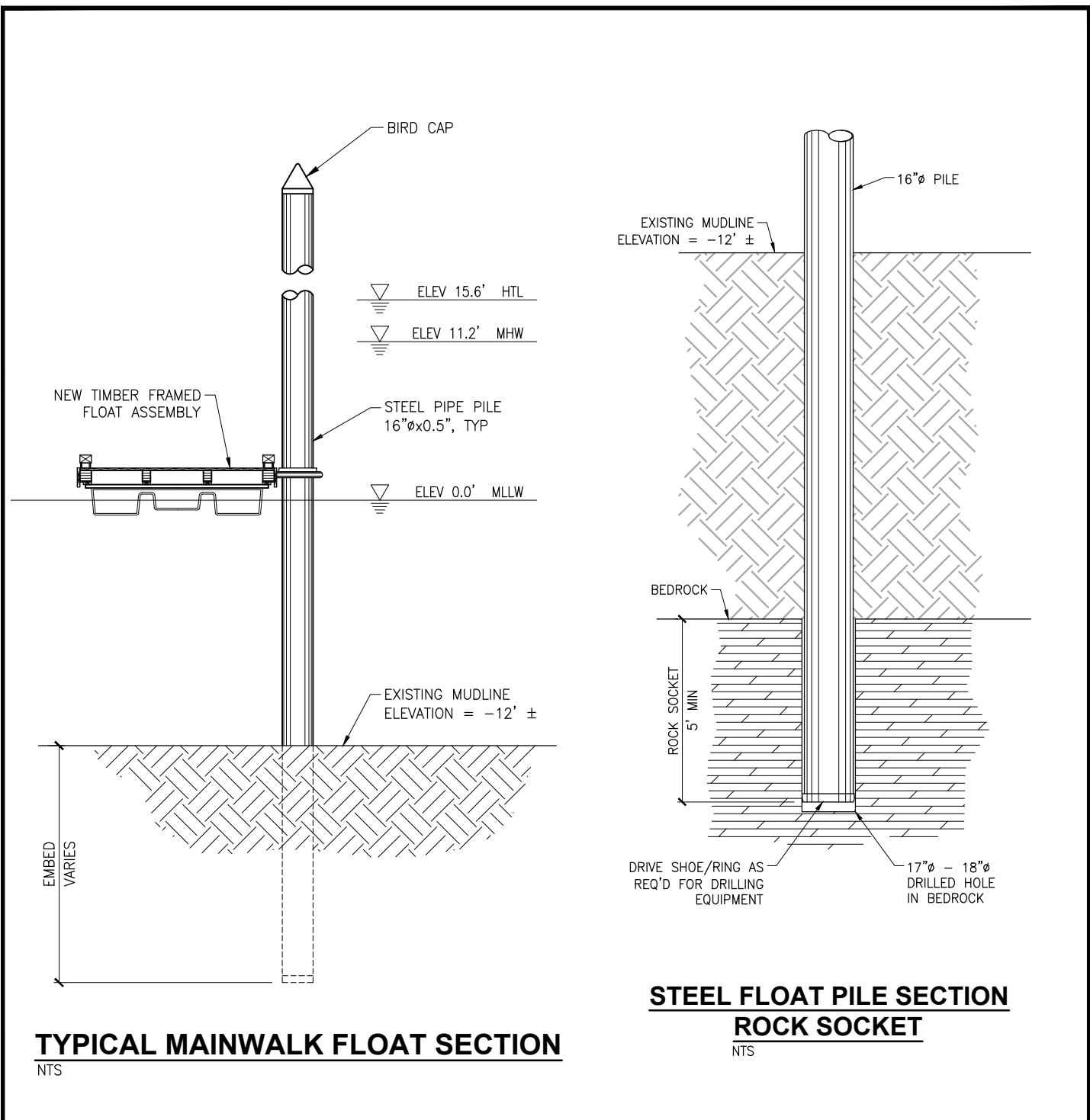
TOUR DOCK PLAN

CITY OF VALDEZ
212 CHENEGA AVE
VALDEZ, AK 99686
907-835-4313

CITY OF VALDEZ SBH H-K MAJOR RECONSTRUCTION POA-2022-00130

AT: SMALL BOAT HARBOR
IN: VALDEZ, ALASKA

MARCH 2022 SHEET 4 of 8



PURPOSE:
REPLACE FLOAT FACILITIES
WITHIN THE HARBOR BASIN

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LOCATION: SEC32, T8S, R6W
SEWARD MERIDAN
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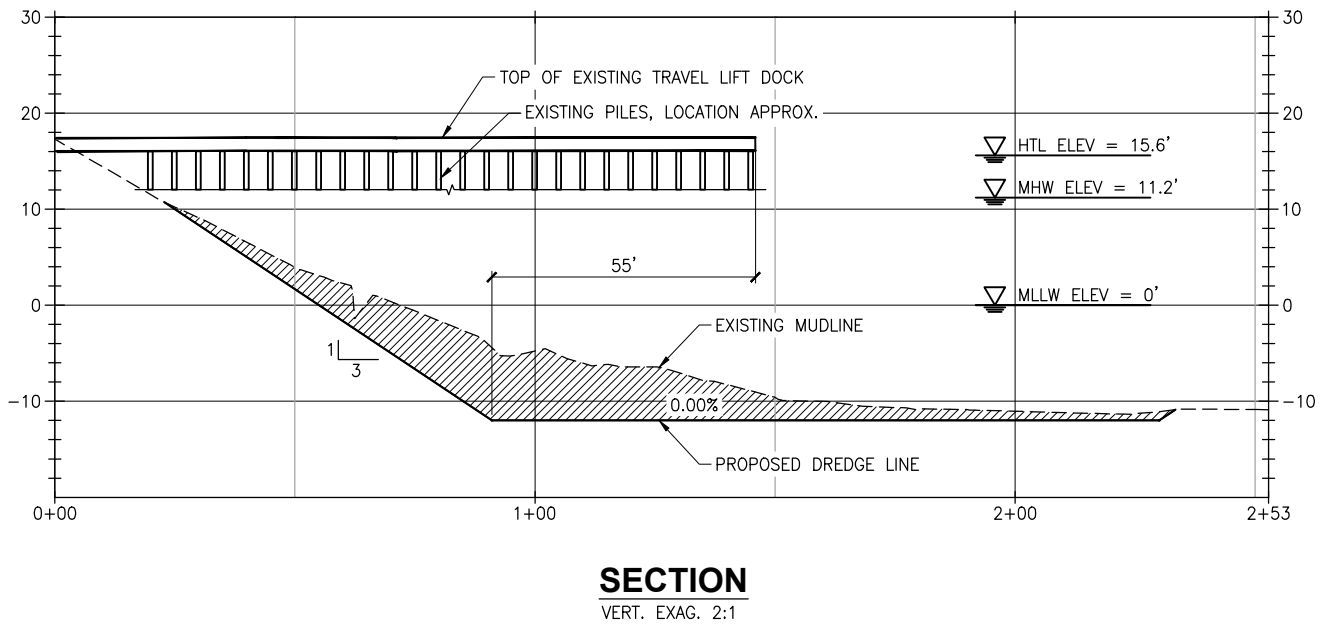
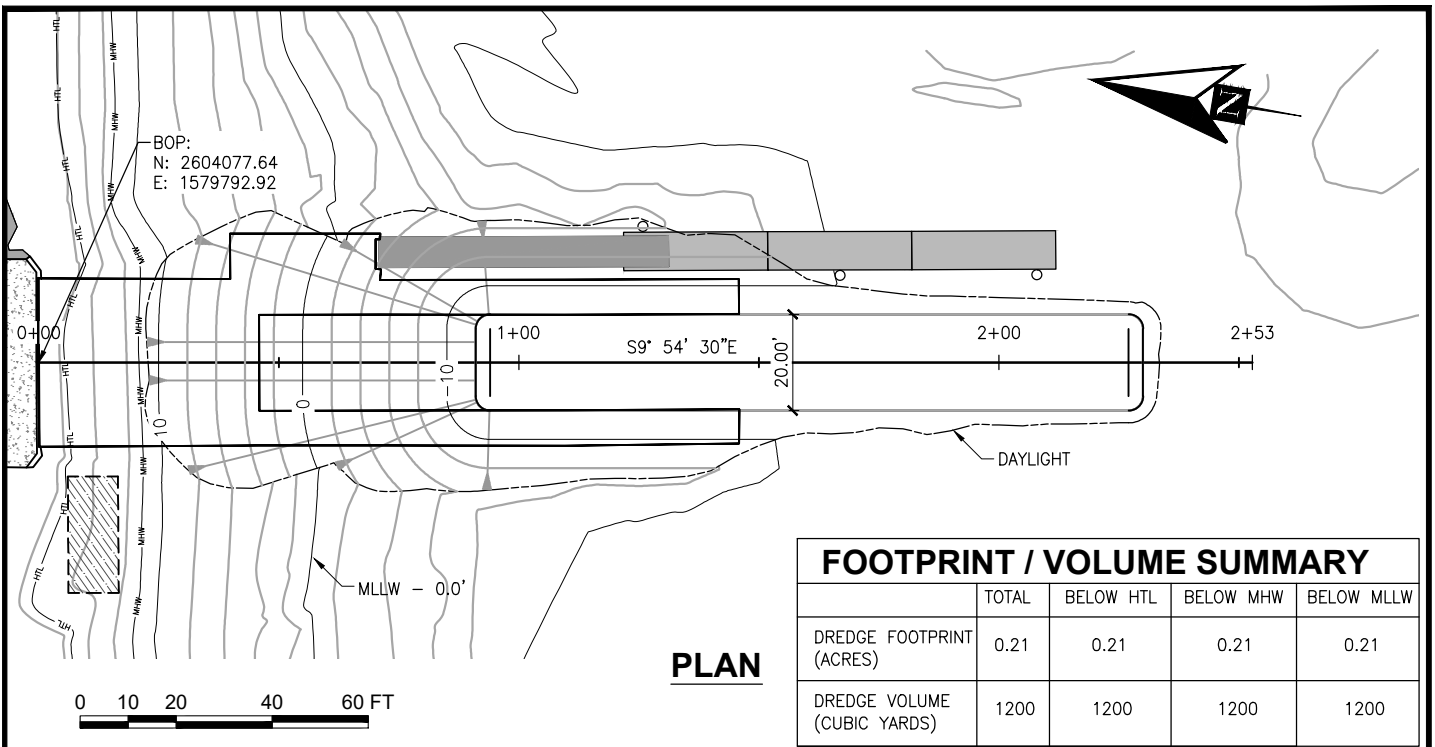
**TYPICAL FLOAT
SECTION**

CITY OF VALDEZ
212 CHENEGA AVE
VALDEZ, AK 99686
907-835-4313

**CITY OF VALDEZ SBH
H-K MAJOR
RECONSTRUCTION
POA-2022-00130**

AT: SMALL BOAT HARBOR
IN: VALDEZ, ALASKA

MARCH 2022 SHEET **5** of **8**



PURPOSE:
REPLACE FLOAT FACILITIES
WITHIN THE HARBOR BASIN

DATUM: MLLW = 0'-0"

LOCATION: SEC32, T8S, R6W
SEWARD MERIDAN
LAT: 61.126248N
LONG: -146.344185W

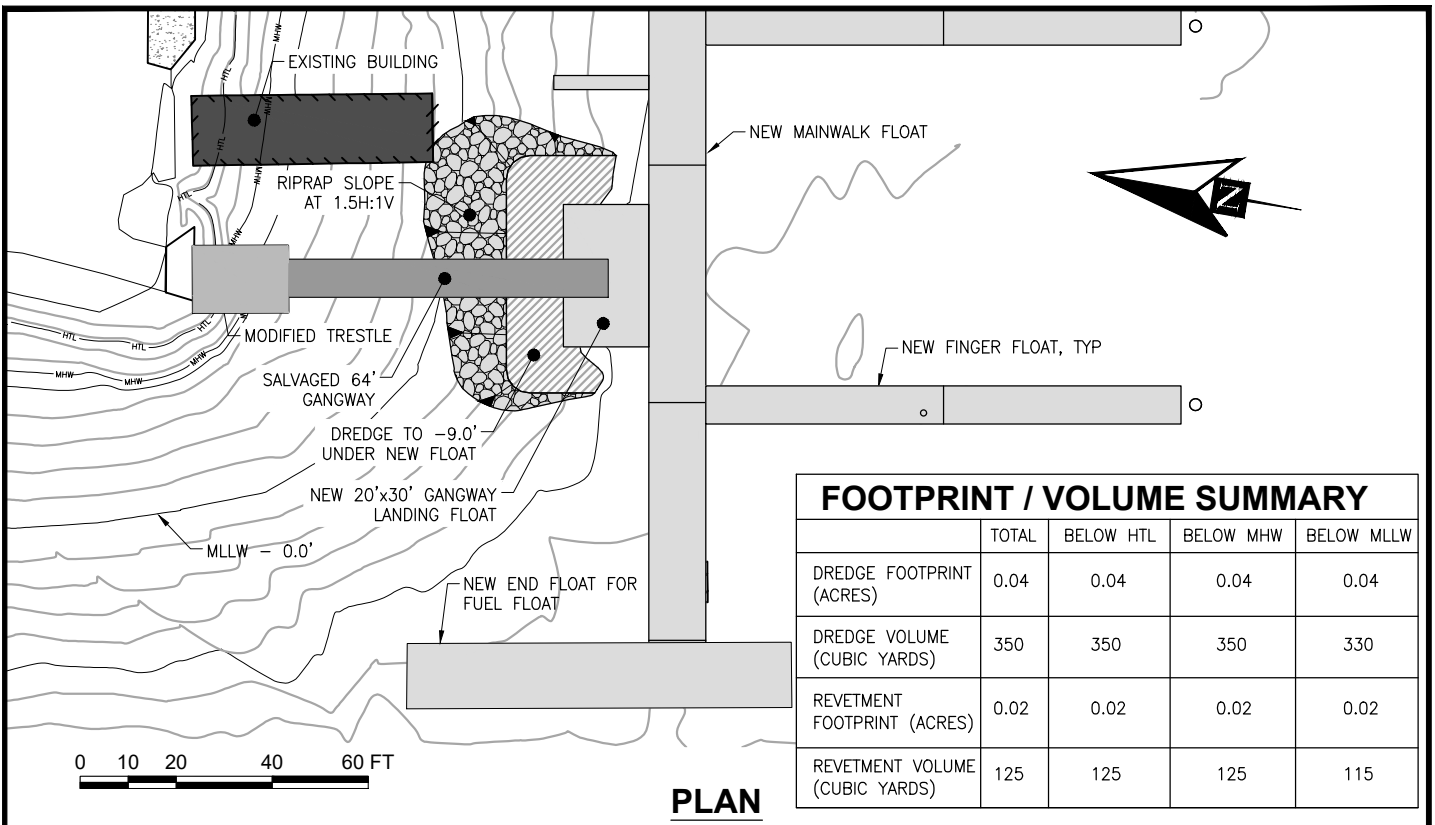
**TRAVEL LIFT
DREDGING**

CITY OF VALDEZ
212 CHENEGA AVE
VALDEZ, AK 99686
907-835-4313

**CITY OF VALDEZ SBH
H-K MAJOR
RECONSTRUCTION
POA-2022-00130**

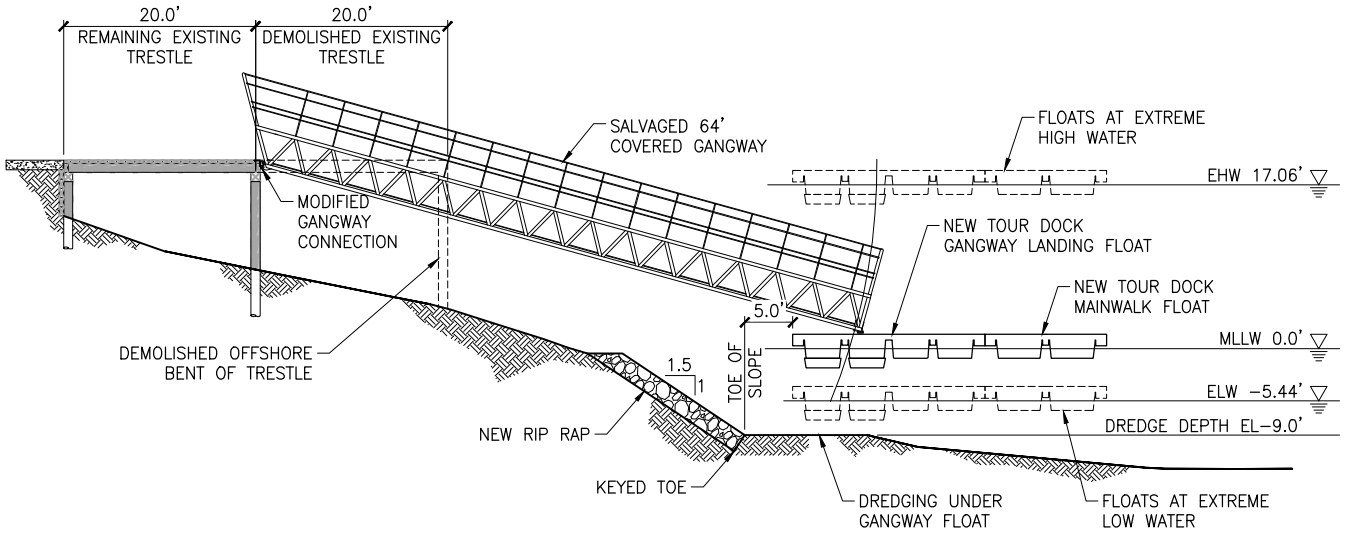
AT: SMALL BOAT HARBOR
IN: VALDEZ, ALASKA

MARCH 2022 SHEET **6** of **8**



FOOTPRINT / VOLUME SUMMARY				
	TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
DREDGE FOOTPRINT (ACRES)	0.04	0.04	0.04	0.04
DREDGE VOLUME (CUBIC YARDS)	350	350	350	330
REVETMENT FOOTPRINT (ACRES)	0.02	0.02	0.02	0.02
REVETMENT VOLUME (CUBIC YARDS)	125	125	125	115

PLAN



SECTION
NTS

PURPOSE:
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DATUM: MLLW = 0'-0"

LOCATION: SEC32, T8S, R6W
SEWARD MERIDAN
LAT: 61.126248N
LONG: -146.344185W

**TOUR DOCK
DREDGING**

CITY OF VALDEZ
212 CHENEGA AVE
VALDEZ, AK 99686
907-835-4313

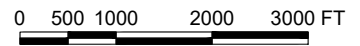
**CITY OF VALDEZ SBH
H-K MAJOR
RECONSTRUCTION
POA-2022-00130**

AT: SMALL BOAT HARBOR
IN: VALDEZ, ALASKA



DISPOSAL AREA		
POINT	LATITUDE	LONGITUDE
P-1	61.1149788	-146.3375417
P-2	61.1141868	-146.3336298
P-3	61.1122942	-146.3352667
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LOCATION



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DATUM: MLLW = 0'-0"

LOCATION: SEC32, T8S, R6W
COPPER RIVER MERIDAN
LAT: 61.126248N
LONG: -146.344185W

**DREDGE
DISPOSAL AREA**

CITY OF VALDEZ
212 CHENEGA AVE
VALDEZ, AK 99686
907-835-4313

**CITY OF VALDEZ SBH
H-K MAJOR
RECONSTRUCTION
POA-2022-00130**

AT: SMALL BOAT HARBOR
IN: VALDEZ, ALASKA

MARCH 2022 SHEET **8** of **8**

City of Valdez Small Boat Harbor H-K Major Reconstruction Project

Project Description

The proposed City of Valdez Small Boat Harbor H-K Major Reconstruction Project consists of replacing ageing boat harbor float systems and gangways that are at or beyond their useful life.

Purpose

The City seeks to replace the aging harbor infrastructure to continue the current level of public service, public access and vessel mooring in Valdez, Alaska.

Need

The Valdez Small Harbor is the primary recreational boat harbor for residents of Valdez and sole access point for all recreational boaters’ accessing Valdez Arm and northern Prince William Sounds waters via the Richardson Highway. Additionally, the small boat harbor is the primary location for headquarters and point of vessel departure for the vessel-based tour and cruise industries.

The existing float systems have been in service for approximately 35 years. Typical useful life for concrete float systems from that era ranges between 20-30 years depending on environmental conditions. Float degradation and cost of maintenance is anticipated to exponentially rise with continued use. The float system and gangways are in need of replacement to avoid development of hazardous conditions and to maintain the current level of service being provided to the recreational and commercial users of the harbor. Replacement of the existing gangways will allow for continued safe use while meeting current criteria set by the Americans with Disabilities Act (ADA) and the State Organization for Boating Association (SOBA).

Minor bank migration and/or sloughing along the harbor basin slopes has caused sedimentation and filling in at the boat lift area. Proposed dredging of this area will reestablish boat lift access for larger vessels during low tide levels.

Location

Latitude	Longitude	USGS Quad
61° 07' 35.00" N	146° 20' 41.25" W	Valdez A7

Section(s)	Township	Range	Meridian
32	8 South	6 West	Copper River

Tide Station	Station Datums (elevation, ft.)		
	MLLW	HTL	MHW
NOAA station 9455090 (Seward, Resurrection Bay)	0.0'	15.6'	11.2'

Driving Instructions:

South on Richardson Highway to Valdez then south on Chitina Avenue. The small boat harbor is located at the end of Chitina Avenue.

Adjacent Land Ownership:

All adjacent uplands and tidelands are owned by the city.

Description

Demolition

Demolition includes removing the existing H-K and Tour floating dock assemblies including all potable water, fire water, electrical, and wastewater utilities. Steel support piles for the floating dock assemblies will be removed and reused in the replacement float systems. A total of (5) aluminum truss gangways will be removed and salvaged for reuse. At A-G floats, the water utilities and electrical systems will be removed.

Dredging

Dredging will occur at (2) locations within the harbor basin. The boat lift area will be dredged to match the original design depths and slope limits to allow for all tide boat lift operation for larger vessels. Minor dredging will occur at the south tour dock gangway landing float to increase water depth to avoid float grounding at extreme low water events. Rock revetment will be placed to stabilized dredged slope areas greater than 3:1 at the south tour dock dredging location.

Means of dredging or below water excavation are expected to consist of 1.) Shore based excavation during low tides using an excavator, 2.) barge-based dredging utilizing a crane with clamshell digging buckets, or 3.) barge-based dredging using and long arm excavator. Material removed from the excavation/dredging will be disposed of at an approved offshore disposal site in Valdez Arm or loaded into trucks and disposed of at an upland disposal site according to local, state, and federal requirements.

Soils in the vicinity were tested by R&M Consultants in 2016 for suitability for offshore disposal. Sampling efforts and lab analysis did not reveal any evidence of discrete contamination that would be a concern for offshore disposal of dredged sediment¹.

H-K improvements

Existing concrete H-K float system will be replaced with a new pressure treated timber framed float system with high-density polyethylene floatation units. Float systems will be outfitted with new electrical, potable water and a fire water utility system. Floats will be secured in place with salvaged steel piles. New steel piles will be supplemented as required based on condition of salvaged piles. A new ADA compliant gangway will replace (1) of the (2) existing gangways.

Tour Dock Improvements

¹ R&M Consultants. Geotechnical Data Report: Sampling and Analysis Report Valdez Small Boat Harbor Dredging. 2016

The existing concrete Tour Dock float system will be replaced with a new timber framed float system. Float systems will be outfitted with new electrical, potable water, sewer, and fire water utility systems. Floats will be secured in place with salvaged steel piles. New steel piles will be supplemented as required based on conditions of salvaged piles. A new ADA compliant gangway will be supplied at the north access while a south gangway will be replaced with a longer salvaged gangway.

Boat Lift Improvements

The boat lift area will be dredged to the original design depths and extents. Additionally, the existing gangway and float will be replaced with a salvaged gangway and float section. The existing timber float piles will be replaced with salvaged or new steel piles.

A-G Utility Improvements

Existing aging and failing float potable water, fire water, and sewer utilities will be replaced with new piping, risers, and upland connections. Electrical system to be replaced in it's entirety including upland switch gear. Existing lighting on floats to be replaced with new LED fixtures.

Construction Equipment

The harbor improvements will be constructed with land and barge based heavy equipment including excavators, cranes, and vibratory hammers (approximately 100-ton driving force). Equipment will likely include up to (1) crane and material barge and (3) work boats (each under 25 feet) operating at speeds less than 10 knots or as appropriate for navigational safety. Equipment is anticipated to be mobilized from Southcentral Alaska. Other land-based heavy equipment will include excavators, loaders, and haul trucks.

Wood Preservative Treatment

Creosote treatment is the superior wood treatment method for harsh marine environments when comparing longevity and resistance to deterioration. The most suitable alternative treatment method consists of using ammoniacal copper zinc arsenate (ACZA) pressure treatment; however, this treatment would limit the lifespan of the proposed project and it is not recommended for use on glulam members. The American Institute of Timber Construction (AITC) states that the use of water-borne preservatives (such as ACZA) may result in raised grain and excessive warping, checking or splitting of glulam members. Wood treatment for the glulam float framing will consist of either creosote or copper naphthenate treatments. Glulam treatment type to be determined on availability at the time of fabrication. ACZA treatment will be used on sawn lumber members. The design criteria for the float systems require that the timber float framing elements remain above water under operating conditions.

Quantities

		Project Total	Below HTL (EL=15.2')	Below MHW (EL=11.2')	Below MLLW (EL=0.0')
Earthwork	Dredging Boat Lift (CY)	1200	1200	1200	1200
	Dredging South Tour Dock (CY)	350	350	350	330
	Riprap Placement Tour Dock (CY)	125	125	125	115
Existing H-K Float Removed (SF)		38,700 (0.88 acres)			
Existing Floats Relocated (SF)		800 (0.02 acre)			
New Floats Installed (SF)		50,500 (1.16 acres)			
New Trestle & Gangway (SF)		1500	1500	1500	1210
Piles to be Installed (EA) w/ Vibratory Hammer		90	90	90	90
Piles to be Installed (EA) w/ bedrock drilling (After Initial Vibratory Drive)		16	16	16	16
Steel Piles to be Removed (EA) w/ Vibratory Hammer		75	75	75	75
Timber Piles to be Removed (EA) w/ crane or other static pull		2	2	2	0

Schedule and Duration

The project construction will begin Fall 2022 and is anticipated to have a duration of approximately 5-7 months.

Construction Sequence

This sequence is provided as a generalized sequence of events. Details as to quantities and volumes are provided in the tables above.

Phase	Tasks	Estimated Duration*
Mobilize to Site	<ul style="list-style-type: none"> • The contractor will mobilize the necessary equipment and personnel. • The barge will most likely mobilize from Southcentral Alaska depending on the selected contractor, availability, and current moorage. • Barges will be moored on-site for the duration of construction, making only minor adjustments in position as needed. 	2 weeks
Demolish Existing Gangways and Approach Trestles	<ul style="list-style-type: none"> • Gangways will be removed and staged on the uplands for salvage/reuse. • Remove portions of access trestle as required for new longer gangway. • Remove trestle support piles with vibratory hammer. If piles cannot be removed then piles will be cutoff at mudline. • Work to be performed with a crane and other land-based equipment. 	2 weeks
Demolish Existing Floats	<ul style="list-style-type: none"> • Float units will be detached from existing piling and removed with heavy equipment via the existing boat ramp and staged on the uplands for removal/disposal from site. • The barge will be secured by spud piling driven with a vibratory hammer. These spud piling may be removed/reinstalled multiple times throughout the duration of the project • The existing float piling will be removed with a vibratory hammer using a crane from the work barge. 	3 weeks
Dredge Boat Lift and South Tour Dock Gangway Landing Float	<ul style="list-style-type: none"> • Materials will be removed using a digging bucket from a barge-based crane or by shore-based heavy equipment at low tide. • Dredged material will be disposed of in an approved offshore disposal site or appropriate uplands disposal area. 	2 weeks
Install New Floats Systems	<ul style="list-style-type: none"> • Float units will be unloaded from the barge and placed into the water. • The floats will be interconnected and held in place with anchoring and lashing. • Piles will then be driven through the pile hoops on the floats to secure the system in its final location. 	6 weeks
Install Piles	<ul style="list-style-type: none"> • The contractor will initially vibratory drive all piles to first refusal or required minimum embedment (whichever occurs first). • Shallow bedrock is anticipated on a limited number of piles where bedrock drilling to establish minimum required embedment. • Install pile anodes 	3-5 weeks

Phase	Tasks	Estimated Duration*
Install Gangways	<ul style="list-style-type: none"> Install new and salvaged gangways 	1 week
Install Float Utilities and Electrical	<ul style="list-style-type: none"> Install electrical systems, potable water system, fire water system, and sewer systems 	12 weeks
Demobilization	<ul style="list-style-type: none"> Spud piling securing the barge will be removed and the barge will leave the site. All demolished existing materials staged on the uplands will be removed from the site. 	1 week

Notes: *Durations based on active time working onsite. Total duration will vary due to working around tides and access constraints onsite. Activities are anticipated to occur sequentially in the order presented in the above table. Dredging may occur simultaneously with other activities.

Best Management Practices (BMPs)

Impacts to waters of the U.S. could not be avoided as this project is dependent on maritime access by nature. All construction will be in previously disturbed areas. The following measures will be incorporated by the applicant in order to minimize impacts to waters of the U.S.:

- Industry standard BMP’s would be used to ensure that less creosote residue would be left on the surface of the wood and best construction practices would be used to reduce the transfer of polycyclic aromatic hydrocarbons (PAHs) from the wood to the environment. These practices would decrease the impact of creosote treated wood on marine environments. Considering the small volume of creosote being used on the project and the lack of submerged timber elements it is not anticipated that PAH’s will cause harm to the wildlife in the area.
- The project site will be maintained in a manner that does not introduce any pollutants or debris into the harbor or cause a migration barrier for fish.
- Fuels, lubricants, and other hazardous substances will not be stored below high tide line.
- New floats will be manufactured off site and floated in.
- All manmade construction debris will be collected and not allowed to enter waters of the state.
- Land based equipment will not be operated on the substrate below the waterline.
- Project construction will be completed in compliance with state water quality standards.
- Contractor will check equipment for leaks and other problems that could result in discharge of petroleum-based products, hydraulic fluid, or other material to the waterway.
- Contractors conducting in-water and over-water work, including demolition, will be familiar with implementation of BMPs and permit conditions typical of working in the aquatic environment.
- The contractor will have a spill containment kit, including oil-absorbent materials, on site to be used in the event of a spill or if any oil product is observed in the water.

- Piles will be removed using vibratory extraction to greatest extent possible. Piles which cannot be extracted will be cut below the mudline.
- All pile and floats removed will be disposed of at an appropriate upland facility.
- New piles will be installed using a vibratory hammer when possible
- All in-water work shall occur during daylight hours only or under sufficient artificial light that the entire observation zone is visible.
- During pile driving operations, the fish cleaning stations inside the small boat harbor will be closed.

Mitigation

Avoidance

Much of the work for this project will be performed out of waters of the U.S. All floats and decking will be fully constructed prior to transportation to the site.

Minimization

The docks were designed to have as few piles as possible to stabilize the floats. All new piles will be hot dip galvanized and cleaned to prevent contamination of waters during installation and throughout the life of the dock. The contractor will comply with local, state, and federal water quality standards.

Compensation

The project results in a relatively small loss of waters of the U.S. The loss does not impact any important habitats, and the project is being constructed in a previously disturbed area. As such, no compensatory mitigation is proposed.

Endangered Species Act Considerations

The proposed project area is within the habitat range of humpback whale (endangered), fin whale (endangered), and Steller sea lion western distinct population segment (DPS) (endangered). There is no designated critical habitat in Port Valdez. Fin whales and humpback whales are not expected to enter Valdez Small Boat Harbor.

The following measures have been proposed to mitigate impacts to protected species:

1. Construction will occur outside of the salmon migration period when Western DPS Steller sea lions are most likely to be present in the Port of Valdez.
2. Vessel operations for this project will be at speeds less than 10 knots.
3. Equipment will be suspended or lowered at controlled speeds.
4. A designated observer will monitor a 10-meter exclusion zone around active work areas.
5. Over-water or in-water work will be shut down if any protected species are present within the exclusion zone.
6. The dedicated observer will report to USFWS/NMFS all protected species observed during operations, indicating whether they remained outside of the exclusion zone, or entered the exclusion zone. The dedicated

observer will also note the status of project operations, date, time and distance of closest approach of protected species to the work each time any protected species entered the exclusion zone.