



US Army Corps
of Engineers
Alaska District

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

Public Notice of Application for Permit

PUBLIC NOTICE DATE:	May 14, 2024
EXPIRATION DATE:	June 13, 2024
REFERENCE NUMBER:	POA-2024-00197
WATERWAY:	Resurrection Bay

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 David Moore at (206) 496-3065, toll free from within Alaska at (800) 478-2712, or by email at David.J.Moore@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Alaska Railroad Corporation
ATTN: Brian Lindamood
327 West Ship Creek Avenue
Anchorage, Alaska 99501

AGENT: PND Engineers, Inc.
ATTN: Brenna Hughes
1506 West 36th Avenue
Anchorage, Alaska 99501

LOCATION: The project site is located within Section 3, T.1 S, R. 1 W., Seward Meridian; USGS Quad Map Seward A-7; Latitude 60.1194° N., Longitude -149.4246° W.; in Seward, Alaska.

PURPOSE: The applicant's stated purpose is to improve safety and efficiency for the movement of goods by better separating pedestrian traffic from freight and heavy truck traffic, enhance safety and efficiency of stevedoring activities, preserve the intermodal operations of commercial freight customers, accommodate larger vessels, and enhance the long-term utility of the dock.

PROPOSED WORK: The proposed activity consists of dock expansion and road construction that will be in three phases. The applicant proposes to expand the existing freight dock to allow for additional berthing and cargo unloading space. The dock will be extended by 375 feet in tidal waters by placing 134,800 cubic yards of fill material over 4.75 acres below the High Tide Line (approximate elevation +13.8 feet above the 0.0 foot contour) of Resurrection Bay.

The proposed work would include installation of piles below the Mean High Water Mark (approximate elevation +9.7 feet above the 0.0 foot contour) the following totals are proposed for the project:

Temporary

- 60, 24-inch diameter steel piles
- 2,157 steel H-piles (in post-fill uplands)

Permanent

- 425 sheet piles
- 14 steel H-piles
- 14, 30-inch diameter round fender piles
- 4, 24-inch diameter round dolphin piles (to be removed and re-installed)

The proposed road will replace an existing gravel rail yard access route with a two-lane gravel roadway, approximately 4,500 feet long with a 24-foot-wide driving surface. Up to 1,455 cubic yards of material will be excavated and up to 1,940 cubic yards of fill material will be placed in three wetlands (0.3 acres total) for road construction. All work would be performed in accordance with the enclosed plan (sheets 1-14), dated April 12, 2024.

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: Construction of a new dock in another location was rejected early in alternatives analysis as it would result in a greater impact than replacing the dock on the same site. The size of the construction footprint was minimized to the smallest footprint possible to provide a safe and functional dock while meeting the goal of increasing the utility of the facility.

b. Minimization: The following Best Management Practices (BMPs) will be followed to minimize impacts to water quality and wildlife.

- Wetlands, vegetated areas, and project construction and storage areas will be clearly delineated at the beginning of the project to prevent unnecessary impacts to habitat.
- Impact pile driving equipment will utilize a pile cushion to mitigate underwater sound impacts from impulsive noise.
- In-water work activities will only take place when environmental conditions (daylight, weather, etc.) allow the entirety of permit-specified areas to be observed.
- In-water work will stop if a protected species enters a shutdown zone to avoid unauthorized “take”.
- One or more qualified and equipped independent (i.e., not construction personnel) protected species observers (PSOs) will be on duty continuously during all in-water or over-water construction activities in accordance with the project’s Marine Mammal Monitoring and Mitigation Plan (4MP).
- Construction equipment will be cleaned of dirt, plants, and foreign materials before entering the Reserve to help prevent the spread of invasive species.
- A full-length silt curtain will be used on the south end of the dock expansion between the sheet pile construction and the west side of the sediment groin.
- A spill control and countermeasures plan will be developed and implemented for the project. The plan will address the potential for encountering contaminated soils in the vicinity of previously remediated underground storage tanks (USTs) so that appropriate procedures and materials are in place prior to beginning excavation.
- Oil booms will be readily available for containment should any releases occur.
- All hazardous materials and debris will be stored above the high tide line and secured to prevent being blown offshore.
- Pile driving will be limited to between the hours of 7 a.m. and 10 p.m. to limit the amount of noise resulting from the project each day.
- No impact pile driving will occur July 15 – September 15 to prevent impacts to sport fisheries.

c. Compensatory Mitigation: Compensatory mitigation may be used to offset impacts to wetlands and waters of the U.S. that cannot be avoided or minimized. Development and final approval of this mitigation plan will be conducted in cooperation with the U.S. Army Corps of Engineers (Corps).

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 lead Federal agency, the U.S. Department of Transportation (USDOT), is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. The Corps will review the USDOT's documentation and either concur with their documentation or continue to work with them until any issues are resolved. A permit for the described work will not be issued until the Section 106 process has been completed and the Corps concurs with USDOT's work or documentation.

ENDANGERED SPECIES: The project area is within the known or historic range of the Mexico and Western North Pacific DPS of the Humpback Whale (*Megaptera novaeangliae*), Sperm Whale (*Physeter macrocephalus*), Fin Whale (*Balaenoptera physalus*), Western DPS of the Steller Sea Lion (*Eumetopias jubatus*), and Sunflower sea star (*Pycnopodia helianthoides*). The Endangered Species Act (ESA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated critical habitat. The USDOT as the lead agency for ESA consultation, will consult with the NMFS and/or the USFWS as required under Section 7 of the ESA. They have determined that the project will have the following effects on proposed and/or listed species and their designated critical habitat:

Species	Stock	Listing Status	Effects Determination
Humpback whale (<i>Megaptera novaeangliae</i>)	Mexico DPS	ESA threatened	Likely to adversely affect
	Western North Pacific DPS	ESA endangered	Likely to adversely affect
	Critical Habitat	Critical Habitat	May affect, not likely to adversely affect
Sperm whale (<i>Physeter macrocephalus</i>)	[Gulf of Alaska]	ESA endangered	May affect, not likely to adversely affect
Fin whale (<i>Balaenoptera physalus</i>)	Northeast Pacific stock	ESA endangered	May affect, not likely to adversely affect
Steller sea lion (<i>Eumetopias jubatus</i>)	Western DPS	ESA endangered	Likely to adversely affect
	Critical Habitat	Critical Habitat	May affect, not likely to adversely affect
Sunflower sea star (<i>Pycnopodia helianthoides</i>)	Worldwide	Proposed ESA threatened	Likely to adversely affect
Northern sea otter (<i>Enhydra lutris kenyoni</i>)	Southcentral Alaska DPS	Marine Mammal Protection Act protected non-strategic	Likely to adversely affect
Steller's eider (<i>Polysticta stelleri</i>)	Worldwide	ESA threatened	Likely to adversely affect

A permit for the described work will not be issued until the Section 7 process has been completed and the Corps concurs with USDOT's work or documentation.

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 mapped EFH for the following salmon and groundfish species:

EFH Species	Lifecycle Stages in Fishery Management Plans
Chum salmon (<i>Oncorhynchus keta</i>)	Juvenile, immature, mature
Chinook salmon (<i>O. tshawytscha</i>)	Immature, mature
Coho salmon (<i>O. kisutch</i>)	Juvenile, mature
Pink salmon (<i>O. gorbuscha</i>)	Juvenile, mature
Sockeye salmon (<i>O. nerka</i>)	Juvenile, immature, mature
Pacific cod (<i>Gadus macrocephalus</i>)	All life stages
Walleye pollock (<i>G. chalcogrammus</i>)	All life stages
Flathead sole (<i>Hippoglossoides elassodon</i>)	Juvenile, immature, mature
Sand sole (<i>Psettichthys melanostictus</i>)	All life stages
English sole (<i>Pleuronectes vetulus</i>)	All life stages
Starry flounder (<i>Platichthys stellatus</i>)	All life stages

The USDOT, as the lead agency for a determination regarding EFH, will consult with the National Marine Fisheries Services.

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 Corps, 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 rights or resources. Consultation may be initiated by the affected Tribe upon written request to the District Commander. Any comments federal recognized tribes and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by the work under the requested permit will be considered in the Corps final assessment of the described work.

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).

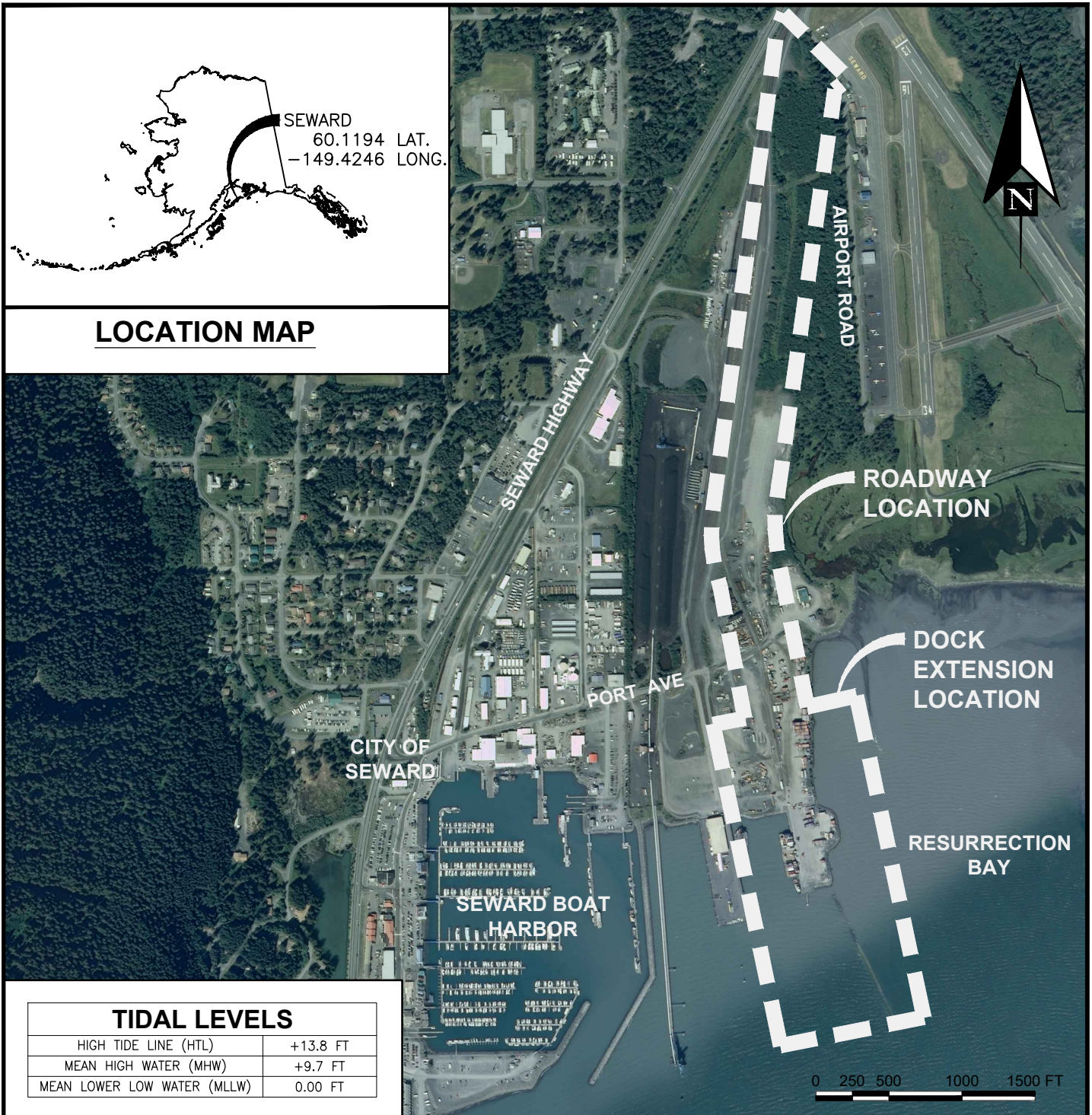
(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines

set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings are enclosed with this public notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures



LOCATION MAP

TIDAL LEVELS	
HIGH TIDE LINE (HTL)	+13.8 FT
MEAN HIGH WATER (MHW)	+9.7 FT
MEAN LOWER LOW WATER (MLLW)	0.00 FT

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

VICINITY MAP

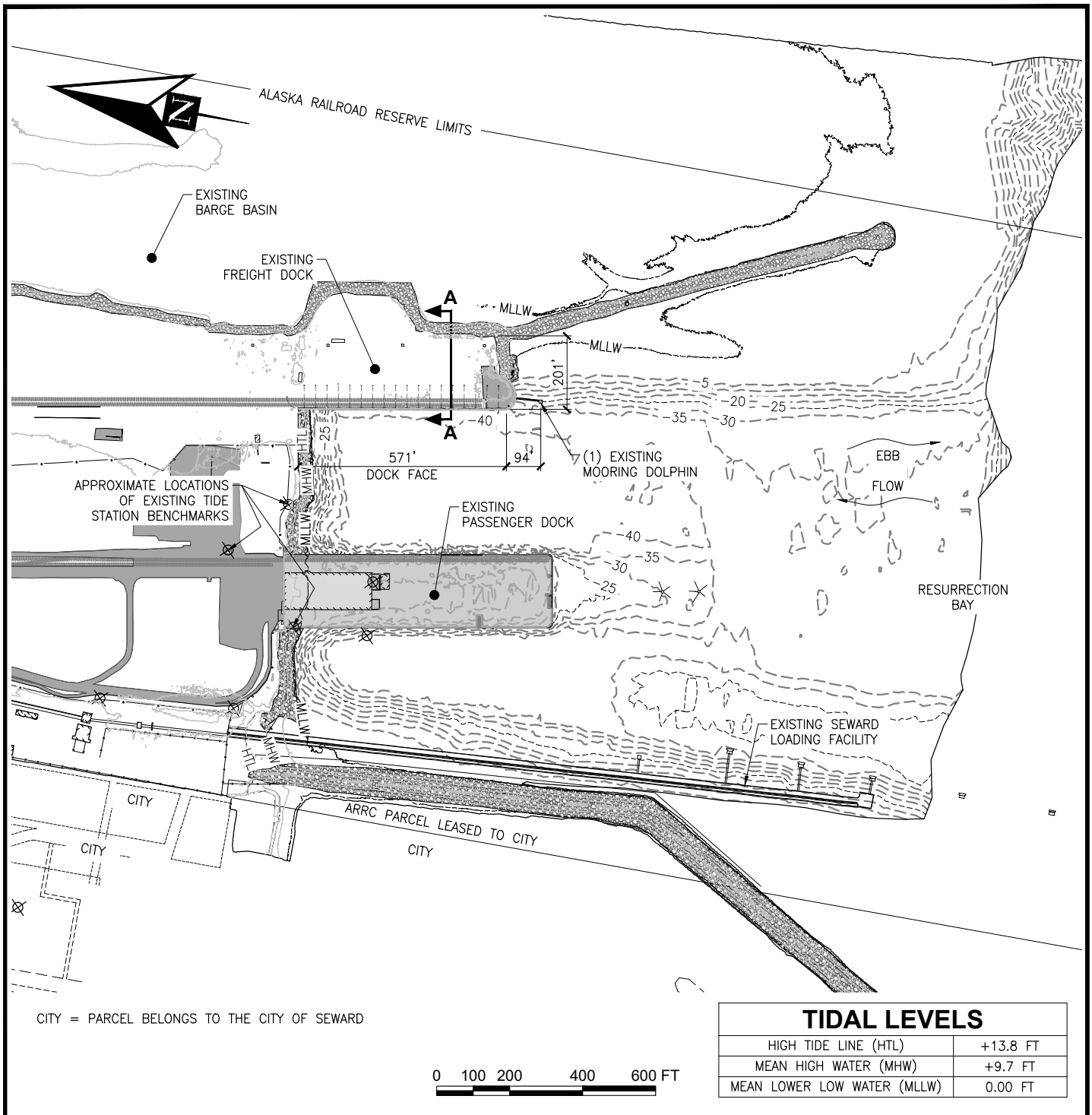
~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **1** of **14**



PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

EXISTING DOCK SITE PLAN

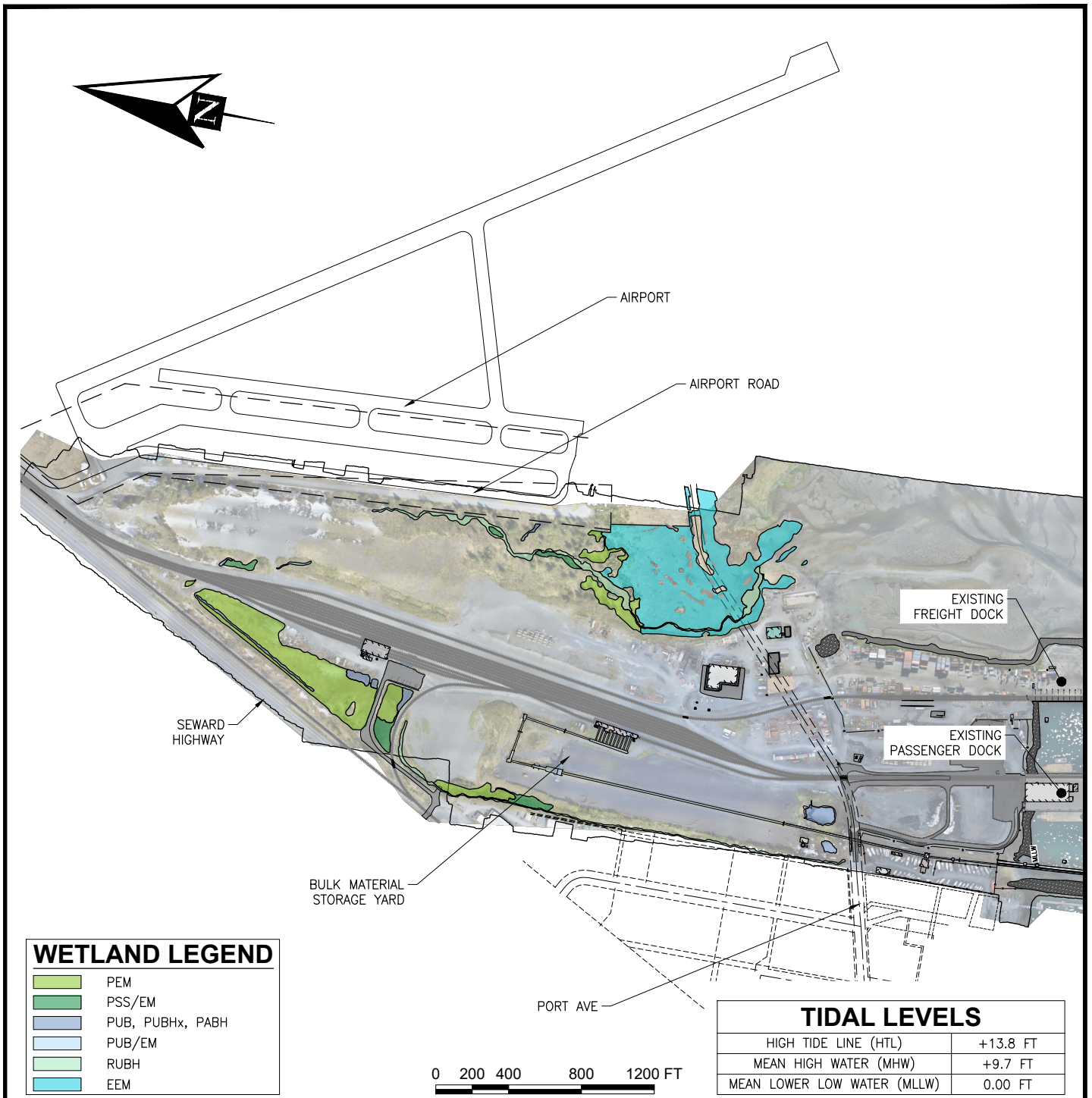
~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **2 of 14**



PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

EXISTING ONSHORE SITE PLAN

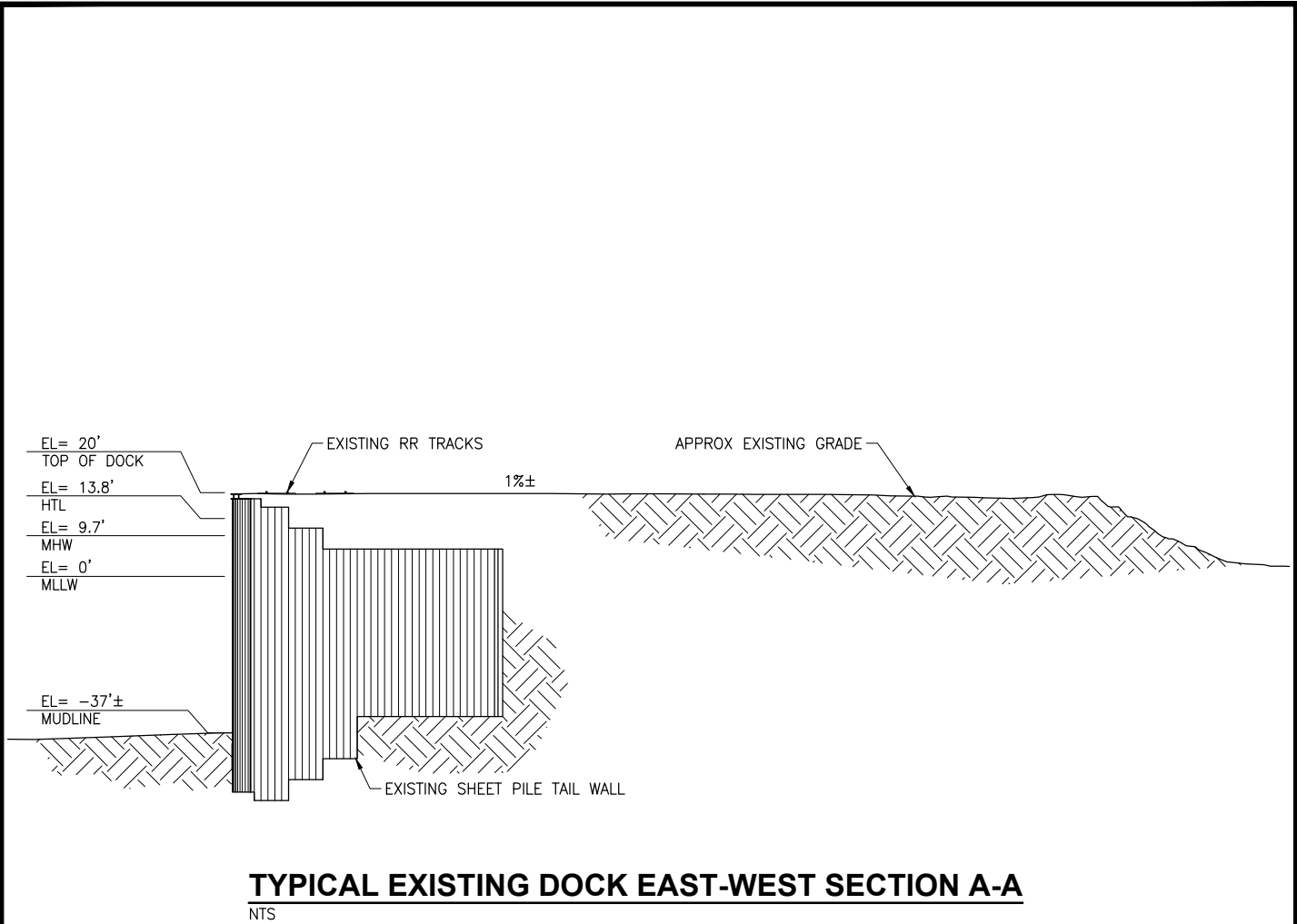
~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

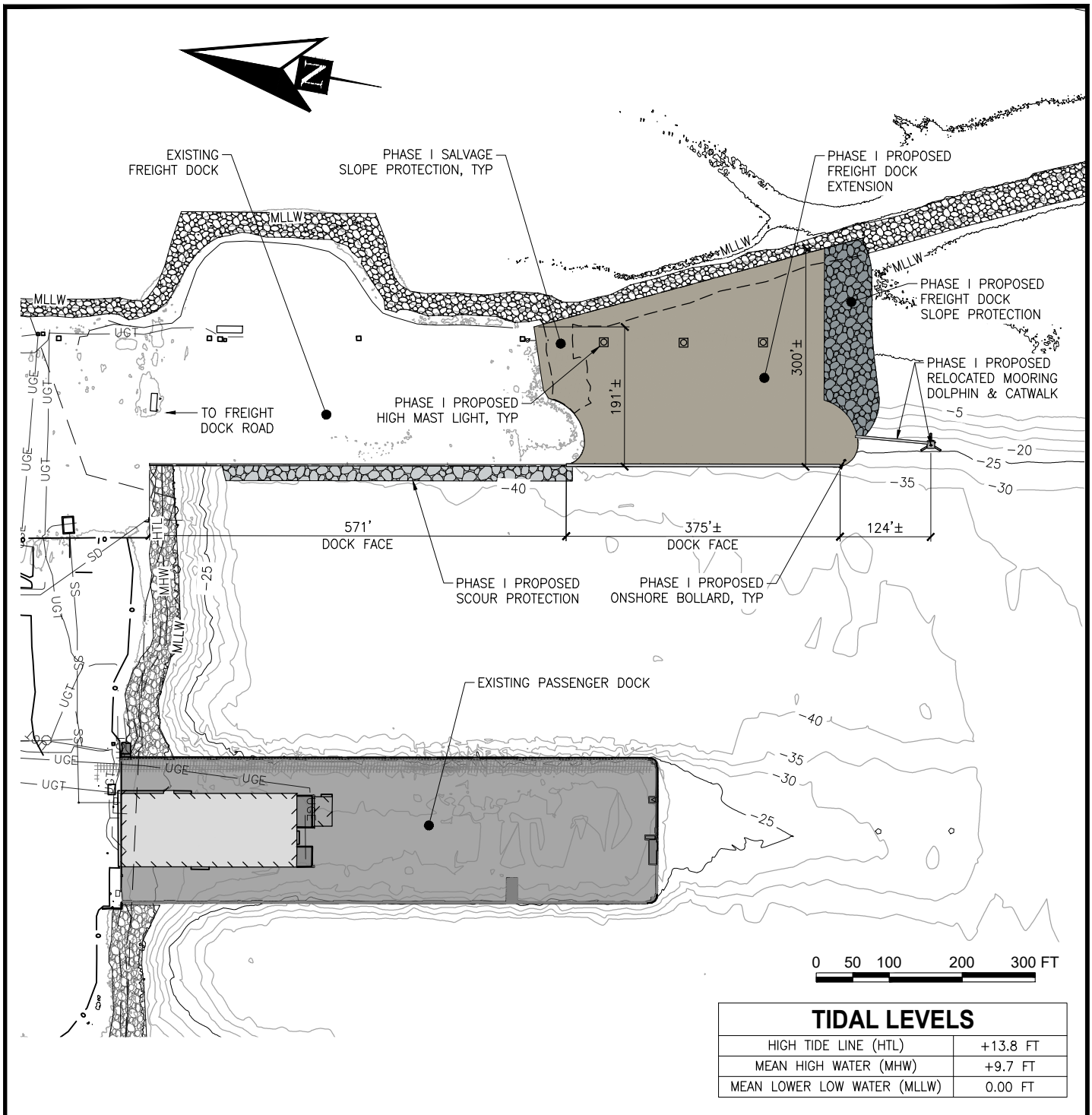
SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **3 of 14**



PURPOSE: EXPAND AND IMPROVE FREIGHT DOCK AND TRANSPORTATION CORRIDOR DATUM: MLLW = 0.0' LAT: 60.119403° N LONG: 149.424646° W S: 3 T: 001S R: 001W SEWARD MERIDIAN	TYPICAL EXISTING DOCK SECTION POA-1965-00034-M23 ALASKA RAILROAD CORPORATION 327 WEST SHIP CREEK AVE ANCHORAGE, AK 99501	SEWARD FREIGHT DOCK IMPROVEMENTS IN: RESURRECTION BAY BY: CITY OF SEWARD 4/12/2024 SHEET 4 of 14
---	---	---



PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

PHASE I PROPOSED DOCK SITE PLAN

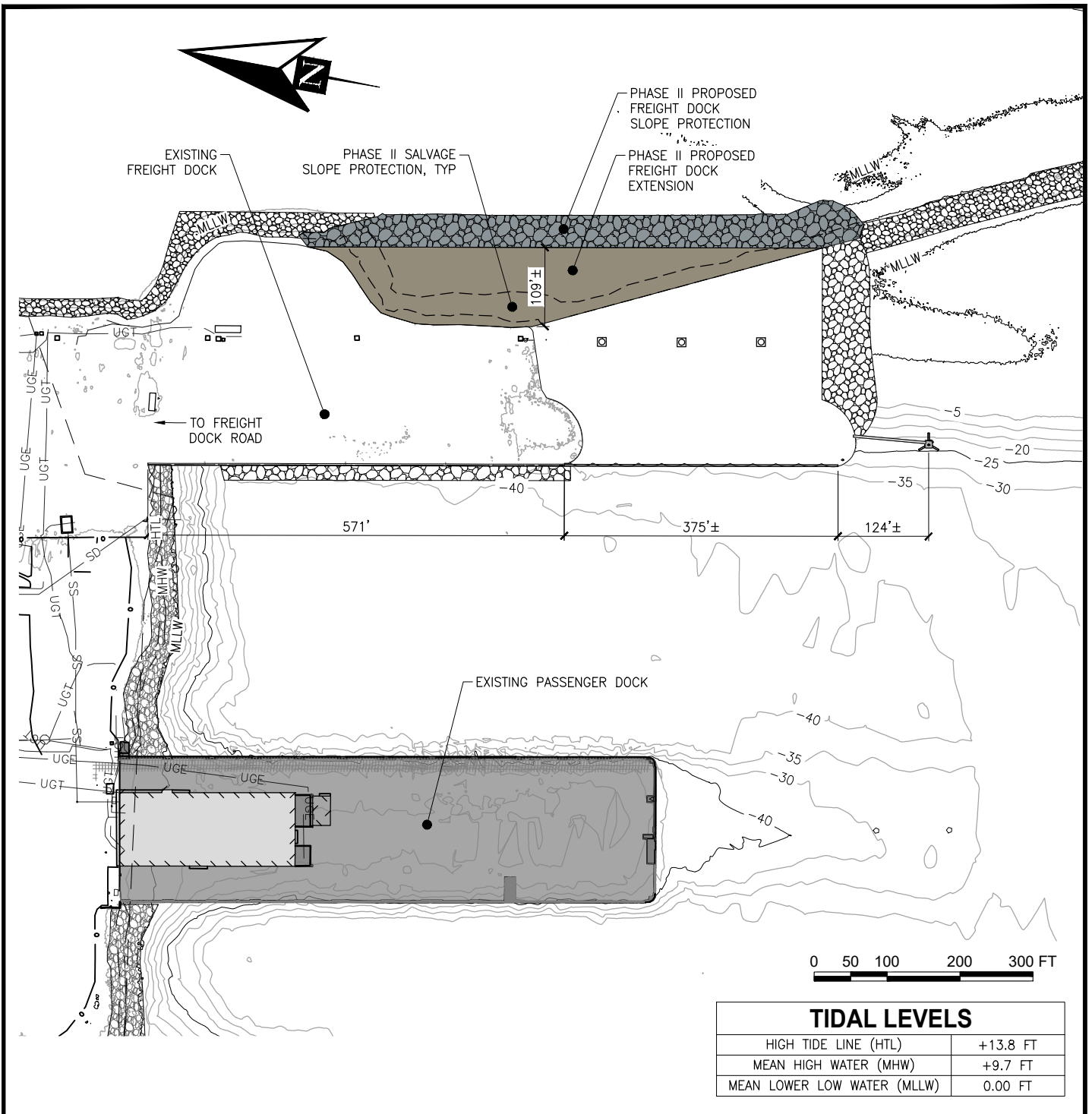
~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **5 of 14**



PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

PHASE II PROPOSED DOCK SITE PLAN

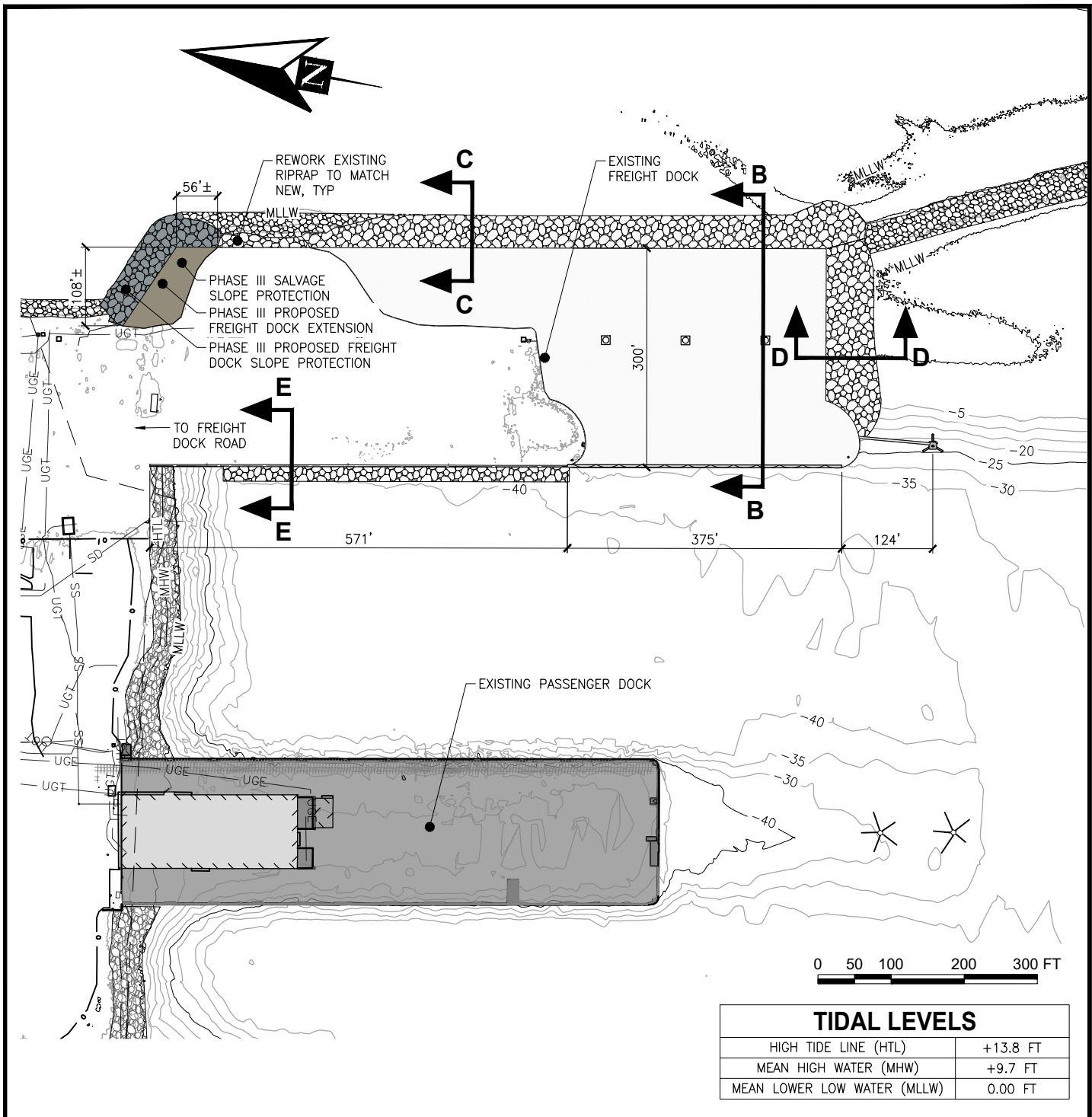
~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **6 of 14**



PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

PHASE III PROPOSED DOCK SITE PLAN

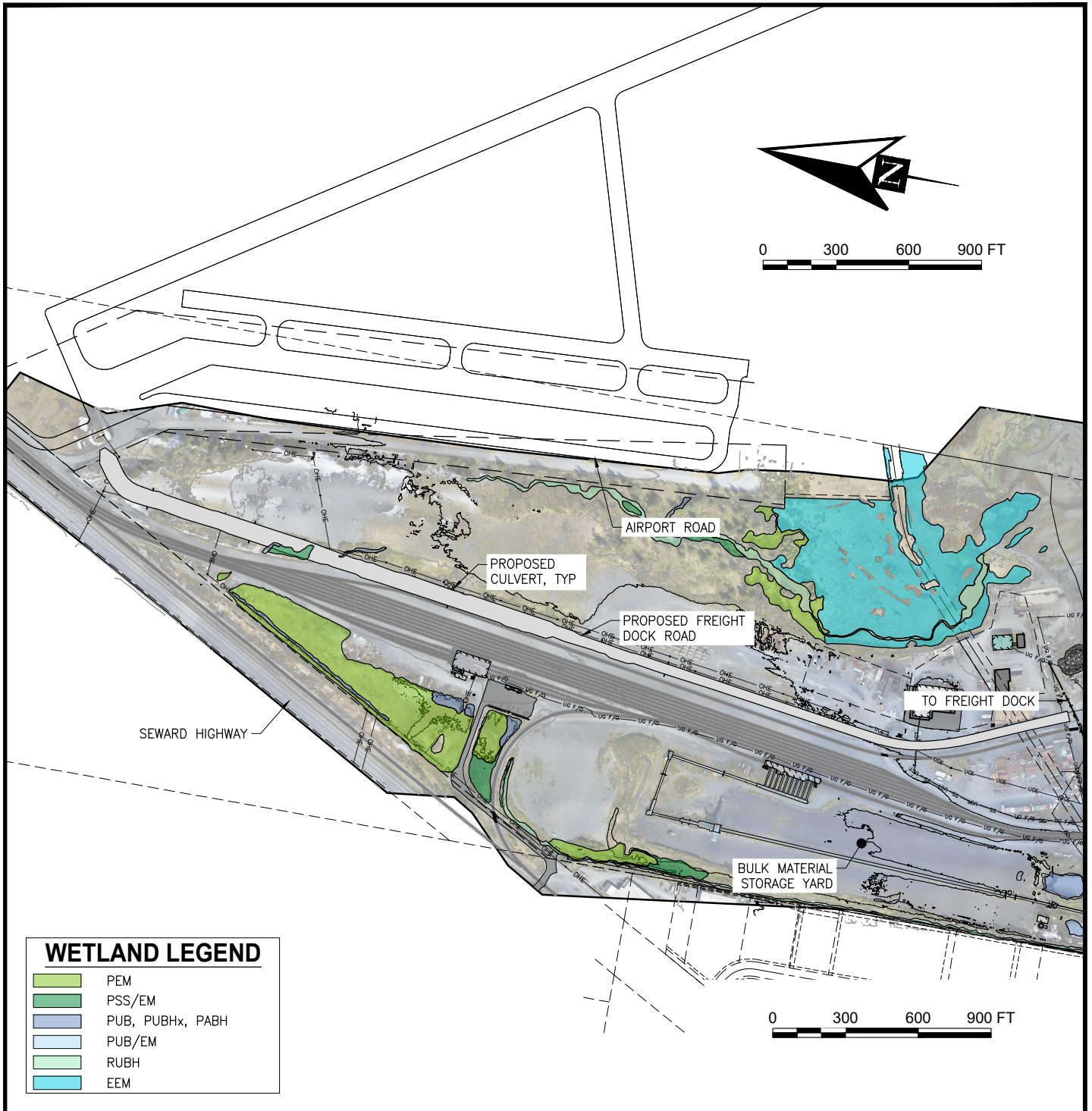
~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **7 of 14**



WETLAND LEGEND

■	PEM
■	PSS/EM
■	PUB, PUBHx, PABH
■	PUB/EM
■	RUBH
■	EEM

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

PROPOSED ROADWAY SITE PLAN

~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **8 of 14**

DOCK AND REVETMENT FOOTPRINT QUANTITIES

IN TIDAL WATERS	PROJECT TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
NEW FOOTPRINT – PHASE I (ACRES)	2.81	2.80	2.80	1.96
EXISTING FOOTPRINT – PHASE I (ACRES)*	0.27	0.24	0.22	0.00
NEW FOOTPRINT – PHASE II (ACRES)	1.92	1.72	1.63	0.18
EXISTING FOOTPRINT – PHASE II (ACRES)*	0.44	0.36	0.31	0.00
NEW FOOTPRINT – PHASE III (ACRES)	0.28	0.23	0.22	0.04
EXISTING FOOTPRINT – PHASE III (ACRES)*	0.10	0.05	0.02	0.00
NEW FOOTPRINT – FULL PROJECT (ACRES)	5.01	4.75	4.65	2.18
EXISTING FOOTPRINT – FULL PROJECT (ACRES)*	0.81	0.65	0.55	0.00

*NEW FILL ON EXISTING DOCK AND SEDIMENT GROIN FOOTPRINT

DOCK FILL QUANTITIES

IN TIDAL WATERS	PROJECT TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
BULK FILL – PHASE I (CY)	50,800	50,800	50,800	28,800
BULK FILL – PHASE II (CY)	7,100	7,100	7,100	0
BULK FILL – PHASE III (CY)	800	800	800	0
BULK FILL – PROJECT TOTAL (CY)	58,700	58,700	58,700	28,800
LAYER FILL – PHASE I (CY)	43,300	35,900	19,900	0
LAYER FILL – PHASE II (CY)	22,800	18,100	12,900	0
LAYER FILL – PHASE III (CY)	2,300	1,800	1,000	0
LAYER FILL – PROJECT TOTAL (CY)	68,400	55,800	33,800	0
SURFACING FILL – PHASE I (CY)	13,800	0	0	0
SURFACING FILL – PHASE II (CY)	7,600	0	0	0
SURFACING FILL – PHASE III (CY)	1,100	0	0	0
SURFACING FILL – PROJECT TOTAL (CY)	22,500	0	0	0

REKETMENT FILL QUANTITIES FOR SLOPE PROTECTION

IN TIDAL WATERS	PROJECT TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
FILTER ROCK – PHASE I (CY)	2,100	1,500	1,200	200
FILTER ROCK – PHASE II (CY)	2,100	1,500	1,200	200
FILTER ROCK – PHASE III (CY)	600	400	300	100
FILTER ROCK – PROJECT TOTAL (CY)	4,800	3,400	2,700	500
SLOPE PROTECTION – PHASE I (CY)	6,500	3,200	2,100	1,300
SLOPE PROTECTION – PHASE II (CY)	3,000	2,700	2,300	1,000
SLOPE PROTECTION – PHASE III (CY)	800	700	700	300
SLOPE PROTECTION – PROJECT TOTAL (CY)	10,300	6,600	5,100	2,600
SLOPE PROTECTION REMOVAL/SALVAGE – PHASE I (CY)	2,900	2,300	2,000	1,000
SLOPE PROTECTION REMOVAL/SALVAGE – PHASE II (CY)	7,100	5,200	3,800	700
SLOPE PROTECTION REMOVAL/SALVAGE – PHASE III (CY)	1,000	700	500	0
SLOPE PROTECTION REMOVAL/SALVAGE – PROJECT TOTAL (CY)	11,000	8,200	6,300	1,700
EXCAVATION – PHASE I (CY)	4,400	4,400	4,400	2,400
EXCAVATION – PHASE II (CY)	3,900	3,900	3,900	1,900
EXCAVATION – PHASE III (CY)	1,200	1,200	1,200	300
EXCAVATION – PROJECT TOTAL (CY)	9,500	9,500	9,500	4,600

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

QUANTITIES~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

**SEWARD FREIGHT
DOCK IMPROVEMENTS**

IN: RESURRECTION BAY
BY: CITY OF SEWARD

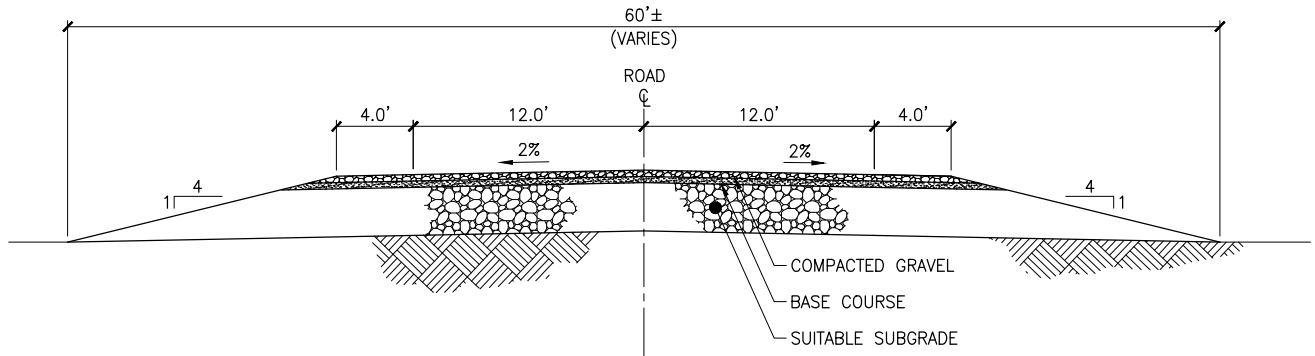
4/12/2024 SHEET **9** of **14**

REVTMENT FILL QUANTITIES FOR SCOUR PROTECTION				
IN TIDAL WATERS	PROJECT TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
SCOUR PROTECTION FOOTPRINT (ACRES)	0.44	044	0.44	0.44
FILTER ROCK (CY)	700	700	700	700
SCOUR PROTECTION (CY)	1,400	1,400	1,400	1,400
EXCAVATION (CY)	2,100	2,100	2,100	2,100

PILE QUANTITIES					
	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
PILE REMOVAL					
EXISTING DOLPHIN PILES (24" ROUND STEEL)	VIBRATORY REMOVAL	4	4	4	4
EXISTING ONSHORE BOLLARD (24" ROUND STEEL)	VIBRATORY REMOVAL	1	0	0	0
TEMPORARY PILES					
TEMPORARY TEMPLATE PILES (24" ROUND STEEL OR HP18 STEEL H-PILES)	VIBRATORY INSTALL & REMOVAL	60	60	60	60
VIBROCOMPACTION PROBES (HP14 STEEL H-PILE PROBE)	VIBRATORY INSTALL (UPLANDS)	2,157	0	0	0
NEW PILE INSTALLATION					
SHEET PILES PAIRS (PS31 OR SIMILAR)	VIBRATORY INSTALL	425	425	425	425
ANCHOR PILES (HP14 STEEL H-PILES)	VIBRATORY INSTALL	15	15	15	15
NEW FENDER PILES (30" ROUND STEEL)	VIBRATORY INSTALL	14	14	14	14
BOLLARD PILES (30" ROUND STEEL)	VIBRATORY INSTALL (UPLANDS)	2	0	0	0
HIGH MAST LIGHT PILES (30" ROUND STEEL)	VIBRATORY INSTALL (UPLANDS)	3	0	0	0
DOLPHIN PILES (30" ROUND STEEL)	VIBRATORY INSTALL	4	4	4	4
	IMPACT PROOFING	4	4	4	4

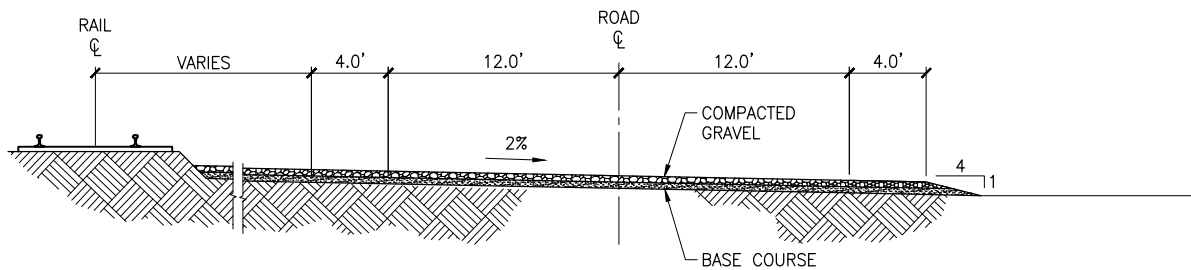
ROADWAY FILL QUANTITIES				
BY WETLAND CLASSIFICATIONS	PROJECT TOTAL	PUB/EM1H WETLANDS	PSS1F/EM1B WETLANDS	PUBH WETLANDS
ROAD FOOTPRINT (ACRES)	7.5	0.06	0.20	0.005
ROAD CUT (CY)	14,500	290	970	195
ROAD FILL (CY)	17,500	390	1,290	260

PURPOSE: EXPAND AND IMPROVE FREIGHT DOCK AND TRANSPORTATION CORRIDOR DATUM: MLLW = 0.0' LAT: 60.119403° N LONG: 149.424646° W S: 3 T: 001S R: 001W SEWARD MERIDIAN	QUANTITIES POA-1965-00034-M23 ALASKA RAILROAD CORPORATION 327 WEST SHIP CREEK AVE ANCHORAGE, AK 99501	SEWARD FREIGHT DOCK IMPROVEMENTS IN: RESURRECTION BAY BY: CITY OF SEWARD 4/12/2024 SHEET 10 of 14
---	---	---



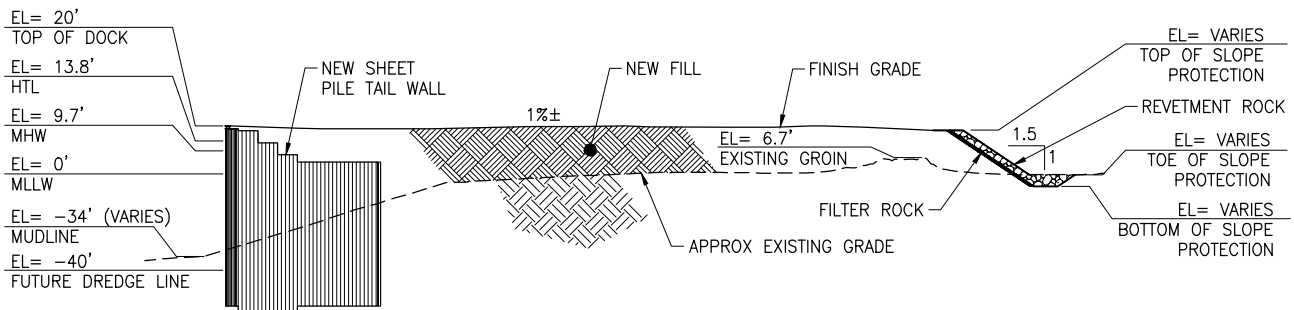
TYPICAL ROAD SECTION - UNDEVELOPED AREA

NTS



TYPICAL ROAD SECTION - DEVELOPED AREA

NTS



TYPICAL OPEN CELL SHEET PILE DOCK SECTION B-B

NTS

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

TYPICAL SECTIONS

~~POA-1965-00034-M23~~

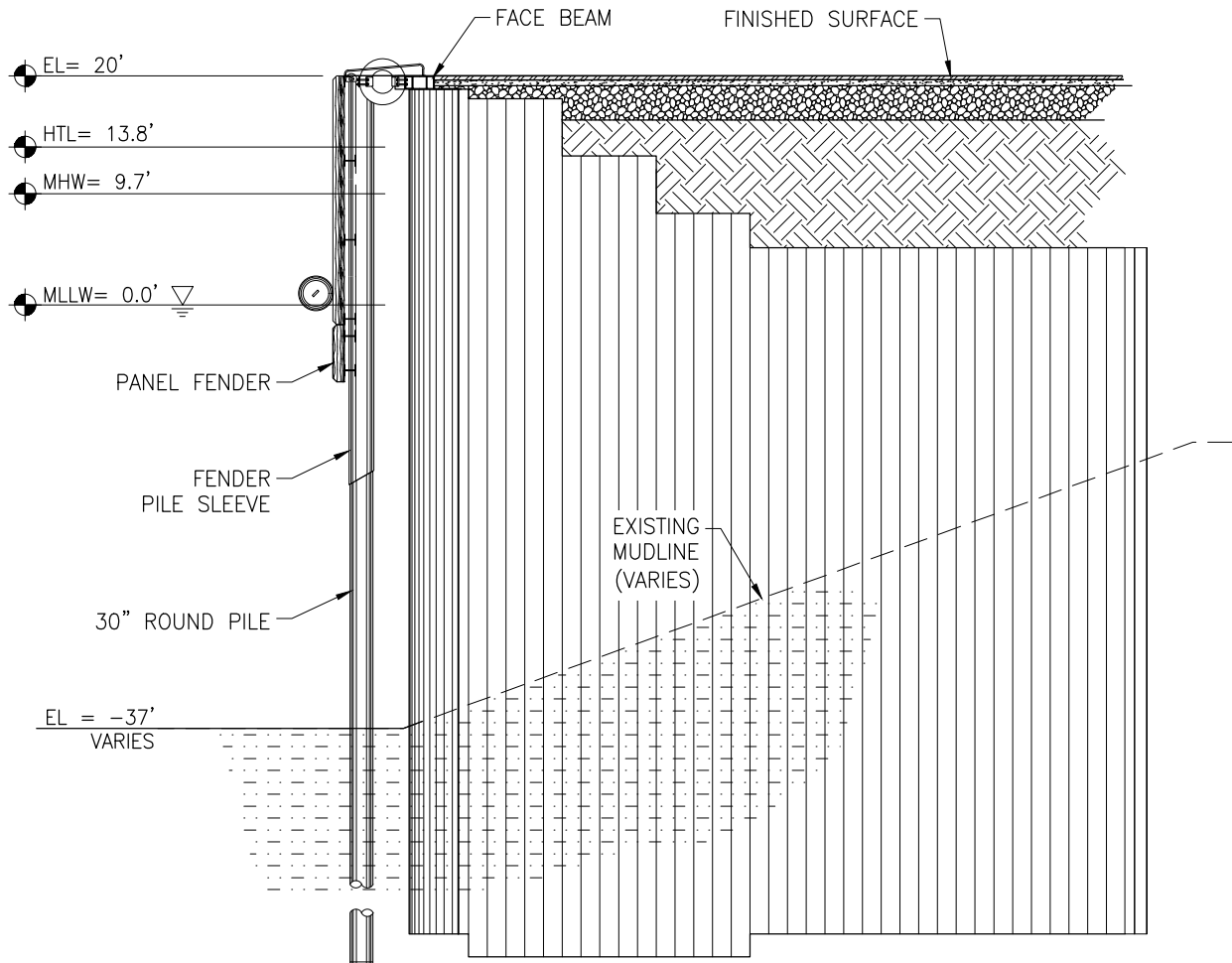
ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024

SHEET **11** of **14**



PANEL FENDER TYPICAL SECTION

NTS

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

NEW FENDERS

~~POA-1965-00034-M23~~

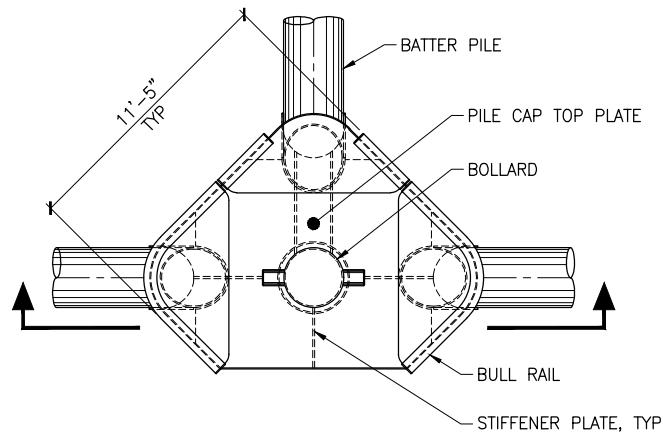
ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

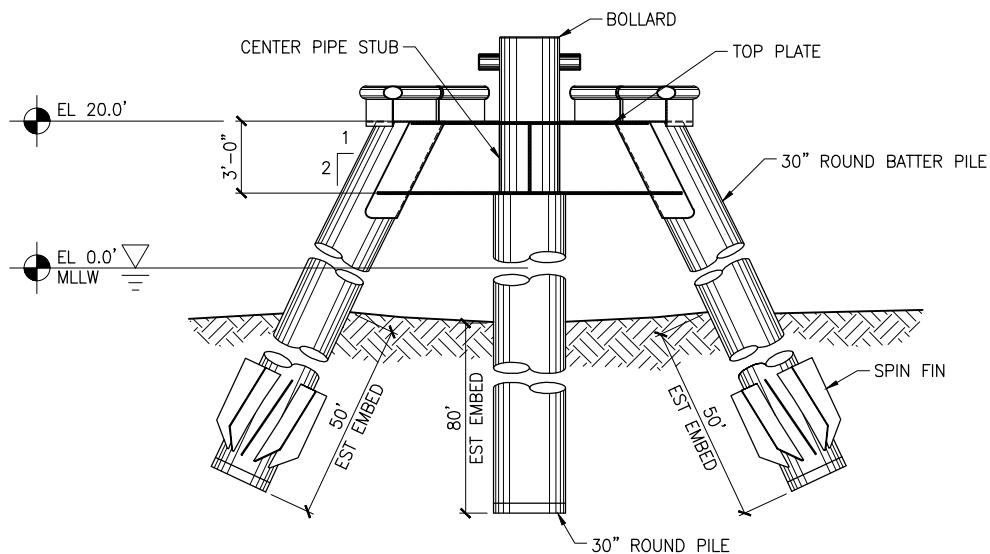
IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024

SHEET **12** of **14**



PLAN



SECTION

4 PILE DOLPHIN

NTS

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

4 PILE DOLPHIN DETAILS

~~POA-1965-00034-M23~~

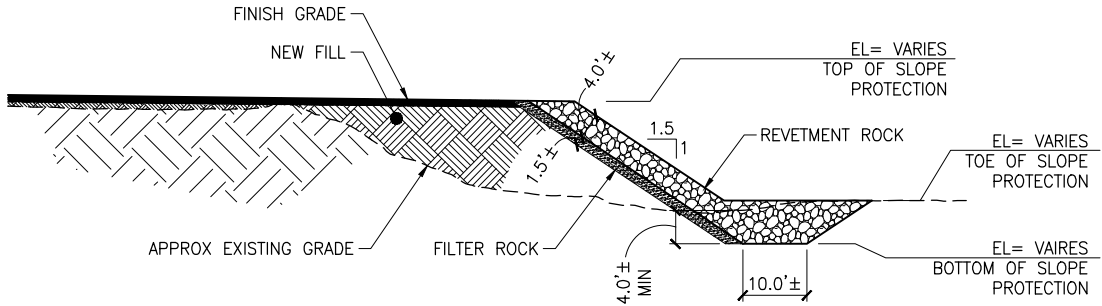
ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

**SEWARD FREIGHT
DOCK IMPROVEMENTS**

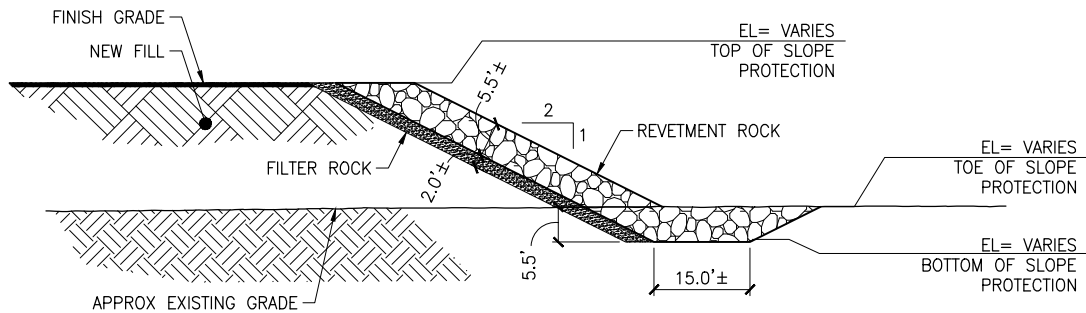
IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024

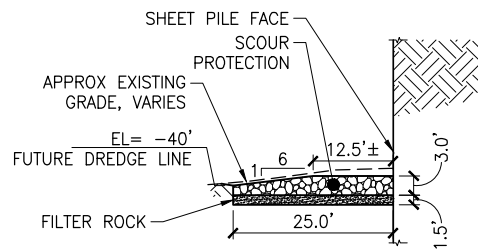
SHEET **13** of **14**



TYPICAL EAST REVETMENT SECTION C-C



TYPICAL SOUTH REVETMENT SECTION D-D



TYPICAL SCOUR PROTECTION SECTION E-E

PURPOSE:
EXPAND AND IMPROVE
FREIGHT DOCK AND
TRANSPORTATION CORRIDOR

DATUM: MLLW = 0.0'

LAT: 60.119403° N
LONG: 149.424646° W
S: 3 T: 001S R: 001W
SEWARD MERIDIAN

TYPICAL REVETMENT SECTIONS

~~POA-1965-00034-M23~~

ALASKA RAILROAD
CORPORATION
327 WEST SHIP CREEK AVE
ANCHORAGE, AK 99501

SEWARD FREIGHT DOCK IMPROVEMENTS

IN: RESURRECTION BAY
BY: CITY OF SEWARD

4/12/2024 SHEET **14** of **14**