



FALL 2026 PORT OF DILLINGHAM ADVISORY COMMITTEE MEETING

Thursday, July 30, 2026 at 6:00 PM

AGENDA

Our Vision. To have an infrastructure and city workforce that supports a sustainable, diversified and growing economy. We will partner with others to achieve economic development and other common goals that assure a high quality of living, and excellence in education.

AGENDA

PORT COMMITTEE MEETING
CITY HALL COUNCIL CHAMBERS

141 Main Street, Dillingham, AK 99576 (907) 842-5212

CALL TO ORDER

ROLL CALL

1. Alice Ruby (Chair)
Dan Dunaway
Robert Heyano
Kevin McCambly
Robin Samuelson
Cole Schlagel
Reed Tennyson

APPROVAL OF AGENDA

APPROVAL OF MINUTES

2. March 19, 2026 Meeting Minutes

UNFINISHED BUSINESS

NEW BUSINESS

3. Recap: 2026 Season
Discussion
4. Update: Harbor Upgrades Project
5. Update: Harbor Dredging Funding
6. Discussion: Terminal Tariff Updates
7. FY27 Port Projects:

Harbor Upgrades Project

Harbor Safety Cameras

Dock Safety and Security Upgrades

PUBLIC COMMENT/COMMITTEE COMMENTS

ADJOURNMENT



PORT OF DILLINGHAM ADVISORY COMMITTEE MEETING

Thursday, March 19, 2026 at 6:00 PM

MINUTES

Our Vision. To have an infrastructure and city workforce that supports a sustainable, diversified and growing economy. We will partner with others to achieve economic development and other common goals that assure a high quality of living, and excellence in education.

1. CALL TO ORDER & ROLL CALL

The meeting was called to order by the Chair (Alice Ruby).

- Members Present: Dan Dunaway, Robert Heyano, Cole Schlagel, Reed Tennyson
- Members Absent: Robin Samuelson, Kevin McCambly

2. APPROVAL OF MINUTES

- Minutes Under Consideration: Meeting minutes from September 24, 2025.
 - Motion: Moved by Robert Heyano, seconded by Dan Dunaway.
 - Action: Approved unanimously without objection.

3. APPROVAL OF AGENDA

- Motion: Moved by Robert Heyano, seconded by Cole Schlagel.
- Action: Approved unanimously without objection.

4. UNFINISHED BUSINESS

- None.

5. NEW BUSINESS

A. Winter Operations & General Updates

- Port & Harbor Winterization: Winterization of the port, dock, and harbor proceeded smoothly without significant issues.
- Harbor Piling Mitigation: One piling at the south end of the harbor is progressively tilting into the basin. Staff plans a temporary fix (screw anchors, heavy chain, or a deadman) to hold it until full float system replacement occurs.
- AML Lease Agreement: The City Council authorized a 5-year lease agreement with Alaska Marine Lines (AML) for the port warehouse building, including 1-year renewal options. AML will manage dock handling using their equipment and personnel. City

- Dock Supervisor will relocate to AML's smaller office to enforce tariffs and municipal regulations.
- Port & Harbor Finances: Discussed the harbor's reliance on port revenues and general fund contributions. A detailed financial presentation by the Finance Department will be scheduled for a future meeting.
- AAHPA Appointment: Port Director, Danny was appointed to the Board of Directors for the Alaska Association of Harbor Masters and Port Administrators (AAHPA).
- Dock & Infrastructure Maintenance:
 - Electrical repairs for dock lighting are currently being evaluated by CRW Engineers.
 - Public Works personnel are being evaluated for crane operator certification.
 - Harbor electrical conduit/lighting work is scheduled for spring completion.

B. Draft Harbor Operations Manual Review

- Unacceptable Behavior & Enforcement: Discussion on clarifying rules regarding alcohol consumption in public areas, fireworks, noise, and vandalism. Committee suggested developing a condensed 1–2 page informational handout to distribute alongside annual harbor stickers.
- Operating Schedule: Core amenities operate May 15 through October 1. Pre-season vessel staging can be coordinated directly with the harbormaster.
- Rafting & Berthing Rules: Reviewed requirements for adequate fenders, spring lines, unobstructed engine access for fire safety, and mandatory 24-hour contact details.
- Parking & Refuse Management:
 - Long-term parking was defined as two weeks or greater.
 - Discussed signage enforcement at the south side to prevent bottlenecks for boat haulers.
 - Reviewed the potential removal of playground equipment to optimize harbor working space.
 - Discussed proper waste oil disposal protocols and mitigation strategies for unauthorized dumpster usage.
- Unattended / Derelict Vessels: Reviewed protocols for notifying vessel owners before freeze-up, impoundment procedures, and potential public auction mechanisms.

C. Harbor Improvements Project Presentation

The harbormaster presented an overview of the upcoming Port Infrastructure Development Program (PIDP) grant project:

- Total Funding: \$11.25M Federal PIDP Grant + \$5M State Legislative Grant (Matching Funds)

- Project Timeline: 35% engineering review expected in May; NEPA environmental clearance targeted for Fall; Float fabrication scheduled for Winter; Full project completion targeted for October 2027 / March 2028
- Primary Scope: Complete float system replacement, extension of water/sewer utility lines, North bulkhead extension, Phase 1/2 environmental assessments at the Bingman property, and relocation of the icehouse closer to the bulkhead
- Design Features: 40 ft pilings driven ~20 ft deep with specialized stabilizing fins; stationary catwalks with hinged gangways; firefighting water supply vaults; safety ladders; life ring cabinets; potable water distribution, etc.

6. NEXT STEPS & ADJOURNMENT

- Next Meeting: Target date set for May or early June prior to peak fishing season.
- Adjournment: Meeting concluded following the project presentation.

ATTEST:

DATE APPROVED:

Abigail Flynn, Acting City Clerk

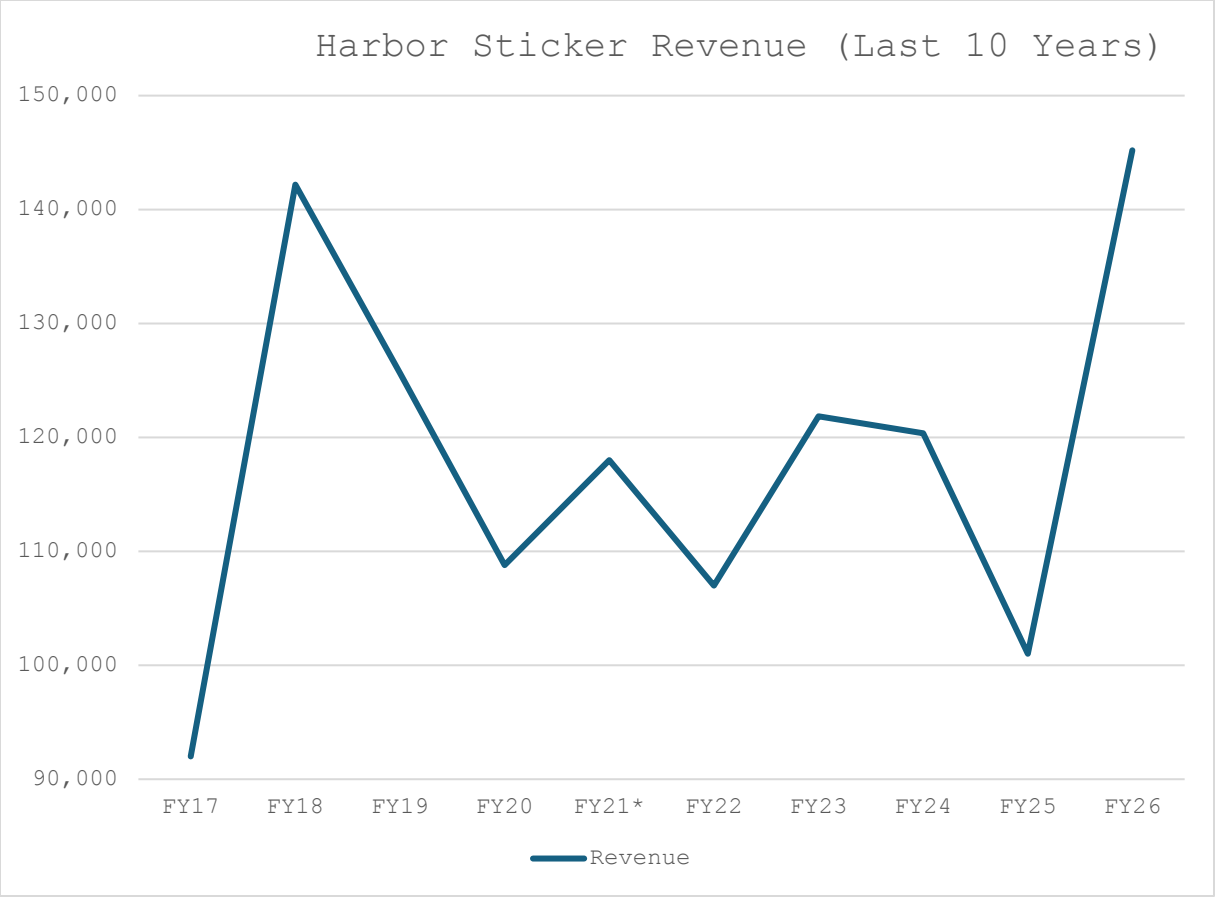
[SEAL]

2026 Season Summary:

- Successfully deployed Harbor Docks
- Waterline feeding Harbor docks was frozen until mid-June. When thawed, discovered that it had burst and shut it off until repairs can be scheduled
- Only one vessel sunk (twice) and another sinking vessel that we responded to assist. Prevented it from sinking and deployed absorbents in water.
- No reported vandalism of the bath house
- Two connecting pins broke took approximately 5 days to repair due to tides and wind
- Ice sales minimal
- 254 fishing vessel Harbor Stickers sold so far (most since 2019)
- Serviced over 70 additional fishing vessels
- 143 skiff stickers sold
- FY26 Harbor Sticker revenue up 30% from FY25
- Dock freight down about 30% from 2025*
- Amount of fuel pumped up 33% from 2025**
- Around 200 40ft seafood containers exported (2025: 371)
- Dock revenue down approximately \$4,000 from this time in 2025*

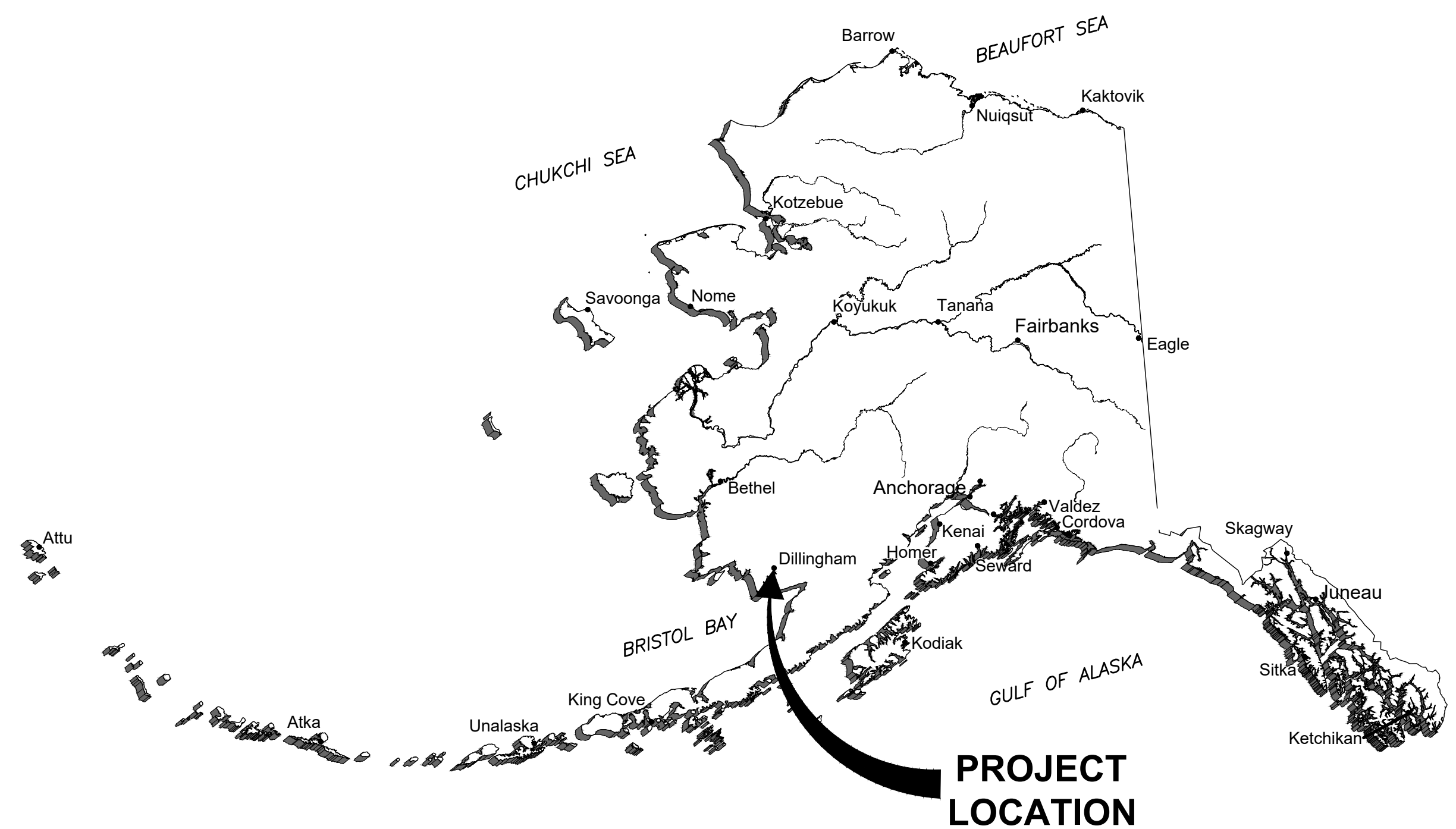
*Keep in mind the large movement of equipment out of Dillingham last Spring for the runway project in Naknek that will be returning either this fall or next spring

**Nushagak Co-Op will be receiving their winter fuel this Fall as well



PORT OF DILLINGHAM UPLANDS IMPROVEMENTS

JUNE 2026
DILLINGHAM, ALASKA



STATE OF ALASKA



VICINITY MAP

6/16/2026 14:49 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\1.01-1.02 COVER SHEET AND INDEX.dwg

35% SUBMITTAL
6/16/2026



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REV	DATE	DESCRIPTION

DATE: _____

1506 West 36th Avenue
Anchorage, Alaska 99503
Phone: 907.561.1011
www.pndengineers.com
AK LIC# AECC250



PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS

COVER SHEET

DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:

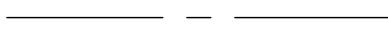
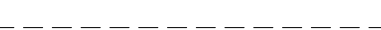
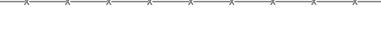
1.01

SHEET NO:
1 OF 23

ABBREVIATIONS

@ - AT	LF - LINEAR FEET	SSMH - SANITARY SEWER MANHOLE
(C) - COMPUTED	MAX - MAXIMUM	STA - STATION
¢ - CENTERLINE	MH - MAN HOLE	t - THICKNESS
CL - CENTERLINE	MIL - MILLIMETER	TYP - TYPICAL
CONN - CONNECTION	MIN - MINIMUM	UNO - UNLESS NOTED OTHERWISE
CONT - CONTINUOUS	N - NORTHING	V - VALVE
CPEP - CORRUGATED POLYETHYLENE PIPE	NIC - NOT IN CONTRACT	VB - VALVE BOX
CSP - CORRUGATED STEEL PIPE	NFS - NON-FROST SUSCEPTIBLE	w/ - WITH
CY - CUBIC YARD	NO. - NUMBER	W - WATER, WEST
DIP - DUCTILE IRON PIPE	NTS - NOT TO SCALE	
E - EASTING, EAST	OC - ON CENTER	
EA - EACH	OSHA - OCCUPATIONAL SAFETY AND HEALTH ORGANIZATION	
EL - ELEVATION	PC - POINT OF CURVATURE	
ELEV - ELEVATION	PL - PROPERTY LINE	
GV- GATE VALVE	PT - POINT, POINT OF TANGENT	
E.W. - EACH WAY	PVC - POLYVINYL CHLORIDE	
EOP - END OF PROJECT	ROW - RIGHT OF WAY	
EXIST - EXISTING	SS - STAINLESS STEEL	
HDPE - HIGH DENSITY POLYETHYLENE	SF - SQUARE FEET	
HORZ - HORIZONTAL	SHT - SHEET	
INV - INVERT	SIM - SIMILAR	

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		WATER LINE
		SANITARY SEWER LINE
		WATER VALVE
		FIRE HYDRANT
		SANITARY SEWER MANHOLE
		SANITARY SEWER CLEANOUT
		HOSE BIBB
		WATER WELL
		CULVERT
		CENTERLINE
		SWALE
		GRADE BREAK
		LUMINAIRE
		BUILDING LINE
		BUILDING OVERHANG
		GRAVEL SHOULDER
		GRADING EXTENTS
		PROPERTY LINE
		EASEMENT LINE
		UNDERGROUND TELEPHONE
		OVERHEAD TELEPHONE
		OVERHEAD ELECTRIC
		UNDERGROUND ELECTRIC
		EXISTING FENCELINE (BARBWIRE)
		EXISTING CHAINLINK FENCELINE
		EXISTING RAILING
		BOLLARD
		METAL PILING
		WOOD PILING
		SIGN
		POWER POLE
		GUY ANCHOR
		ELECTRIC PEDESTAL
		GUY ACNHOR

GENERAL NOTES

GENERAL

- PROPERTY DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITION OR BETTER AT NO ADDITIONAL COST TO THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES, PERMITS AND SAFETY REQUIREMENTS.
- THE LOCATIONS OF EXISTING FEATURES AND UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE. ADDITIONAL UTILITIES NOT SHOWN IN THESE DRAWINGS MAY BE PRESENT. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS IN THE FIELD AS NECESSARY, PRIOR TO BEGINNING WORK. THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD SHALL BE RECORDED ON THE CONTRACTOR'S RECORD DRAWINGS. CONTACT LOCAL UTILITY COMPANIES PRIOR TO ANY/ALL EXCAVATIONS.
- GRADING AND FINAL ALIGNMENT OF UTILITIES AND PIPING ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER TO FIT SITE CONDITIONS, AT NO ADDITIONAL COST.
- MAINTAIN A MINIMUM OF TEN FEET (10') OF HORIZONTAL SEPARATION BETWEEN THE OUTSIDE OF PIPES FOR WATER TO SANITARY SEWER OR STORM DRAIN. WITH THE INSTALLATION OF FOUR INCHES (4") OF INSULATION BETWEEN THE PIPES, THE MINIMUM VERTICAL SEPARATION IS EIGHTEEN INCHES (18"). INSULATION MAY BE OMITTED WHEN THE VERTICAL SEPARATION IS GREATER THAN THIRTY-SIX INCHES (36"). WHERE STORM OR SEWER CROSS A WATER LINE, THE JOINTS OF ALL PIPES ARE TO HAVE A MINIMUM SEPARATION OF NINE FEET (9') FROM THE CROSSING.

WATER

- THE INSTALLATION OF POTABLE WATER LINES SHALL BE IN STRICT CONFORMANCE WITH THE REQUIREMENTS OF ALASKA ADMINISTRATIVE CODES (AAC), 18 AAC 80, AND PER APPLICABLE CODES, REGULATIONS, AND STANDARDS.
- UNLESS OTHERWISE LABELED ON THE PLANS, ALL PIPE AND FITTINGS ARE TO BE RESTRAINED. REGARDLESS OF NOTES DELINEATING RESTRAINT, ALL PIPES EIGHT (8') FEET IN LENGTH AND LESS ARE TO BE RESTRAINED.
- THRUST RESTRAINT SHALL BE PROVIDED BY USE OF FIELD-LOK GASKETS (OR EQUAL) OR MEG-A-LUG FITTINGS (OR EQUAL) ON ALL MECHANICAL JOINTS. THE USE OF THRUST BLOCKS WILL NOT BE ALLOWED FOR DUCTILE IRON PIPE, BUT ARE REQUIRED FOR PVC PIPE (DIP FITTINGS).
- CONTRACTOR MUST USE FIELD INSTALL RESTRAINED FITTING ON ALL MECHANICAL JOINTS.
- WATER SERVICES SHALL BE PLACED NO CLOSER THAN: 15 FEET HORIZONTALLY MEASURED TO ANY FIRE HYDRANT OR FIRE HYDRANT LEG; 10 FEET HORIZONTALLY MEASURED TO ANY SANITARY SEWER MAIN, SANITARY SEWER SERVICE, STORM SEWER, FOOTING DRAIN, STREET LIGHT, TRANSFORMER PAD, ELECTRICAL/TELEPHONE/ CABLE BOX AND UTILITY POLE; AND 5 FEET HORIZONTALLY MEASURED TO ANY SIDE OF LOT LINE.
- THE CONTRACTOR SHALL PROVIDE ALL SETUP AND TEAR DOWN REQUIRED TO OPEN BORE FLUSH NEWLY INSTALLED WATER PIPE.
- WATER LINE ALIGNMENT AND STATIONING SHOWN IS ALONG CENTERLINE OF PIPE.
- PIPE LENGTHS INDICATED ON DRAWINGS ARE APPROXIMATE. PROVIDE PIPE AS REQUIRED.

SEWER

- THE INSTALLATION OF SEWER LINES SHALL BE IN STRICT CONFORMANCE WITH THE REQUIREMENTS OF ALASKA ADMINISTRATIVE CODES (AAC), 18 AAC 72, AND PER APPLICABLE CODES, REGULATIONS, AND STANDARDS.
- SANITARY SEWER SERVICES SHALL BE 6-INCH UNLESS NOTED ON PLANS WITH A MINIMUM SLOPE FOR 6-INCH SERVICES TO BE 1% AND FOR 4-INCH SERVICES TO BE 2%.
- ALL MANHOLES SHALL HAVE A MINIMUM OF ONE-SIX (6") INCH GRADE RING. MAXIMUM GRADE RING ADJUSTMENT SHALL NOT EXCEED EIGHTEEN (18") INCHES.
- THE CONTRACTOR IS TO NOTIFY THE ENGINEER AND PROPERTY OWNERS SEVENTY-TWO (72) HOURS IN ADVANCE OF ANY INTERRUPTION TO SANITARY SEWER SERVICE. THE CONTRACTOR MUST PROVIDE TEMPORARY SERVICE DURING THE PERIOD OF INTERRUPTION.
- SEWER LINE ALIGNMENT AND STATIONING SHOWN IS ALONG CENTERLINE OF PIPE.
- PIPE LENGTH IS MEASURED FROM INSIDE OF MANHOLE WALL TO INSIDE OF MANHOLE WALL.
- PIPE GRADE IS CALCULATED FROM INVERTS AND PIPE LENGTH AT INSIDE OF MANHOLE WALL.

DESIGN PARAMETERS

[INTENTIONALLY BLANK - WORK IN PROGRESS]

DRAWING INDEX

SHEET NO.	DWG NO.	TITLE
GENERAL		
1	1.01	COVER SHEET
2	1.02	DRAWING INDEX, ABBREVIATIONS, AND GENERAL NOTES
3	1.03	SURVEY CONTROL & EXISTING SITE PLAN (1 OF 3)
4	1.04	SURVEY CONTROL & EXISTING SITE PLAN (2 OF 3)
5	1.05	SURVEY CONTROL & EXISTING SITE PLAN (3 OF 3)
6	1.06	DEMOLITION PLAN
7	1.07	PROJECT OVERVIEW PLAN
SITE IMPROVEMENTS		
8	2.01	SUBDIVISION LOT PLAN (1 OF 2)
9	2.02	SUBDIVISION LOT PLAN (2 OF 2)
10	2.03	GRADING PLAN (1 OF 2)
11	2.04	GRADING PLAN (2 OF 2)
12	2.05	SITE IMPROVEMENT DETAILS
HARBOR ROAD IMPROVEMENTS		
13	3.01	HARBOR ROAD PLAN AND PROFILE (1 OF 3)
14	3.02	HARBOR ROAD PLAN AND PROFILE (2 OF 3)
15	3.03	HARBOR ROAD PLAN AND PROFILE (3 OF 3)
16	3.04	HARBOR ROAD SECTIONS AND DETAILS
UTILITY IMPROVEMENTS		
17	4.01	WATER IMPROVEMENTS PLAN AND PROFILE (1 OF 3)
18	4.02	WATER IMPROVEMENTS PLAN AND PROFILE (2 OF 3)
19	4.03	WATER IMPROVEMENTS PLAN AND PROFILE (3 OF 3)
20	4.04	SEWER IMPROVEMENTS PLAN AND PROFILE (1 OF 2)
21	4.05	SEWER IMPROVEMENTS PLAN AND PROFILE (2 OF 2)
22	4.06	UTILITY DETAILS (1 OF 2)
23	4.07	UTILITY DETAILS (2 OF 2)

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DATE: _____

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PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS

DRAWING INDEX, ABBREVIATIONS,
AND GENERAL NOTES

DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

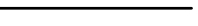
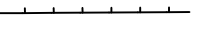
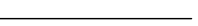
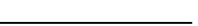
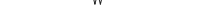
DWG NO:

1.02

SHEET NO:
2 OF 23

SURVEY CONTROL						
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION		
201	1841622.390	1550745.710	32.11	3.25 IN. USACE SBC 1277-1	1984	1841622.39
202	1840494.000	1550879.740	30.86	3.25 IN. USACE SBC 1277-2	1984	1840494
203	1840427.980	1550887.600	30.21	3.25 IN. USACE SBC 1277-3	1984	1840427.98
204	1840570.450	1553897.990	25.62	STAINLESS STEEL ROD 5374 A	2007	1840570.45
205	1840590.750	1553629.480	24.90	STAINLESS STEEL ROD 5374 B	2007	1840590.75
206	1840505.330	1550674.260	29.80	3.5 IN AL CAP DIL	1998	1840505.33
208	1841347.210	1553844.910	0.00	USCGS 2 IN IRON PIPE DILLINGHAM AZ MK		1841347.21
209	1841509.510	1550437.810	28.82	3.25 IN AL CAP PICKEL	1998	1841509.51
210	1841419.330	1549910.660	22.80	3.25 IN AL CAP WDS-2	2001	1841419.33

RECOVERED MONUMENTATION						
POINT #	NORTHING	EASTING	DESCRIPTION			
701	1840967.23	1550855.71	FAC [2" HLL/L2A/L3B 2025, LS-13006 EDGE SURVEY]			
702	1840986.20	1551023.42	FAC [2" HLL/L2A/L3B 2025, LS-13006 EDGE SURVEY]			
703	1840850.49	1550894.62	FAC [2" L3A 2018, LS-102406]			
704	1840924.74	1551031.09	FAC [2" WP2 S2874/S155 2000, GPS INC 2087-S]			
705	1841026.87	1550848.88	FAC [L2/L3 2012, LS-10406]			
706	1841313.72	1550983.23	FAC [3.25" S2874/S155 2000, GPS INC 2087-S]			
707	1841759.44	1550928.64	FBC [,]			
800	1840687.76	1551059.95	FAC [2" ALCAP LS10406, L3A 2014]			
802	1841678.15	1550066.68	FBC [3 1/4" BLM, L31/L32 WCMC]			
805	1841710.29	1550325.82	FBC [3 1/4" BLM, L2\L31\L32]			
806	1841711.00	1550324.11	FAC [2" BLANK,]			
807	1841880.66	1549921.48	FAC [2" LS10406, WC L2/L31]			
808	1841877.58	1549925.47	FBC [3 1/4" BLM, WC L2/L31]			
809	1841653.16	1550608.97	FAC [2" LS 10406, L5 2012]			
810	1841709.49	1550620.76	FAC [2" LS 10406, L5 2012]			
811	1841728.51	1550568.20	FAC [2" LS 10406, L5 2012]			
812	1841765.46	1550578.26	FRBR [5/8" NO CAP, GR EXIT]			
813	1841818.21	1550509.43	FBC [3 1/4" BLM,]			

LEGEND			
	BLM/GLO MONUMENT FOUND		BOLLARD
	ALUMINUM CAP FOUND		METAL PILING
	5/8" REBAR OR PLASTIC CAP FOUND		WOOD PILING
	MISC. REBAR		SIGN (TYP)
	RECOVERED IRON PIPE		POWER POLE
	PRIMARY GPS CONTROL		GUY ANCHOR
	BUILDING LINE		LUMINAIRE
	BUILDING OVERHANG		ELECTRIC BREAKER BOX
	GRAVEL SHOULDER		ELECTRIC METER
	PAVEMENT EDGE		ELECTRIC PEDESTAL
	RECORD STATUS		ELECTRIC TRANSFORMER
	UNDERGROUND TELEPHONE		ELECTRIC VAULT
	OVERHEAD TELEPHONE		TELEPHONE PEDESTAL
	WATER		TELEPHONE BOX
	SANITARY SEWER		WATER WELL
	OVERHEAD ELECTRIC		FIRE HYDRANT
	UNDERGROUND ELECTRIC		WATER VALVE
	EXISTING FENCELINE (BARBWIRE)		HOSE BIB
	EXISTING CHAINLINK FENCELINE		SANITARY SEWER MANHOLE
	EXISTING RAILING		SANITARY SEWER CLEAN OUT
			LANDSCAPE TREE CONIFEROUS
			BARBEQUE
			PICNIC TABLE
			BUILDING
			PAVEMENT/BLACKTOP
			CONCRETE/SIDEWALK
			GRAVEL
			CULVERT

- NOTES
1. HORIZONTAL CONTROL FOR THIS SURVEY IS NAD 83, ALASKA STATE PLANE ZONE 6 IN U.S. SURVEY FEET, DERIVED FROM AND HOLDING VALUES FOUND ON UNITED STATES ARMY CORP OF ENGINEERS (USACE) DOCUMENT TITLED "DILLINGHAM HARBOR, POST-DREDGE SURVEY, MAY 29-30, 2025". 1277-3 1984 (POINT NO. 202) WAS UTILIZED AS BASIS OF COORDINATES FOR THIS SURVEY. ALL OTHER VALUES WERE CHECKED VIA REAL TIME KINEMATIC (RTK) METHODOLOGIES.

2. THE VERTICAL CONTROL FOR THIS SURVEY IS MEAN LOWER LOW WATER (MLLW=0.0'); DERIVED FROM AND HOLDING VALUES FOUND ON USACE DOCUMENT TITLED "DILLINGHAM HARBOR, POST-DREDGE SURVEY, MAY 29-30, 2020". 1277-3 1984 (POINT NO. 202) WAS UTILIZED AS BASIS OF ELEVATION FOR THIS SURVEY. ALL OTHER VALUES WERE CHECKED VIA RTK METHODOLOGIES.

3. THE FIELD SURVEY WAS PERFORMED 9/22/2025- 9/26/25, BY PND ENGINEERS.

4. ALL DIMENSIONS AND COORDINATES ARE IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

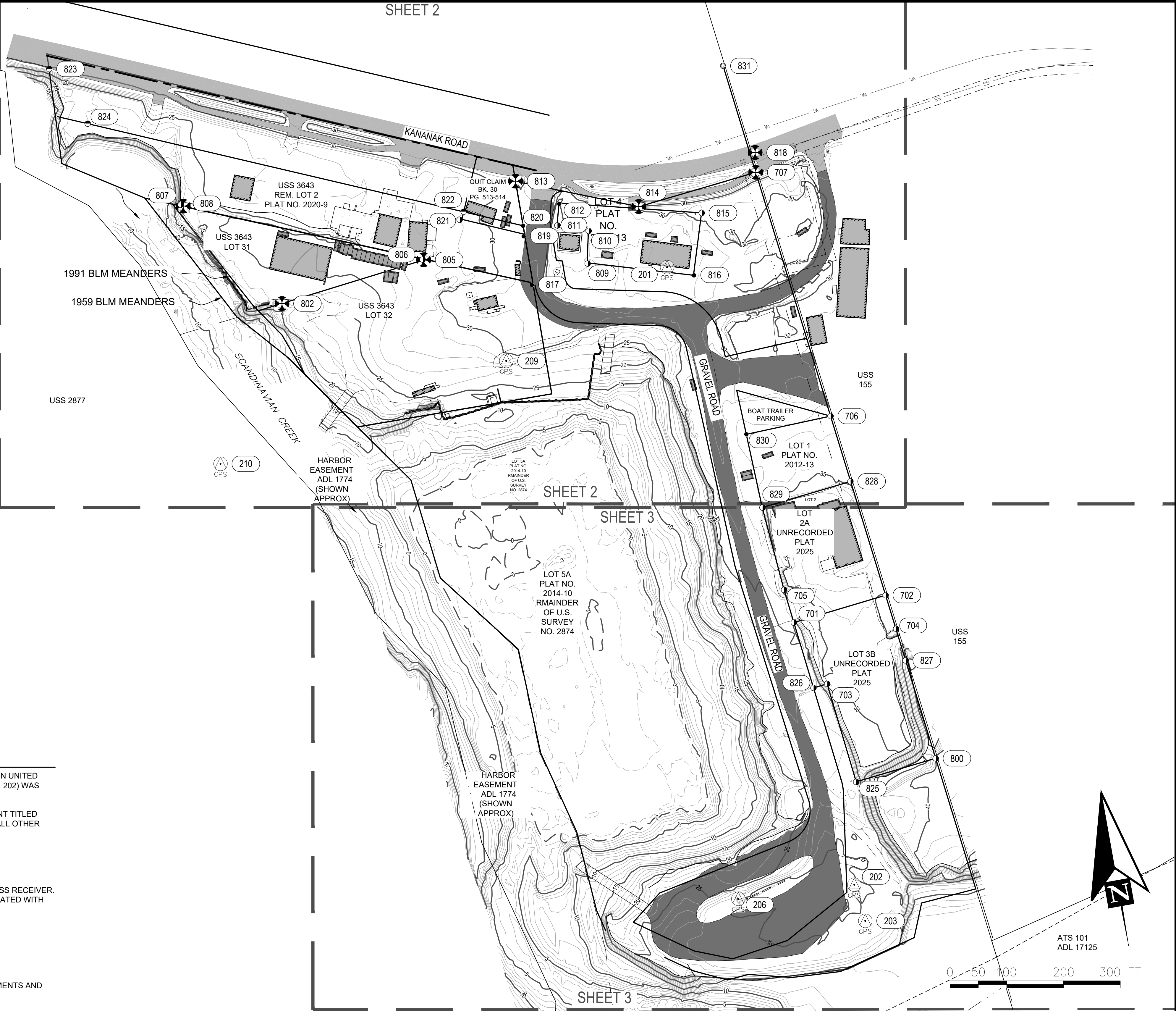
5. THIS SURVEY WAS COMPLETED USING GNSS SURVEY TECHNIQUES. REAL TIME KINEMATIC (RTK) OBSERVATIONS WERE STORED USING TRIMBLE R12I, GNSS RECEIVER. SCANDINAVIAN CREEK BATHYMETRIC DATA WAS COLLECTED USING A SINGLE FREQUENCY SINGLE BEAM TRANSDUCER, A OHMEX HYDROLITE TM INTEGRATED WITH TRIMBLE SOFTWARE.

6. DILLINGHAM HARBOR POST BATHYMETRY WAS COLLECTED MAY 29-30, 2025 BY USACE.

7. UTILITY LOCATES WERE REQUESTED FOR THIS SURVEY. NO UTILITY MARKS PRESENT AT THE TIME OF THIS SURVEY.

8. CONTOURS ARE IN FEET, WITH ONE FOOT INTERVALS.

9. NO TITLE SEARCH WAS PREPARED FOR THIS SURVEY. EASEMENTS AND ENCUMBRANCES SHOWN HEREON ARE FROM PLATS OF RECORD. OTHER EASEMENTS AND ENCUMBRANCES MAY EXIST.



6/16/2026 14:50 - CROSS - J12025/251085 Dillingham Port ImprovementsDrawings03 - Uplands Improvements1.03-1.05 SURVEY CONTROL.dwg

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6/16/2026



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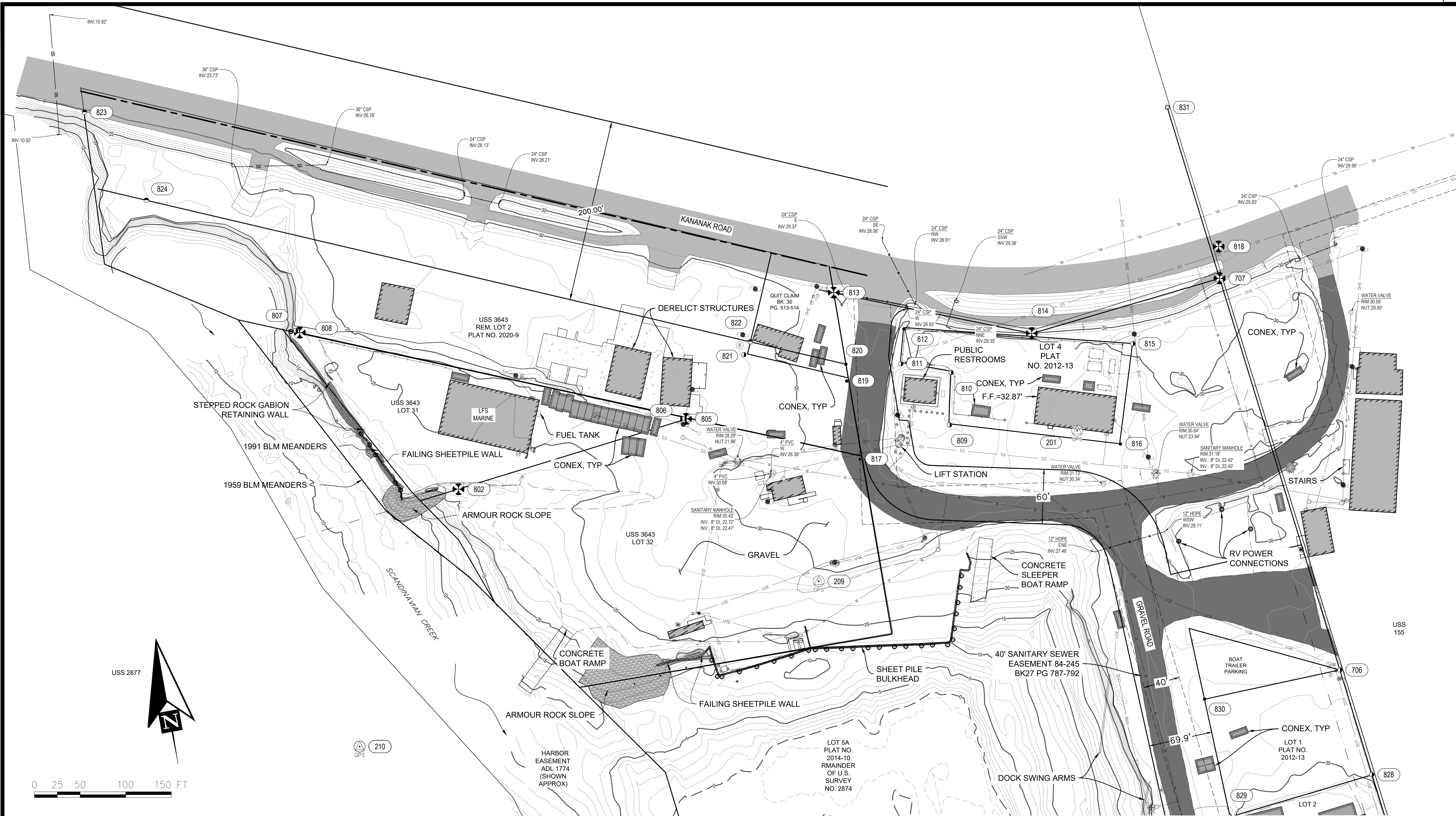
REV	DATE	DESCRIPTION

DATE: _____

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Anchorage, Alaska 99503
Phone: 907.561.1011
www.pndengineers.com
AK LIC# AECC250



PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: SURVEY CONTROL & EXISTING SITE PLAN (1 OF 3)			
DESIGNED BY: _____	CR _____	DATE: 06/16/2026	DWG NO: 1.03
CHECKED BY: _____	CRS/IB _____	PROJECT NO: 251085	SHEET NO: 3 OF 23



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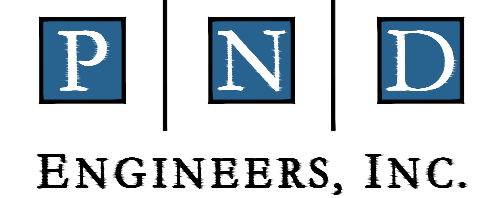


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REV	DATE	DESCRIPTION

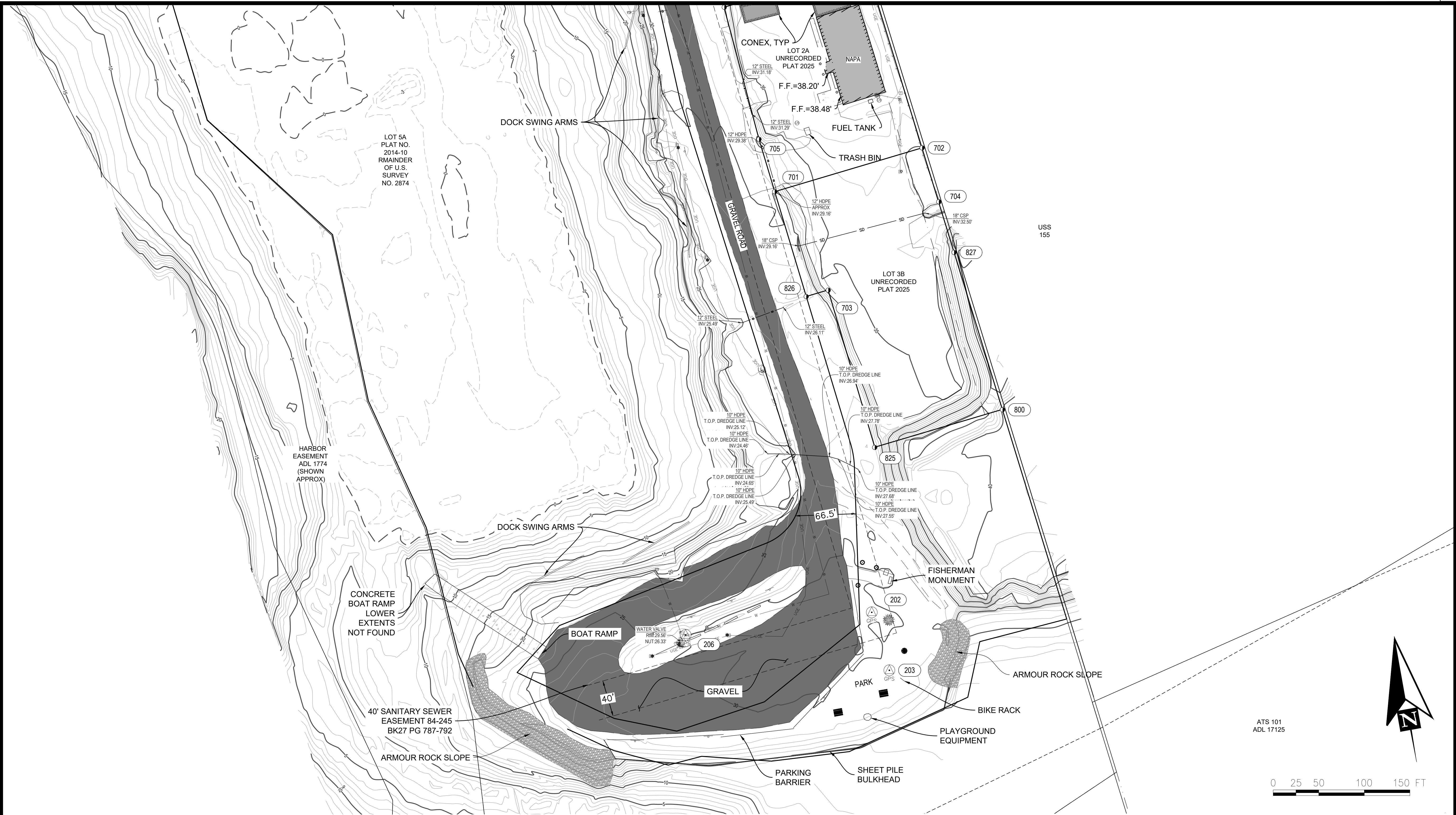
DATE: _____

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PROJECT: PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: SURVEY CONTROL & EXISTING SITE PLAN (2 OF 3)			
DESIGNED BY: _____	CR _____	DATE: 06/16/2026	DWG NO: 1.04
CHECKED BY: _____	CRS/IB _____	PROJECT NO: 251085	SHEET NO: 4 OF 23

6/16/2026 14:51 - CROSS - J12025/251085 Dillingham Port ImprovementsDrawings03 - Uplands Improvements1.03-1.05 SURVEY CONTROL.dwg



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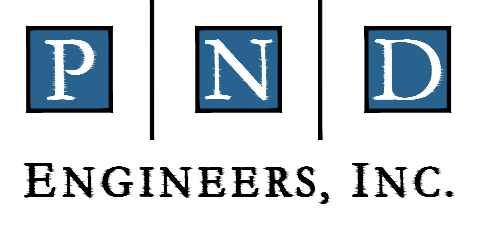


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PROJECT:

**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE:

**SURVEY CONTROL & EXISTING SITE PLAN
(3 OF 3)**

DESIGNED BY: _____ CR

DATE: 06/16/2026

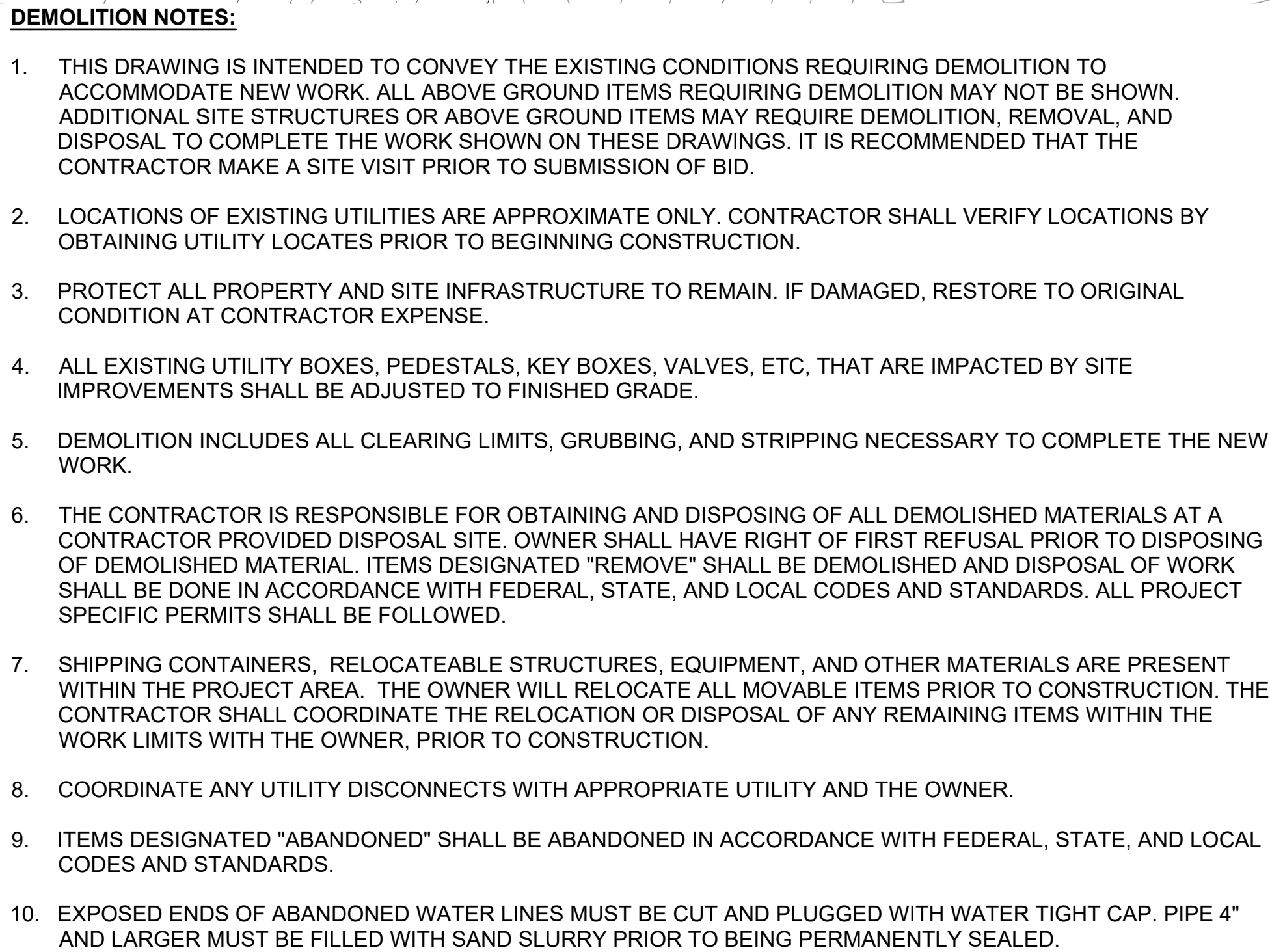
CHECKED BY: _____ CRS/IB

PROJECT NO: 251085

DWG NO: _____

1.05

SHEET NO:
5 OF 23



CITY OF
DILLINGHAM
ALASKA

REV	DATE	DESCRIPTION

SHEET NO:
6 OF 23



6/16/2026 14:52 - CROSS - J12025/251085 Dillingham Port ImprovementsDrawings03 - Uplands Improvements1.07 PROJECT OVERVIEW PLAN.dwg

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REV	DATE	DESCRIPTION

DATE: _____

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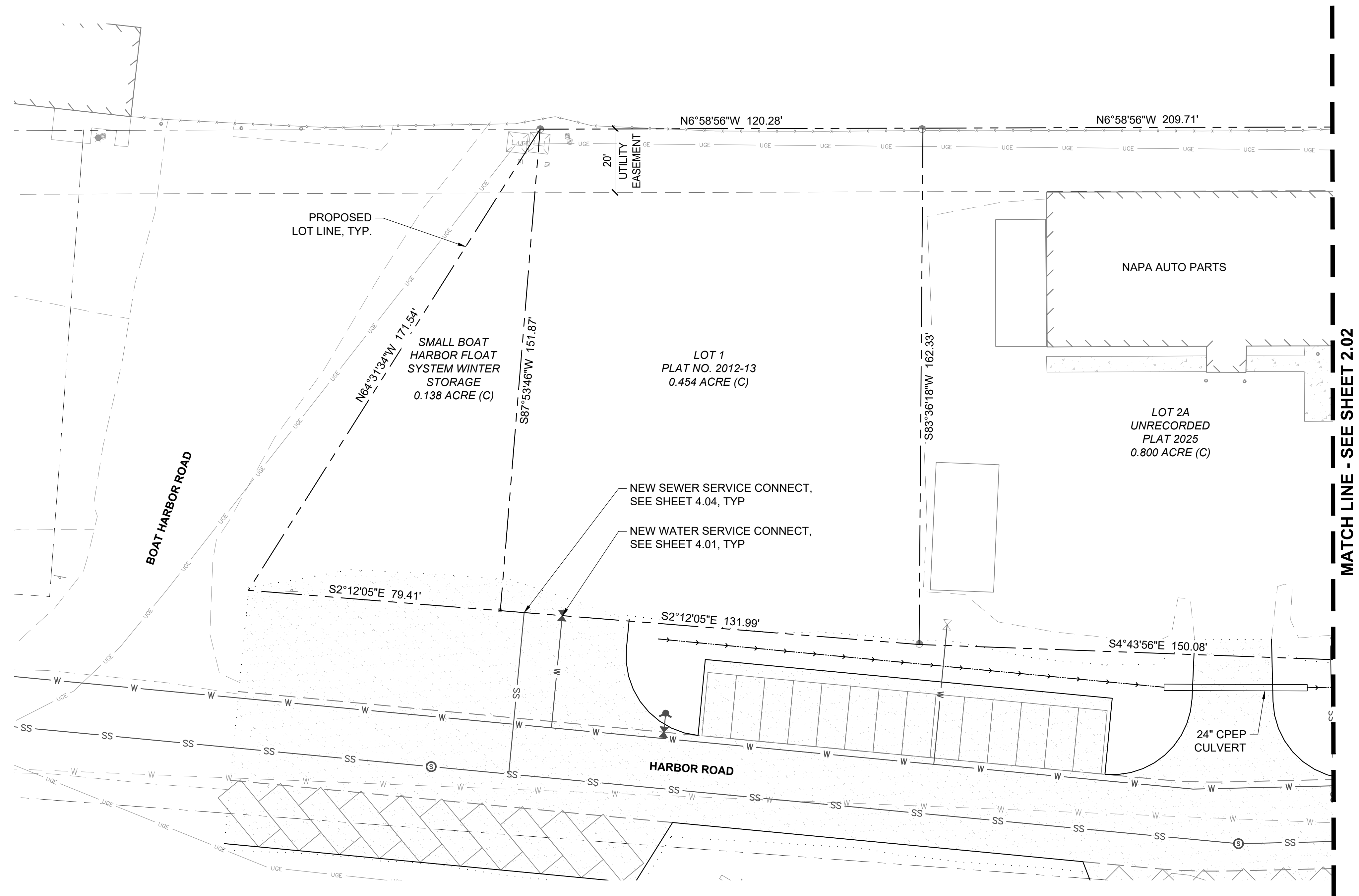
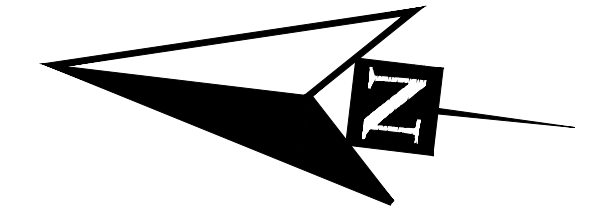
PROJECT: **PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE: **PROJECT OVERVIEW PLAN**

DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO: **1.07**

SHEET NO:
7 OF 23



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6/16/2026

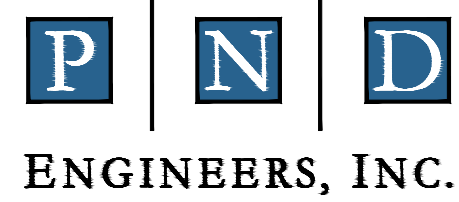


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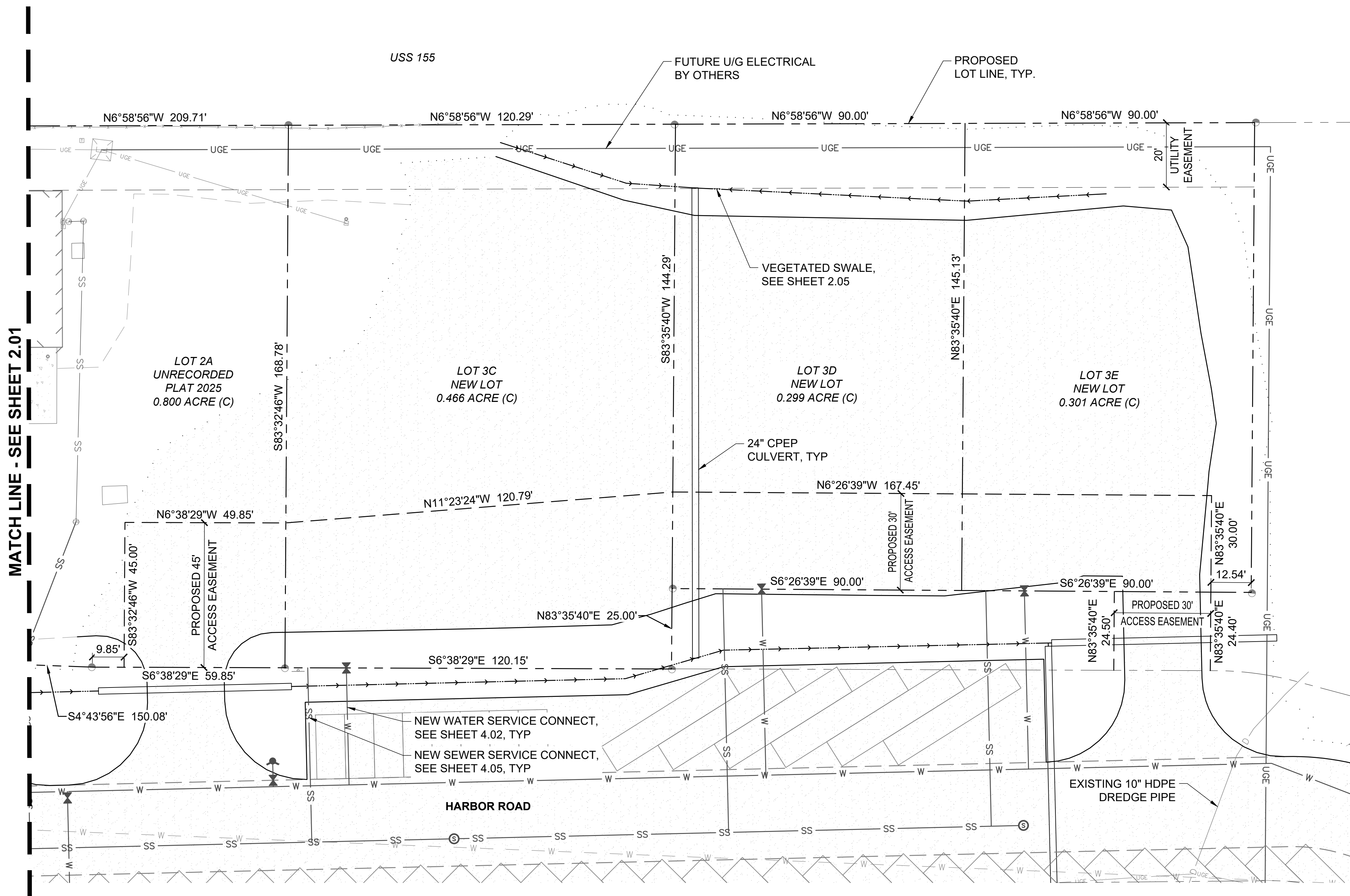
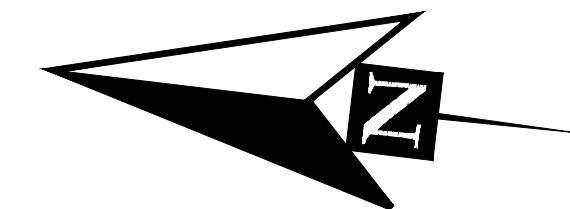


**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

SUBDIVISION LOT PLAN (1 OF 2)

DESIGNED BY:	KJ	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:
2.01



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6/16/2026

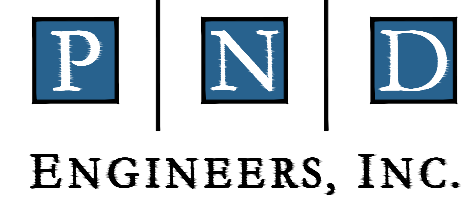


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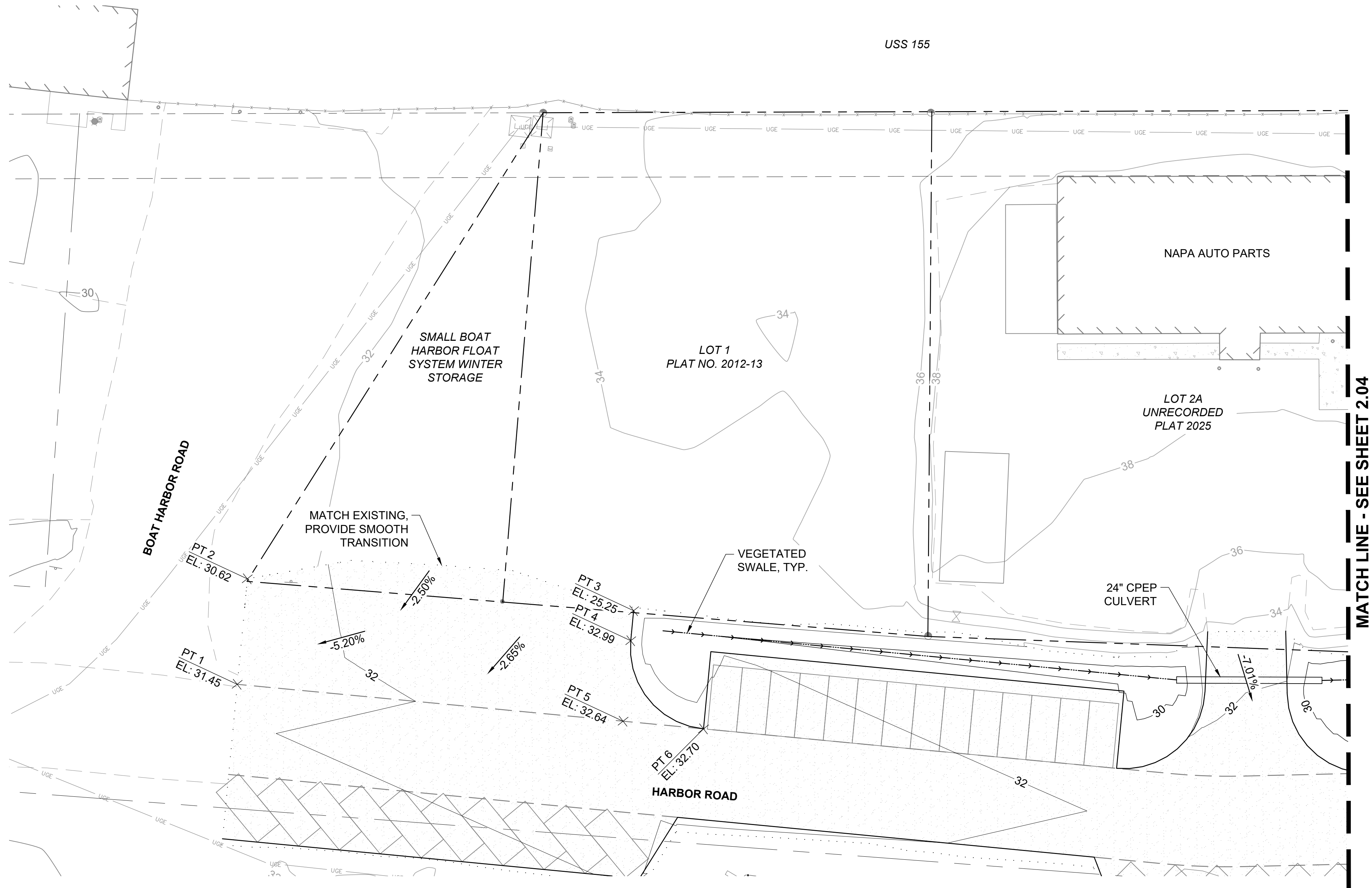
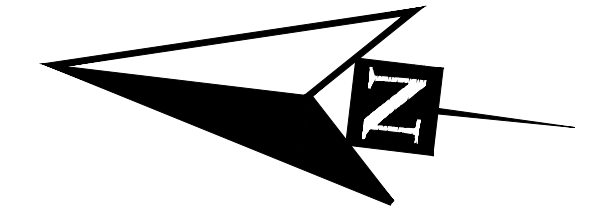


**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE:
SUBDIVISION LOT PLAN (2 OF 2)

DESIGNED BY:	KJ	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:
2.02
SHEET NO:
9 OF 23



GRADING POINT TABLE				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
PT 1	31.45	1841386.74	1550796.43	EDGE OF GRAVEL
PT 2	30.62	1841387.52	1550829.21	EDGE OF GRAVEL
PT 3	25.25	1841267.62	1550833.62	EDGE OF GRAVEL
PT 4	32.99	1841267.40	1550824.29	GRADE BREAK
PT 5	32.64	1841266.80	1550799.30	GRADE BREAK
PT 6	32.70	1841241.81	1550799.90	EDGE OF DRIVEWAY

6/16/2026 14:52 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\2.03-2.04 GRADING PLAN.dwg

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6/16/2026

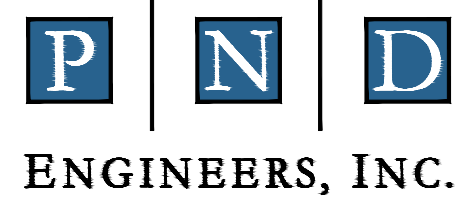


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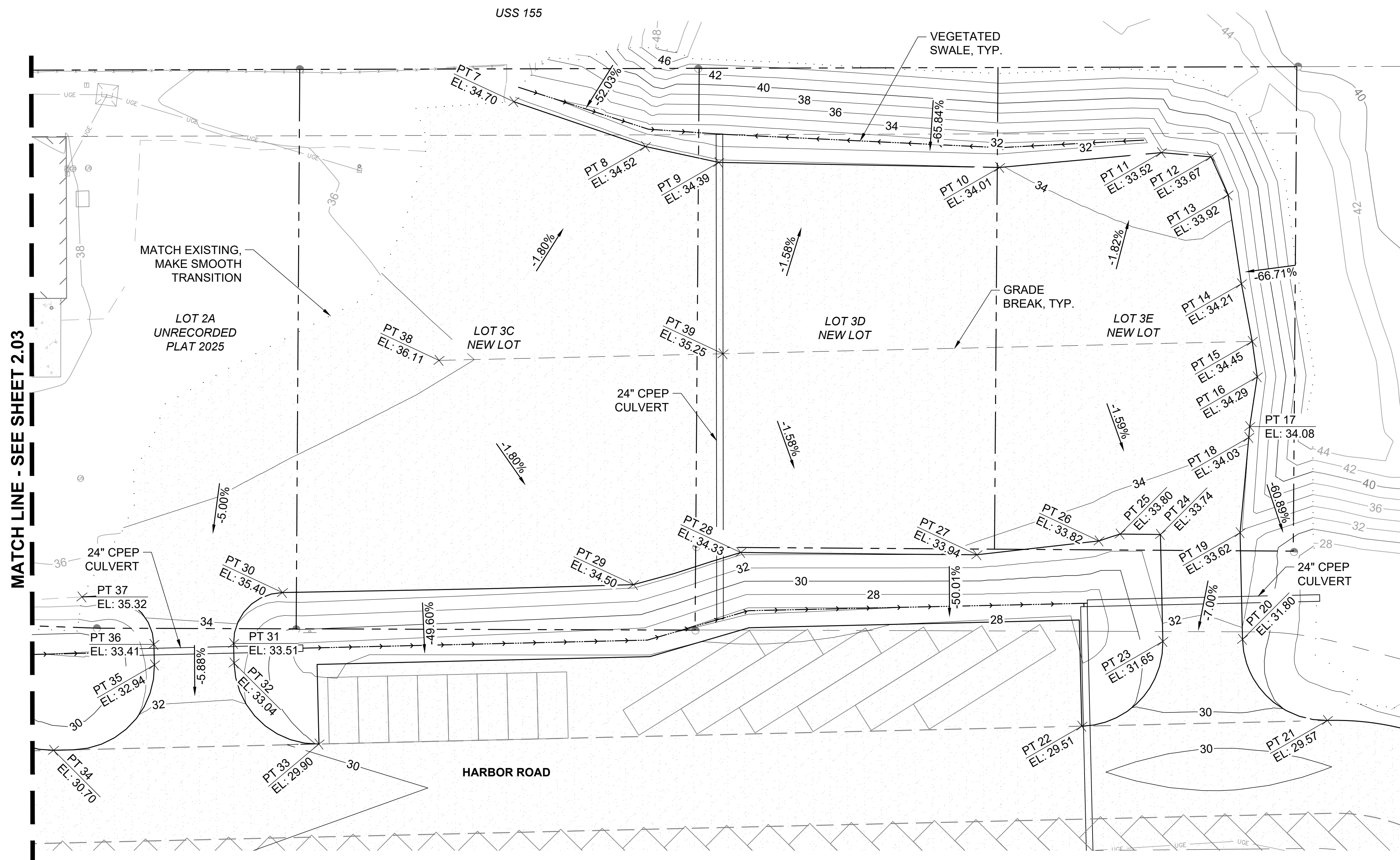
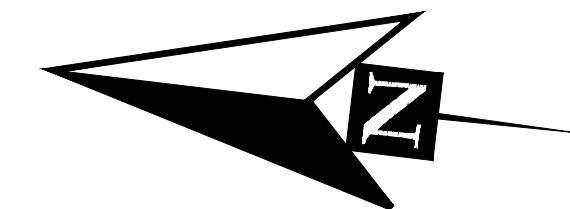
PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS

GRADING PLAN (1 OF 2)

DESIGNED BY:	WK	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

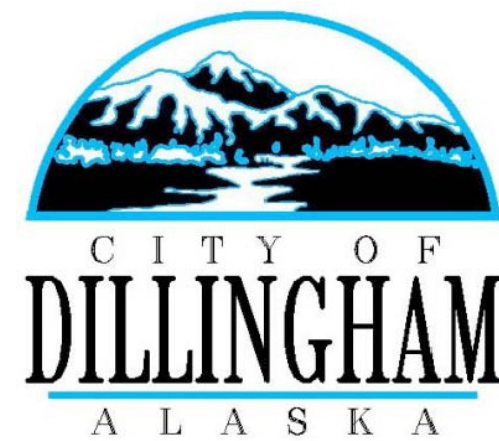
DWG NO:
2.03

SHEET NO:
10 OF 23



GRADING POINT TABLE				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
PT 7	34.70	1840921.01	1551021.35	GRADE BREAK
PT 8	34.52	1840880.04	1551012.64	GRADE BREAK
PT 9	34.39	1840857.55	1551010.51	GRADE BREAK
PT 10	34.01	1840773.37	1551019.06	GRADE BREAK
PT 11	33.52	1840725.54	1551029.30	GRADE BREAK
PT 12	33.67	1840710.54	1551029.79	GRADE BREAK
PT 13	33.92	1840704.10	1551019.03	GRADE BREAK
PT 14	34.21	1840696.92	1550992.92	GRADE BREAK
PT 15	34.45	1840691.62	1550976.06	GRADE BREAK
PT 16	34.29	1840688.85	1550965.65	GRADE BREAK
PT 17	34.08	1840689.31	1550950.49	GRADE BREAK
PT 18	34.03	1840689.20	1550947.21	GRADE BREAK
PT 19	33.62	1840688.40	1550918.39	EDGE OF DRIVEWAY
PT 20	31.80	1840683.86	1550886.55	EDGE OF DRIVEWAY
PT 21	29.57	1840655.56	1550865.33	EDGE OF DRIVEWAY
PT 22	29.51	1840728.81	1550854.82	EDGE OF DRIVEWAY
PT 23	31.65	1840707.61	1550883.10	EDGE OF DRIVEWAY
PT 24	33.74	1840712.16	1550915.00	EDGE OF DRIVEWAY
PT 25	33.80	1840724.24	1550913.69	TOP OF SLOPE
PT 26	33.82	1840730.29	1550910.87	TOP OF SLOPE
PT 27	33.94	1840766.30	1550902.36	TOP OF SLOPE
PT 28	34.33	1840837.04	1550894.59	TOP OF SLOPE
PT 29	34.50	1840867.92	1550881.15	TOP OF SLOPE
PT 30	35.40	1840972.63	1550866.21	TOP OF SLOPE
PT 31	33.51	1840985.42	1550849.22	EDGE OF DRIVEWAY
PT 32	33.04	1840984.58	1550843.38	EDGE OF DRIVEWAY
PT 33	29.90	1840956.29	1550822.18	EDGE OF DRIVEWAY
PT 34	30.70	1841035.43	1550810.82	EDGE OF DRIVEWAY
PT 35	32.94	1841008.34	1550839.97	EDGE OF DRIVEWAY
PT 36	33.41	1841009.22	1550846.09	EDGE OF DRIVEWAY
PT 37	35.32	1841032.44	1550857.71	EDGE OF DRIVEWAY
PT 38	36.11	1840934.12	1550941.27	GRADE BREAK
PT 39	35.25	1840849.44	1550953.42	GRADE BREAK

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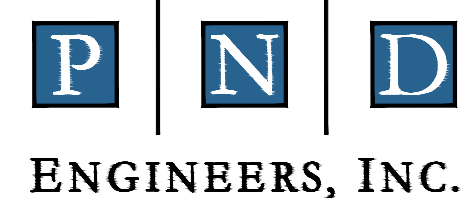


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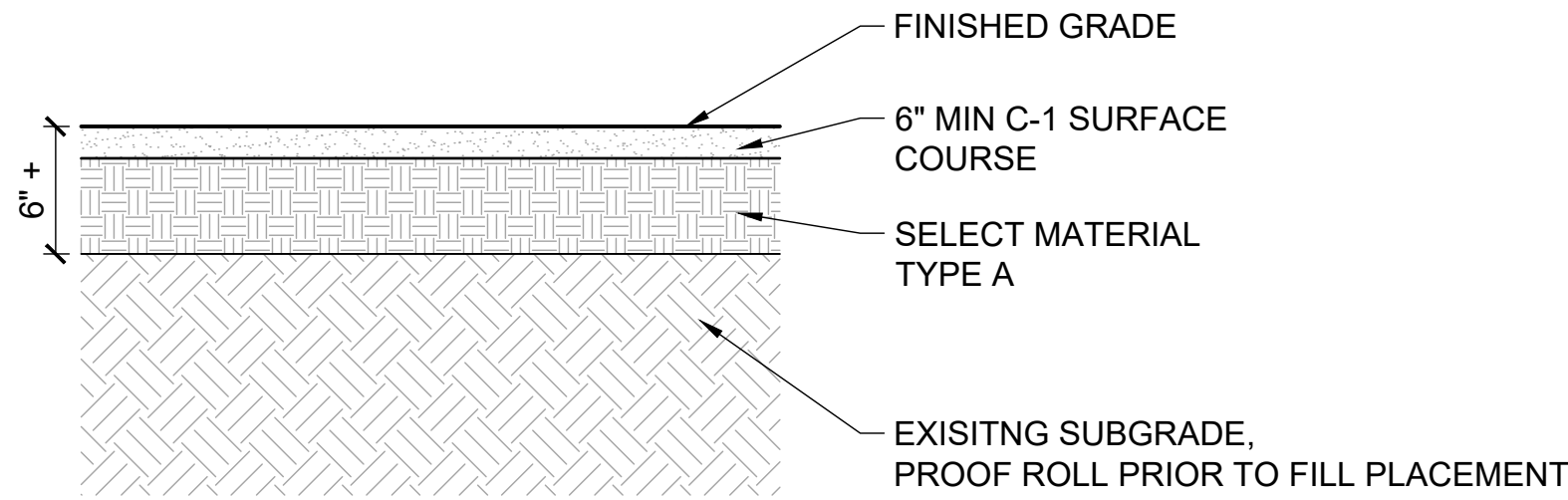


PROJECT:
**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

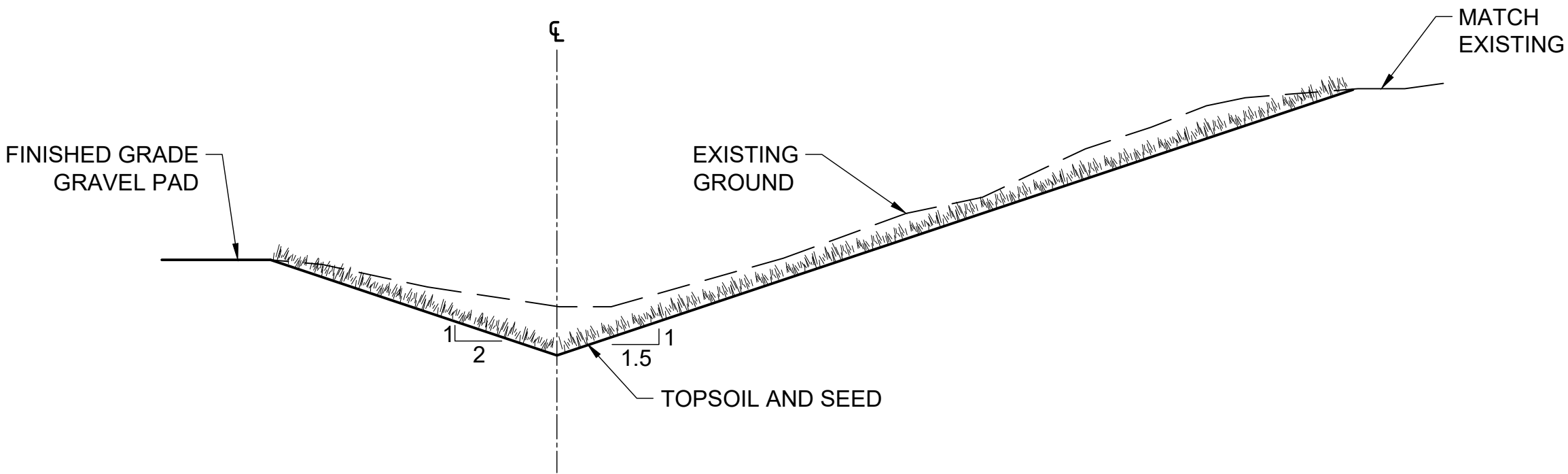
TITLE:
GRADING PLAN (2 OF 2)

DESIGNED BY:	WK	DATE:	06/16/2026	DWG NO:
CHECKED BY:	DST	PROJECT NO:	251085	

2.04

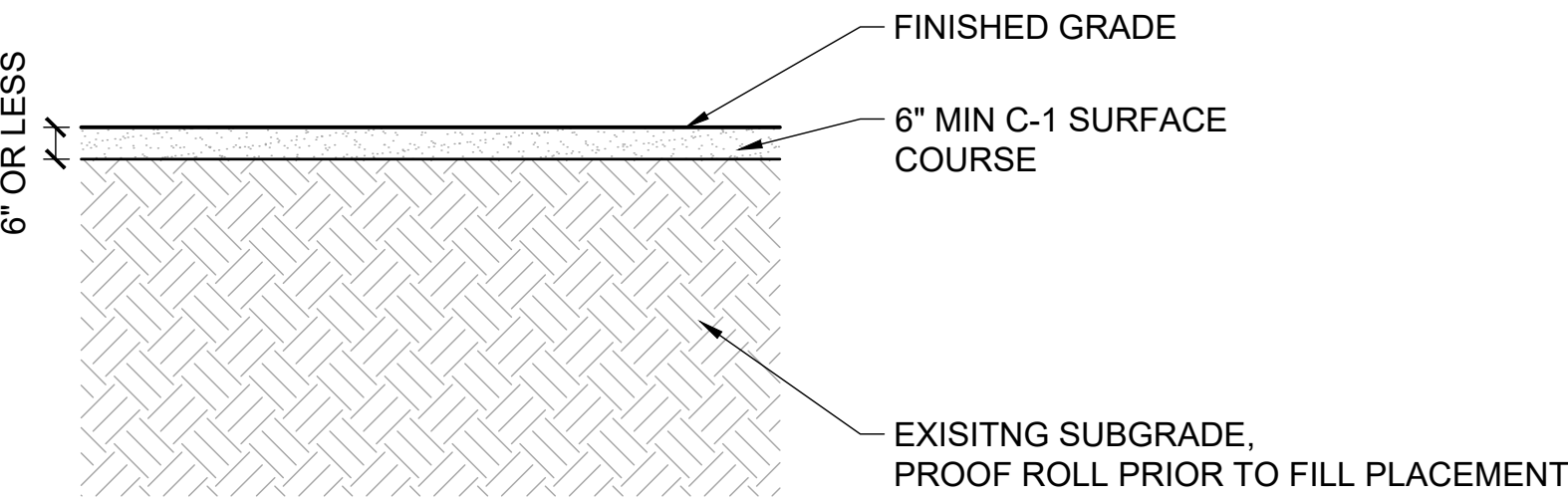


FILL DEPTH GREATER THAN 6"



2
2.05
NTS

VEGETATED SWALE



FILL DEPTH 6" OR LESS

1
2.05
NTS

TYPICAL PAD SECTION

6/16/2026 14:52 - KJARUPAKORN - J:\2025\251085 Dillingham Port Improvements\Drawings\03 - Uplands Improvements\2.05 SITE IMPROVEMENT DETAILS.dwg

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DATE: _____

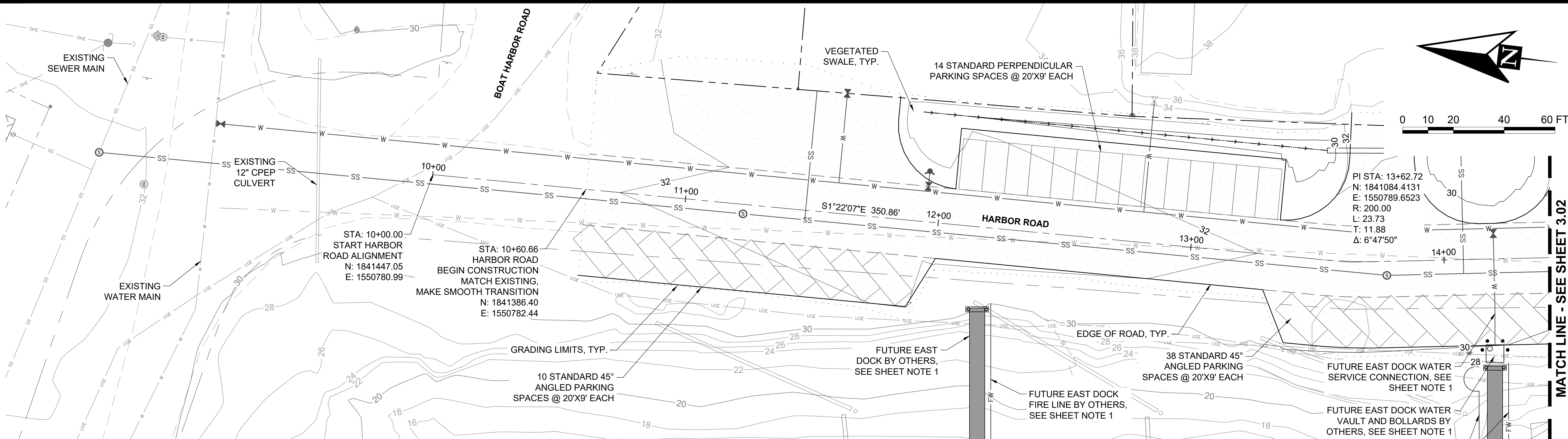
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UPLANDS IMPROVEMENTS

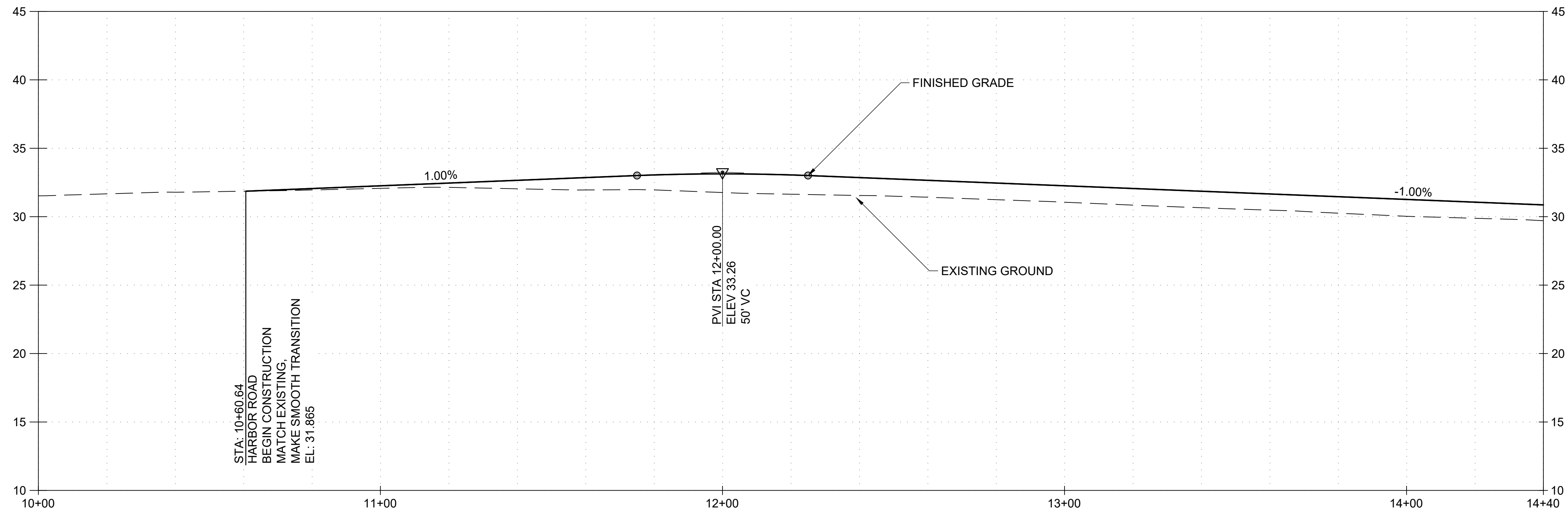
SITE IMPROVEMENT DETAILS

DESIGNED BY:	JBK	DATE:	06/16/2026	DWG NO:	2.05
CHECKED BY:	DST	PROJECT NO:	251085		



SHEET NOTES:
1. WORK PROPOSED FOR THE DILLINGHAM SMALL BOAT HARBOR REPLACEMENT PROJECT (APRIL 9, 2019) IS SHOWN FOR CLARITY.

PLAN
1" = 20'



PROFILE
1" = 20' H 1" = 5' V

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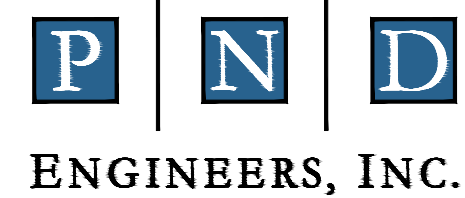


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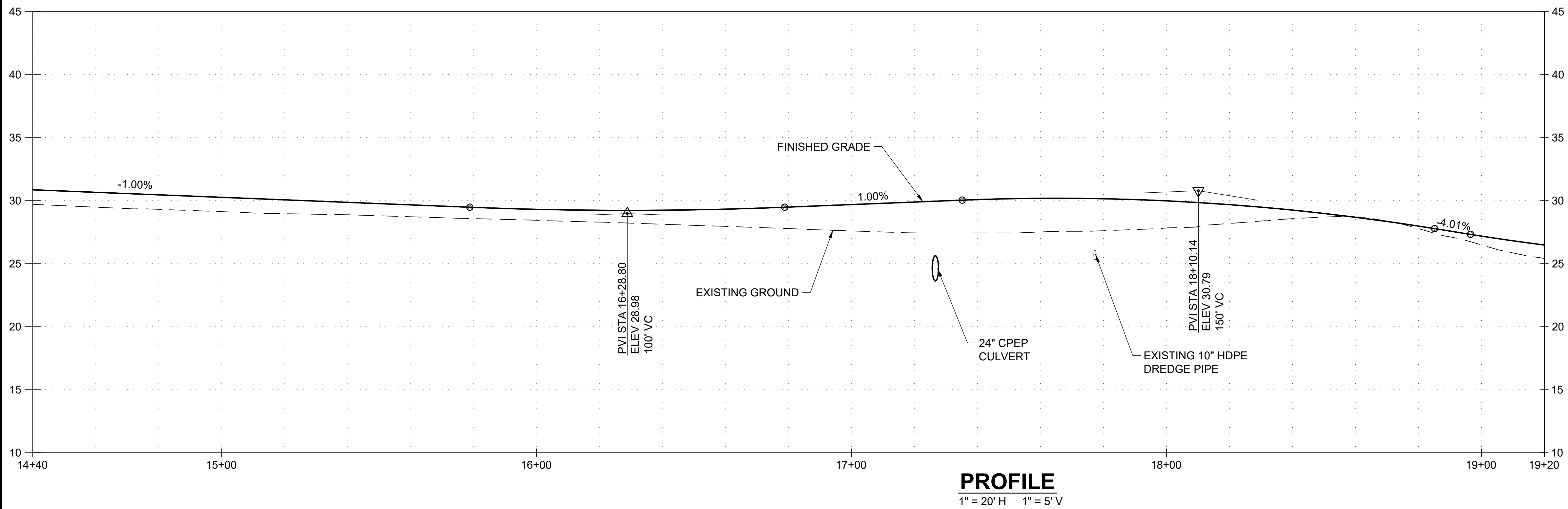
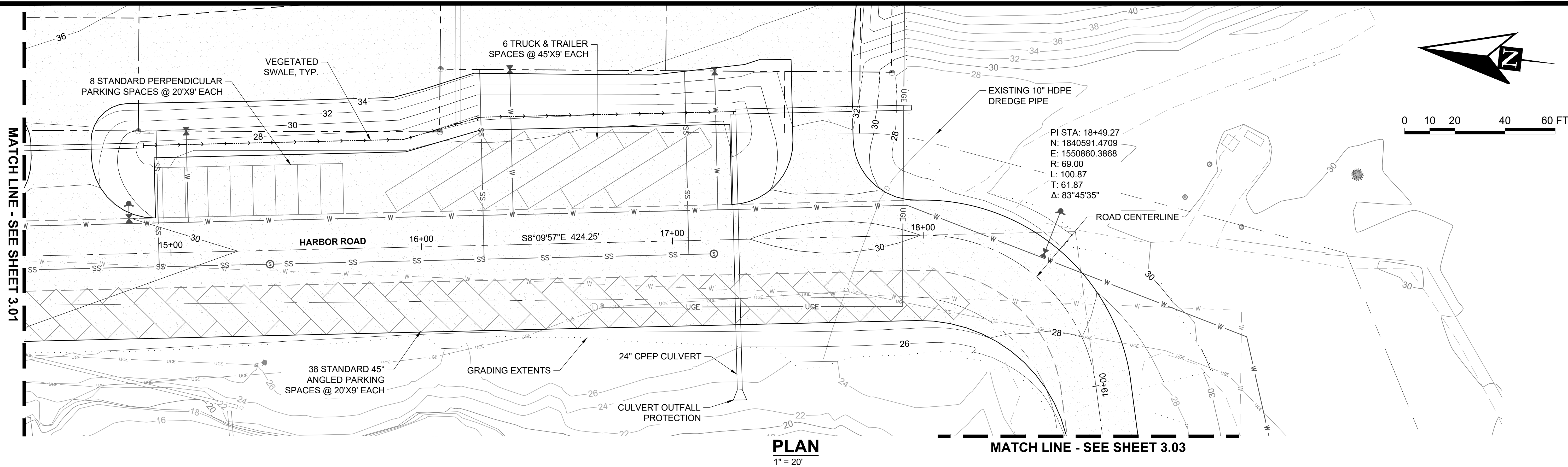


**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE: **HARBOR ROAD PLAN AND PROFILE (1 OF 3)**

DESIGNED BY:	WK	DATE:	06/16/2026	3.01
CHECKED BY:	DST	PROJECT NO:	251085	

13 OF 23



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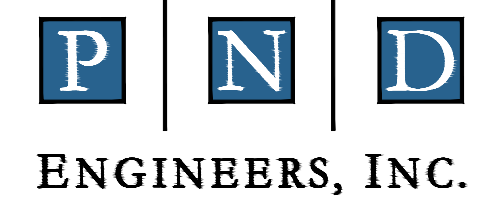


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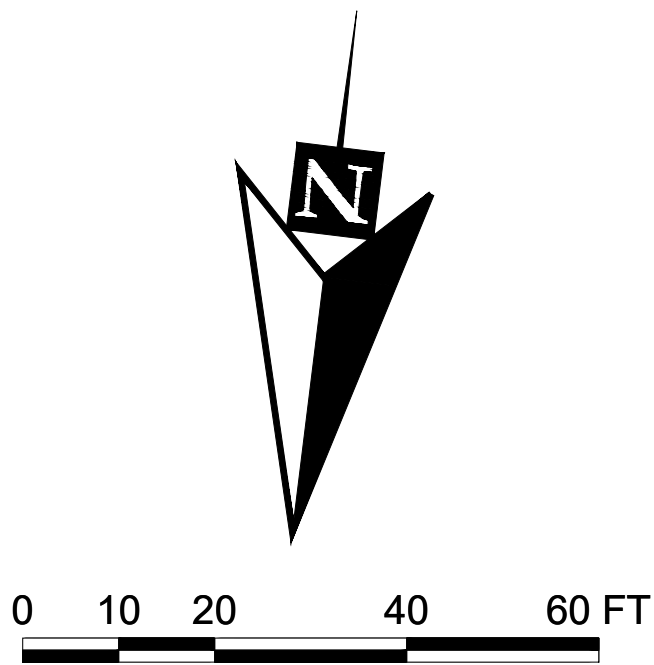
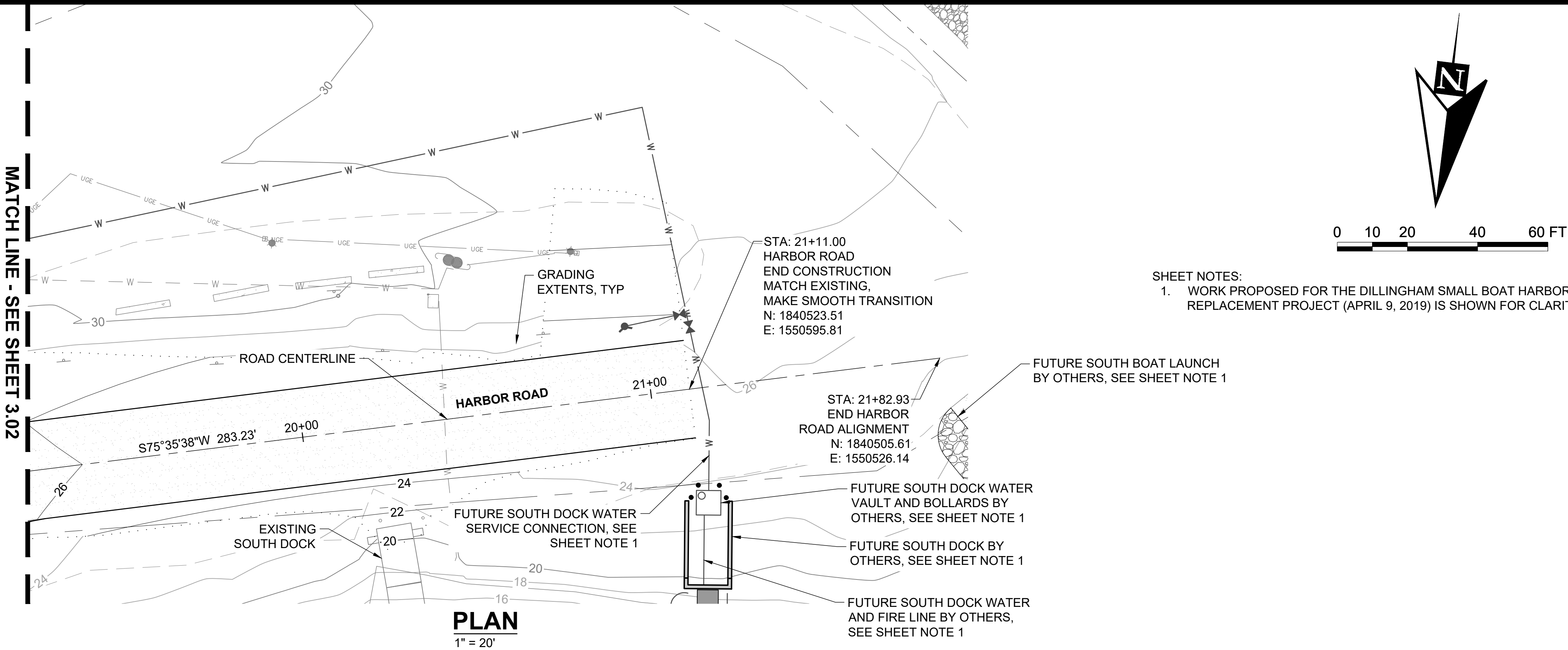
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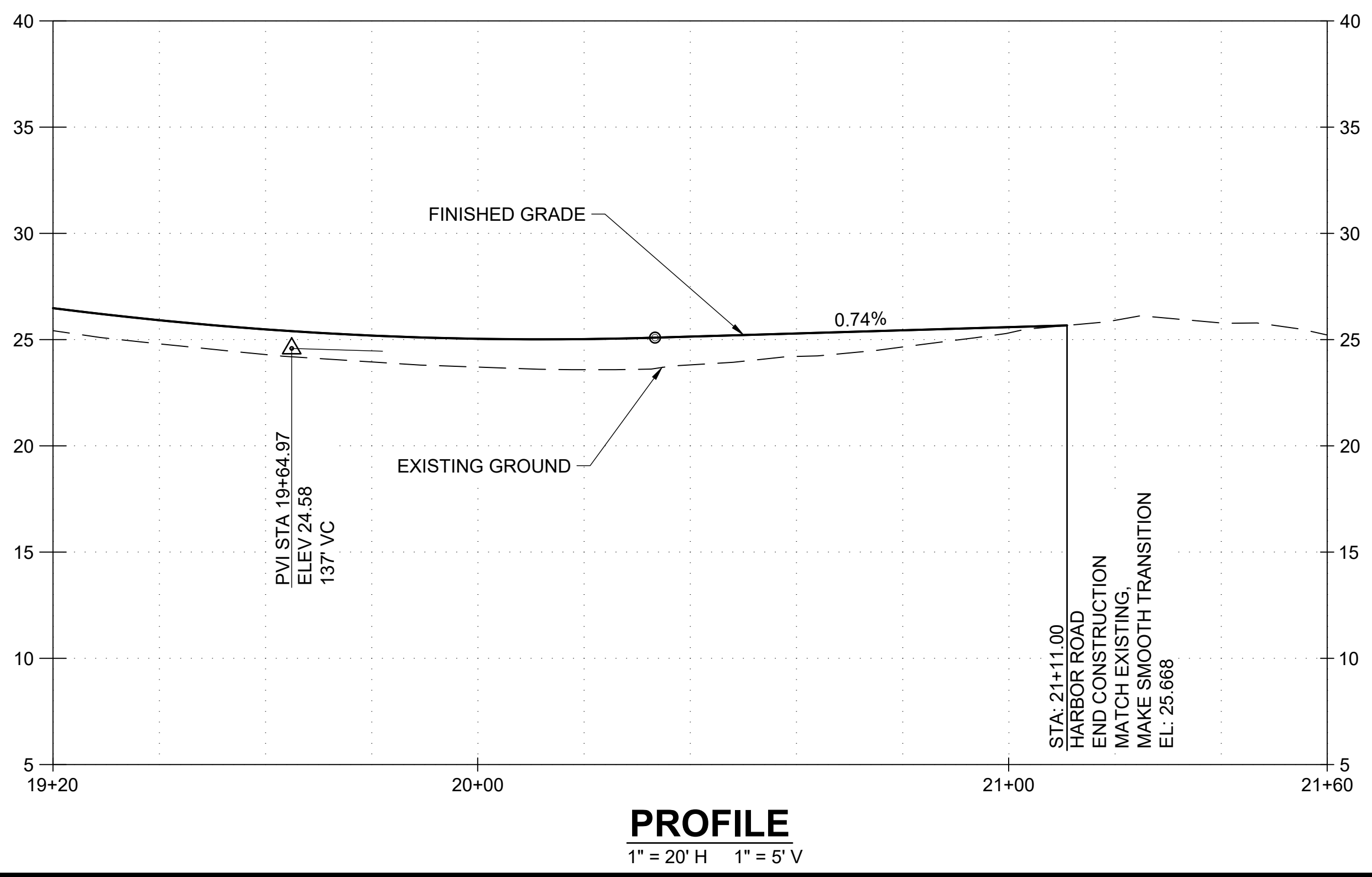
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Phone: 907.561.1011
www.pndengineers.com
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PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: HARBOR ROAD PLAN AND PROFILE (2 OF 3)			
DESIGNED BY:	WK	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085
DWG NO:			3.02
SHEET NO:			14 OF 23



SHEET NOTES:
1. WORK PROPOSED FOR THE DILLINGHAM SMALL BOAT HARBOR REPLACEMENT PROJECT (APRIL 9, 2019) IS SHOWN FOR CLARITY.



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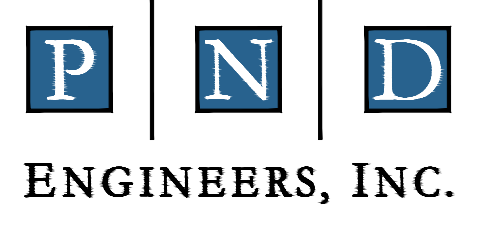


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DATE: _____

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PROJECT:
**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE:
HARBOR ROAD PLAN AND PROFILE (3 OF 3)

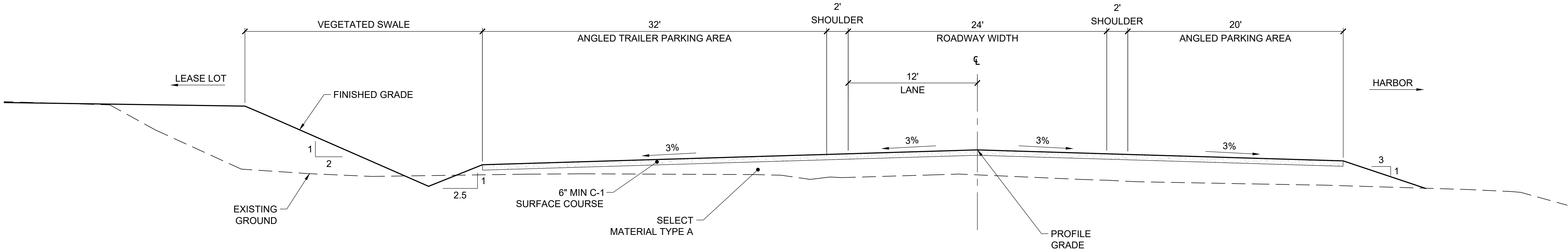
DESIGNED BY:	WK	DATE:	06/16/2026	3.03	SHEET NO: 15 OF 23
CHECKED BY:	DST	PROJECT NO:	251085		

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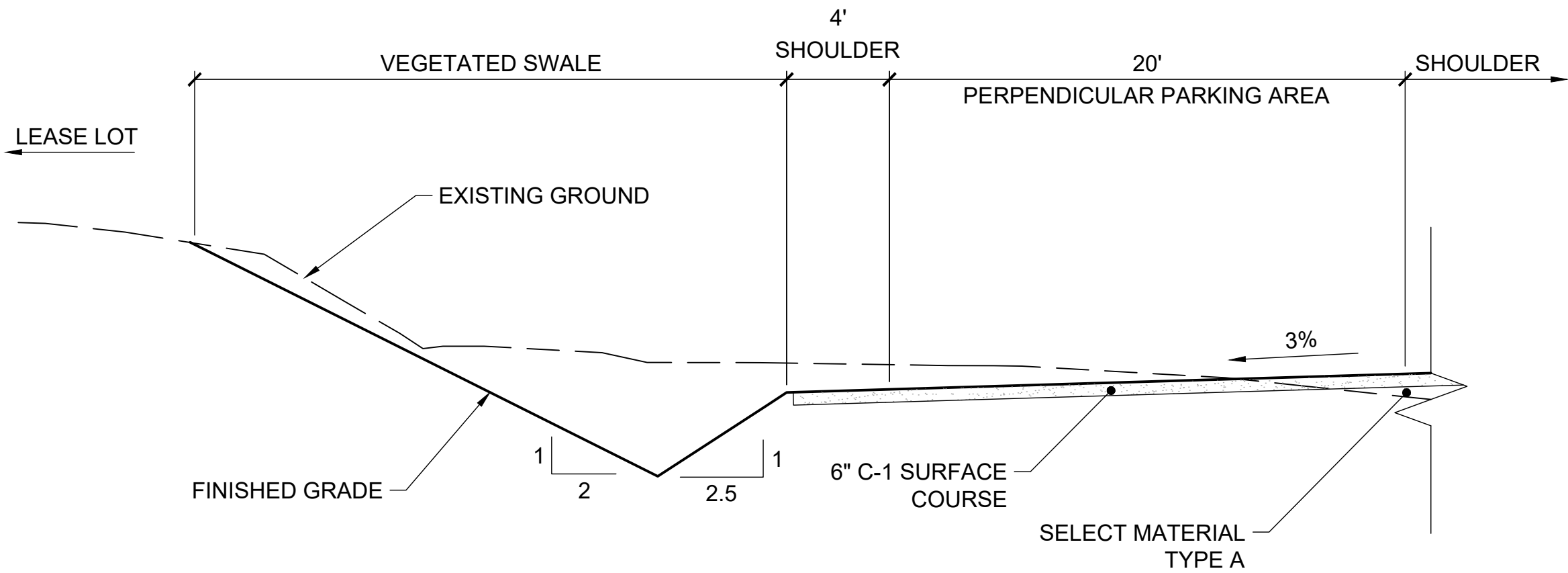
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FROM STATION	TO STATION	TYPICAL SECTION	
		LEFT	RIGHT
10+00	12+00	B	A
12+00	13+30	B	C
13+30	15+80	B	A
15+80	17+15	A	A

NOTE:

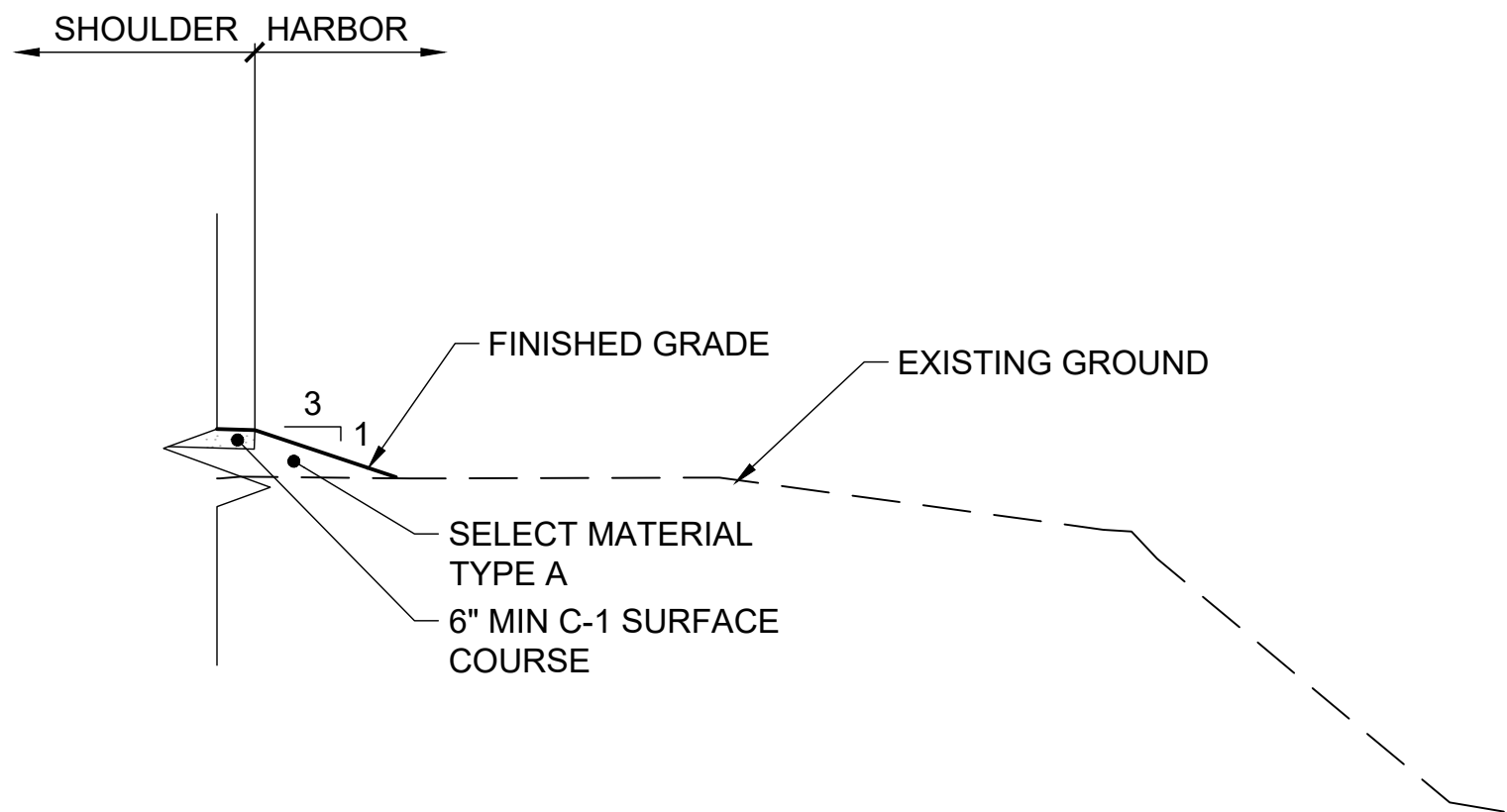
1. STATIONS ARE APPROXIMATE



1
3.04
TYPICAL ROAD SECTION "A"
NTS



2
3.04
TYPICAL ROAD SECTION "B"
NTS



3
3.04
TYPICAL ROAD SECTION "C"
NTS

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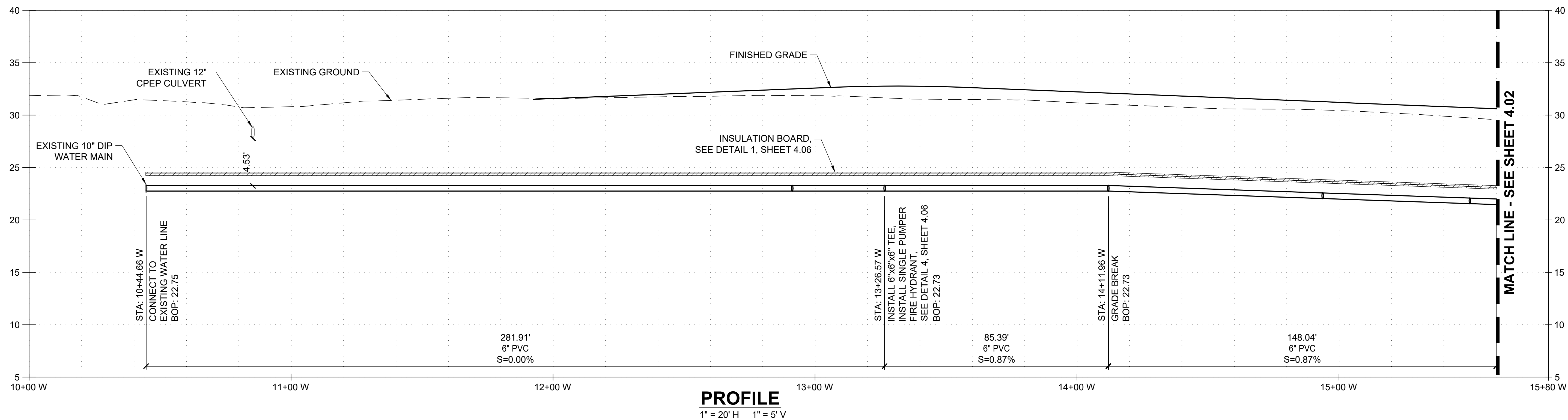
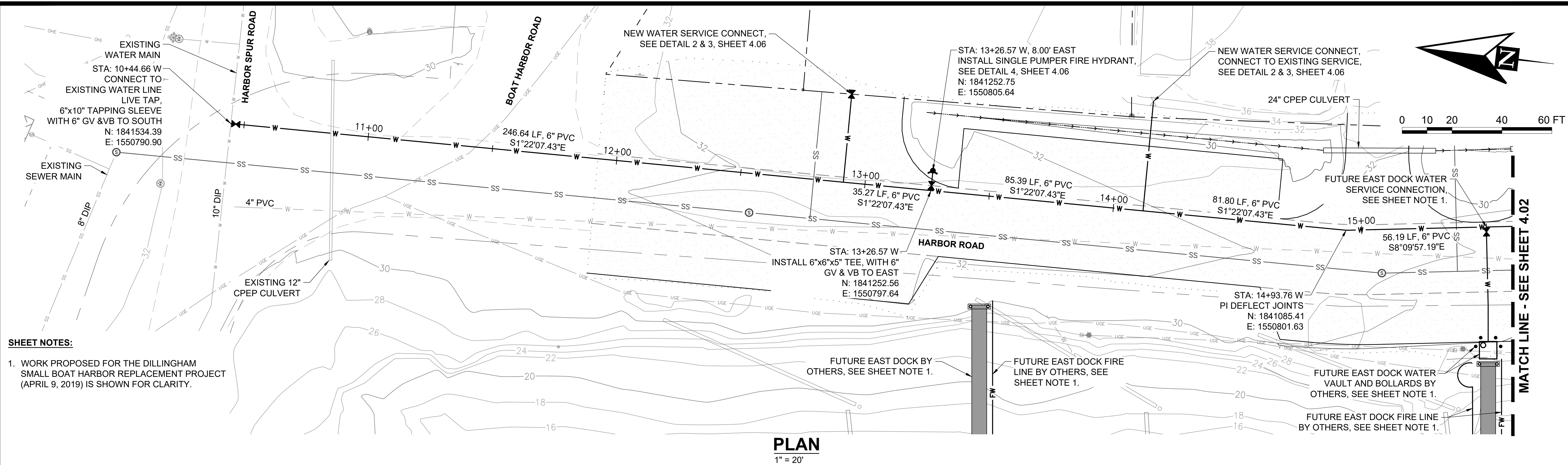
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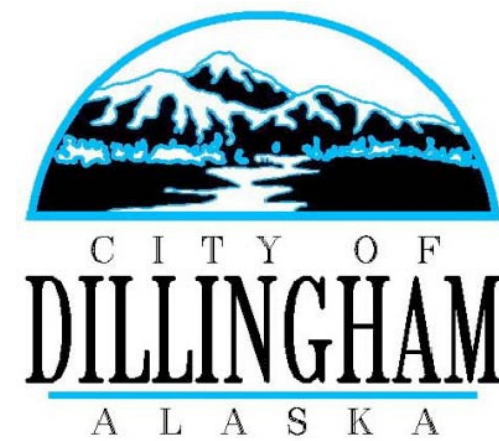
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PORT OF DILLINGHAM UPLANDS IMPROVEMENTS			
TITLE: HARBOR ROAD SECTIONS AND DETAILS			
DESIGNED BY: KJ	DATE: 06/16/2026	DWG NO: 3.04	SHEET NO: 16 OF 23
CHECKED BY: DST	PROJECT NO: 251085		



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6/16/2026



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REV	DATE	DESCRIPTION

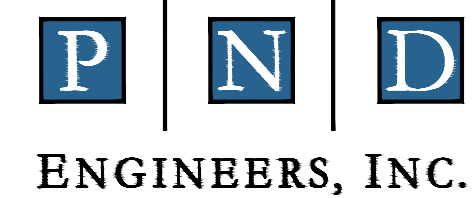
DATE: _____

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**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

TITLE: **WATER IMPROVEMENTS
PLAN AND PROFILE (1 OF 3)**

DESIGNED BY: CC DATE: 06/16/2026
CHECKED BY: DST PROJECT NO: 251085

DWG NO:

4.01

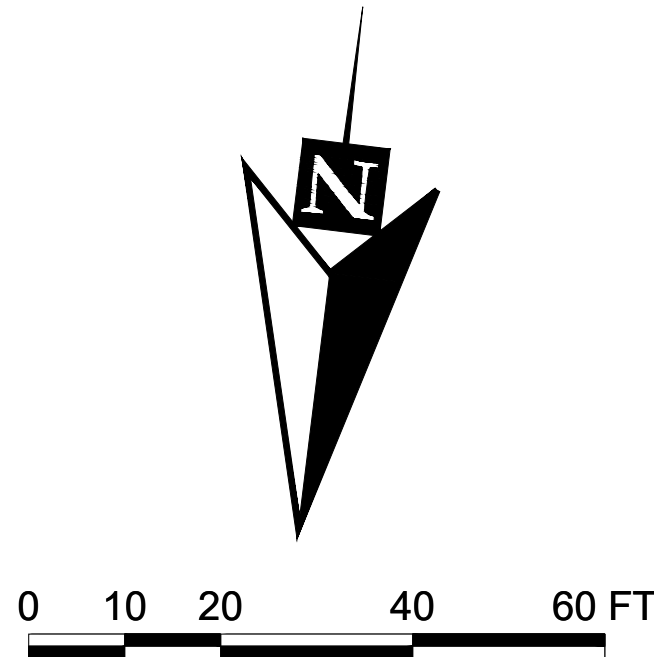
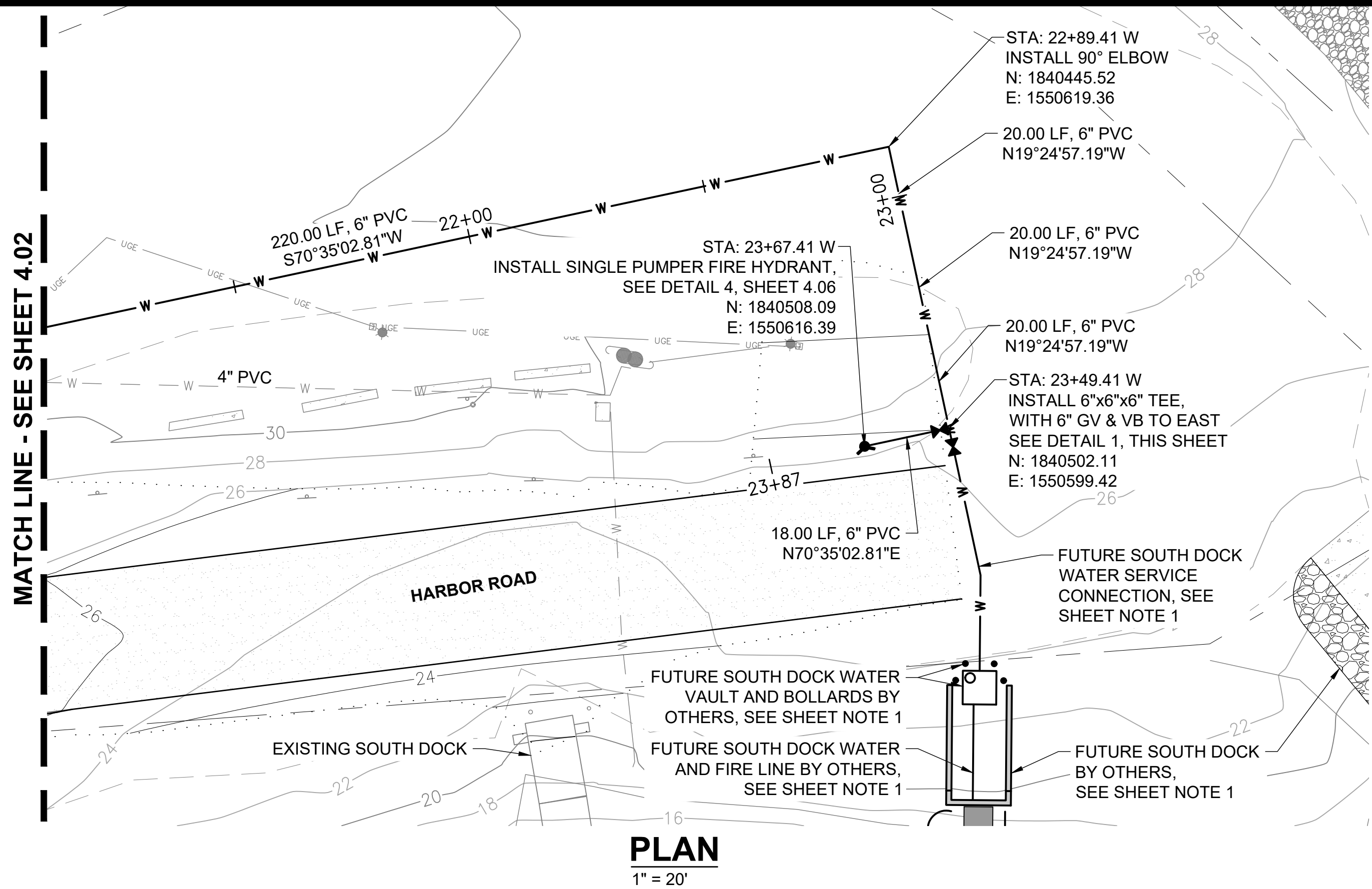
SHEET NO:
17 OF 23



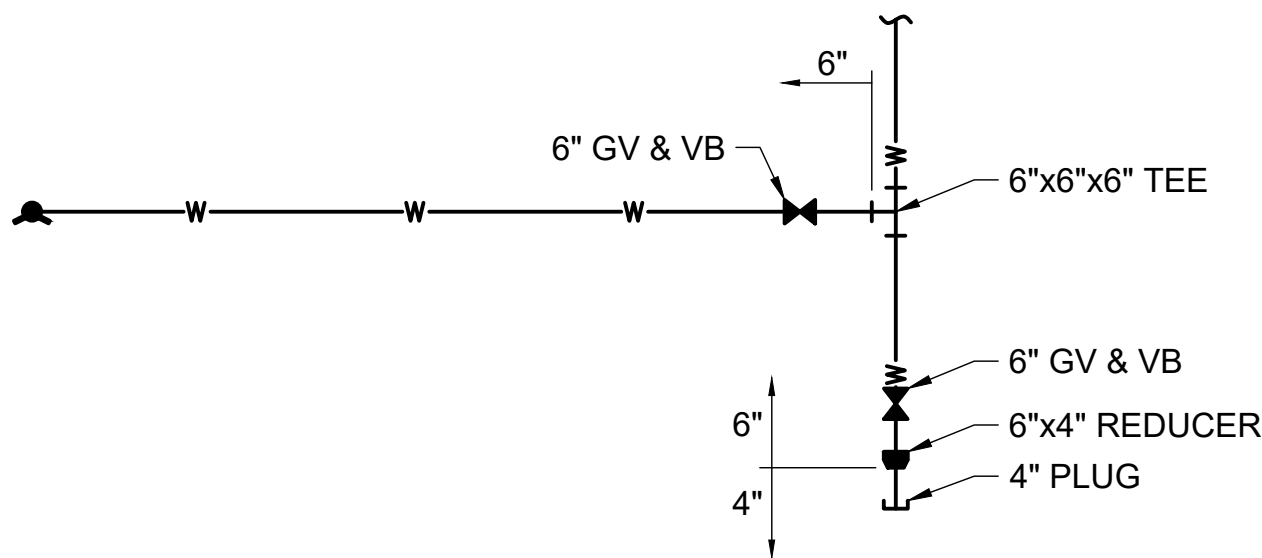
CITY OF
DILLINGHAM
ALASKA

REV	DATE	DESCRIPTION

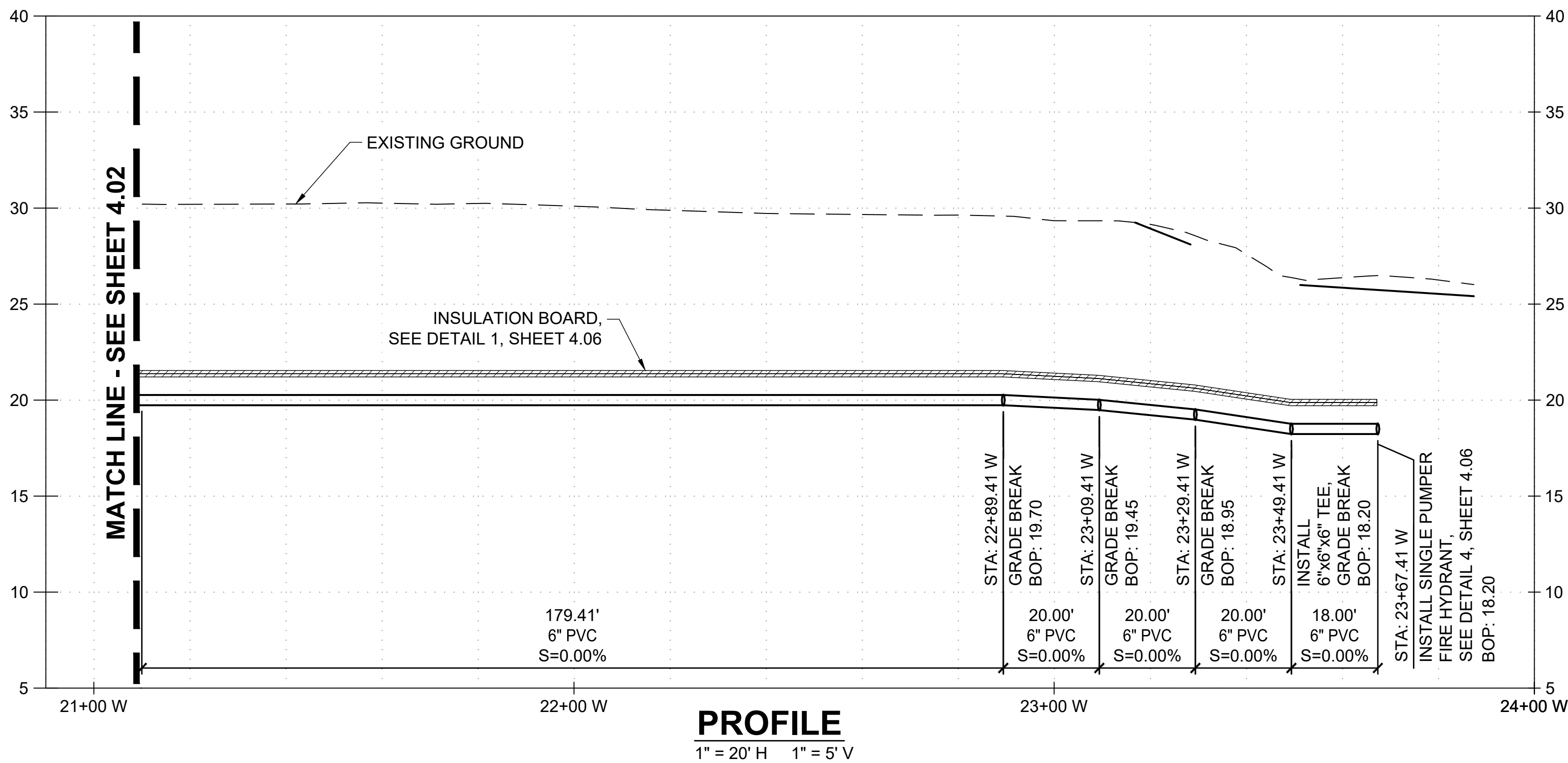
SHEET NO:
18 OF 23



- SHEET NOTES:**
1. WORK PROPOSED FOR THE DILLINGHAM SMALL BOAT HARBOR REPLACEMENT PROJECT (APRIL 9, 2019) IS SHOWN FOR CLARITY.



1
4.03 **WATER MAIN ENLARGEMENT**
NTS



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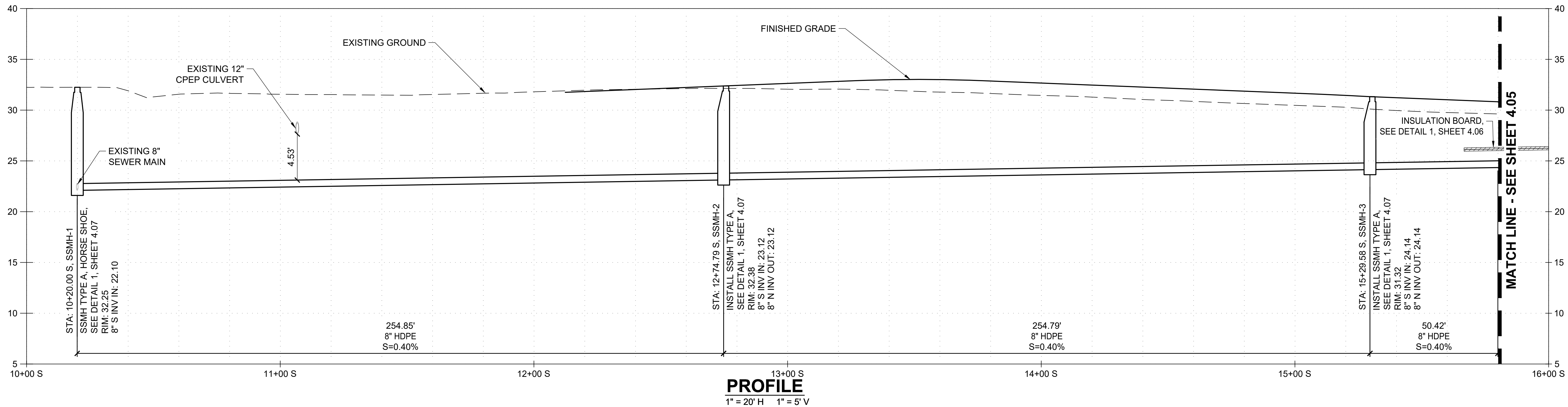
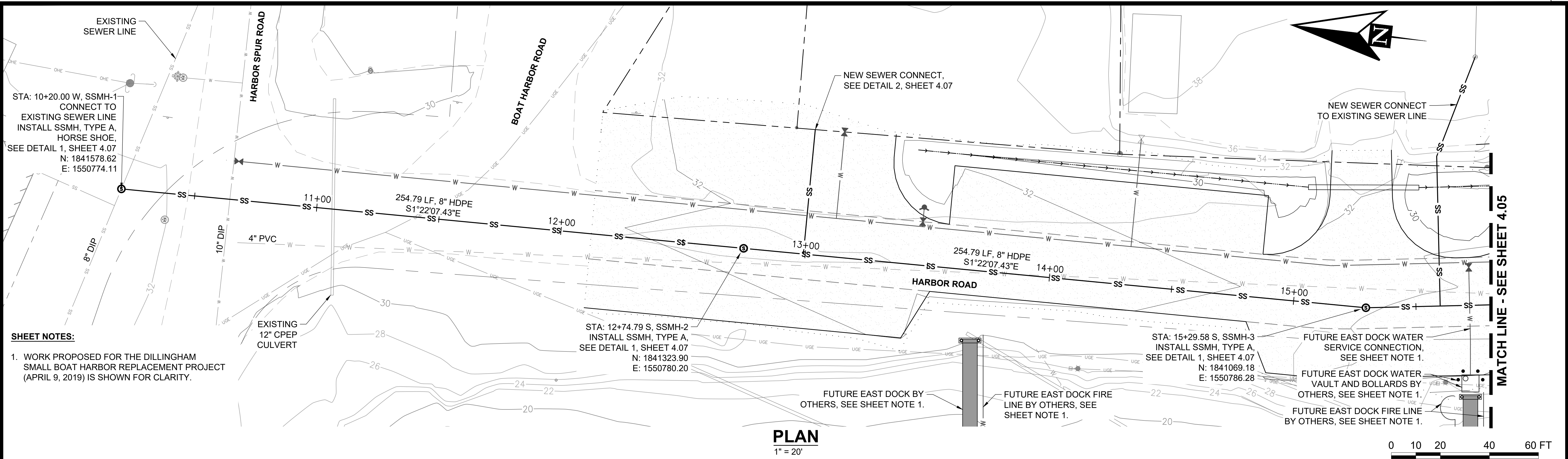
**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

**WATER IMPROVEMENTS
PLAN AND PROFILE (3 OF 3)**

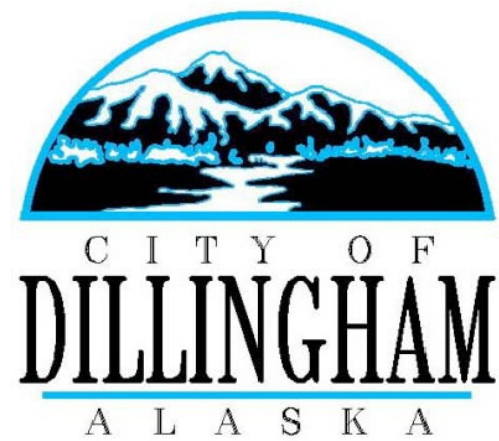
DESIGNED BY:	CC	DATE:	06/16/2026	DWG NO:
CHECKED BY:	DST	PROJECT NO:	251085	

4.03

SHEET NO:
19 OF 23



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6/16/2026

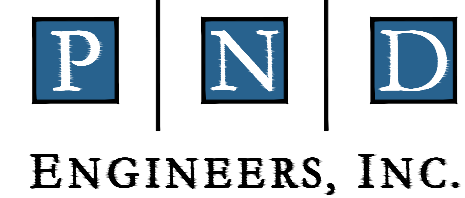


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**PORT OF DILLINGHAM
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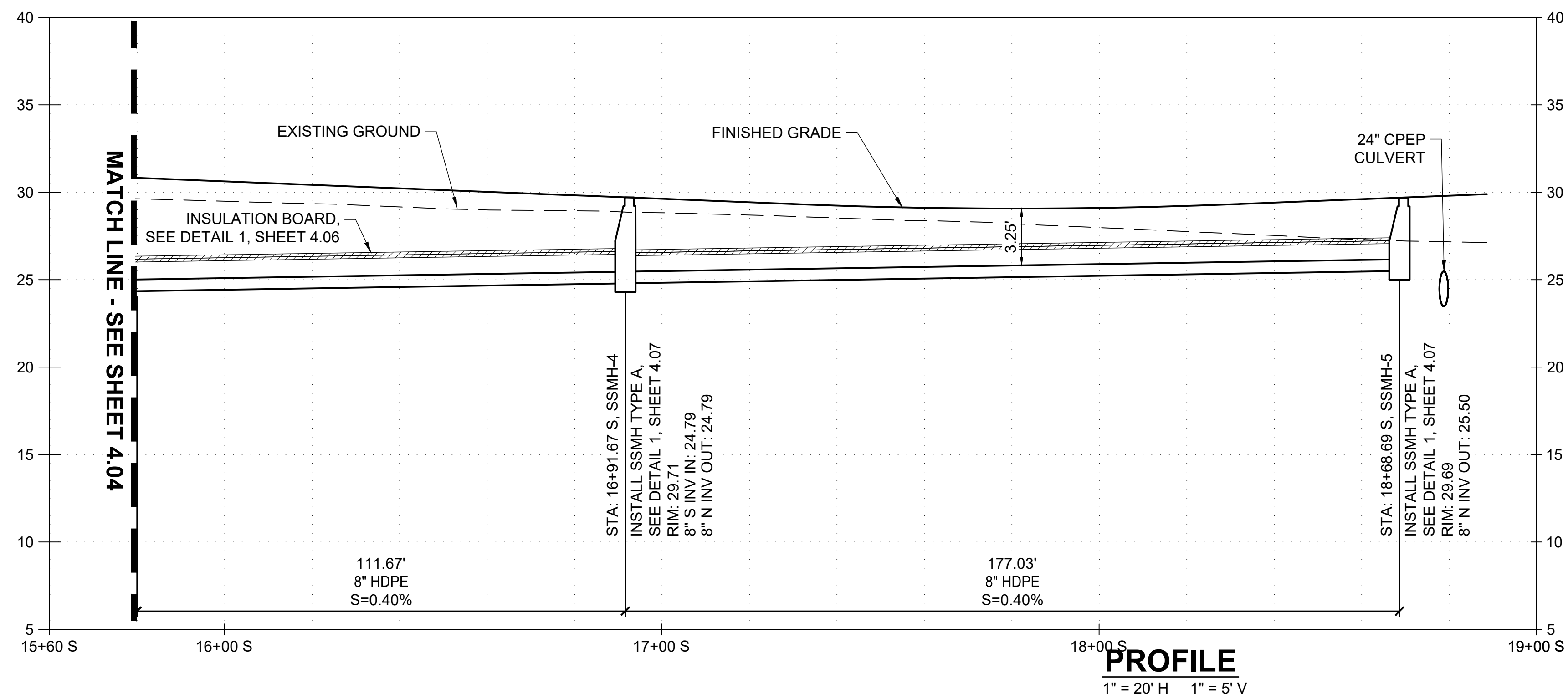
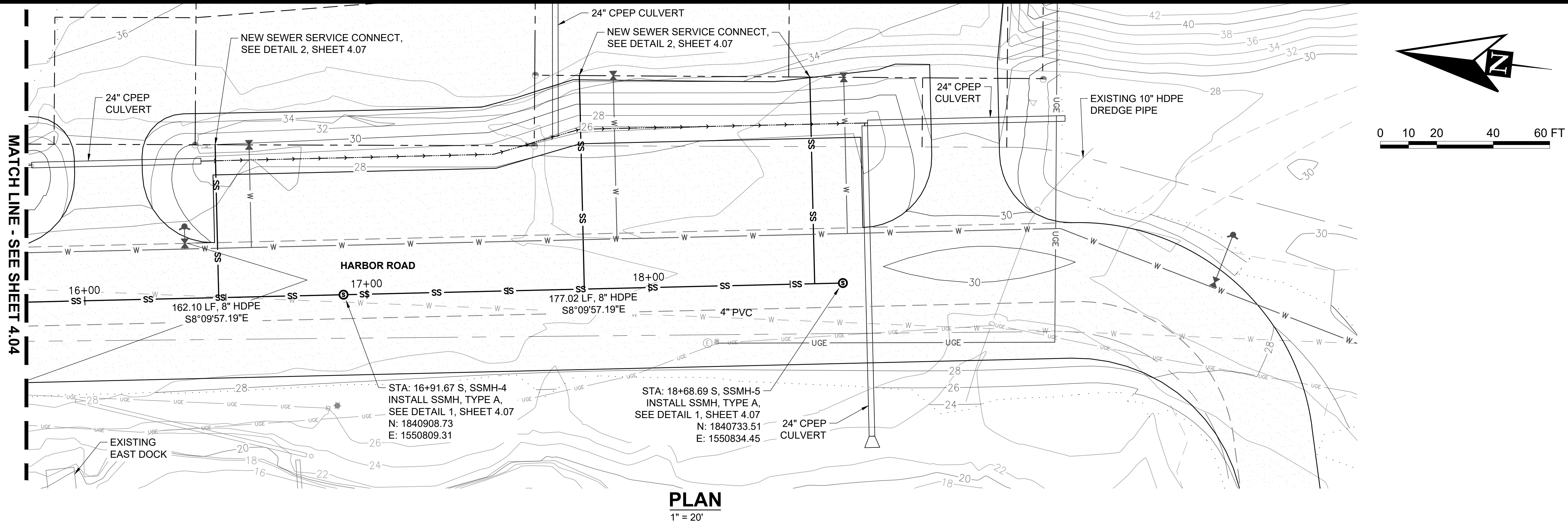
**SEWER IMPROVEMENTS
PLAN AND PROFILE (1 OF 2)**

DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:

4.04

SHEET NO:
20 OF 23



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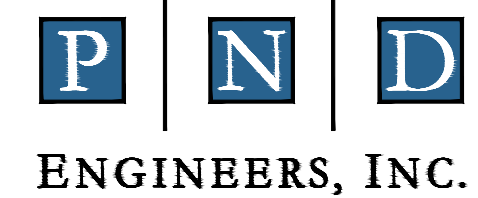
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**PORT OF DILLINGHAM
UPLANDS IMPROVEMENTS**

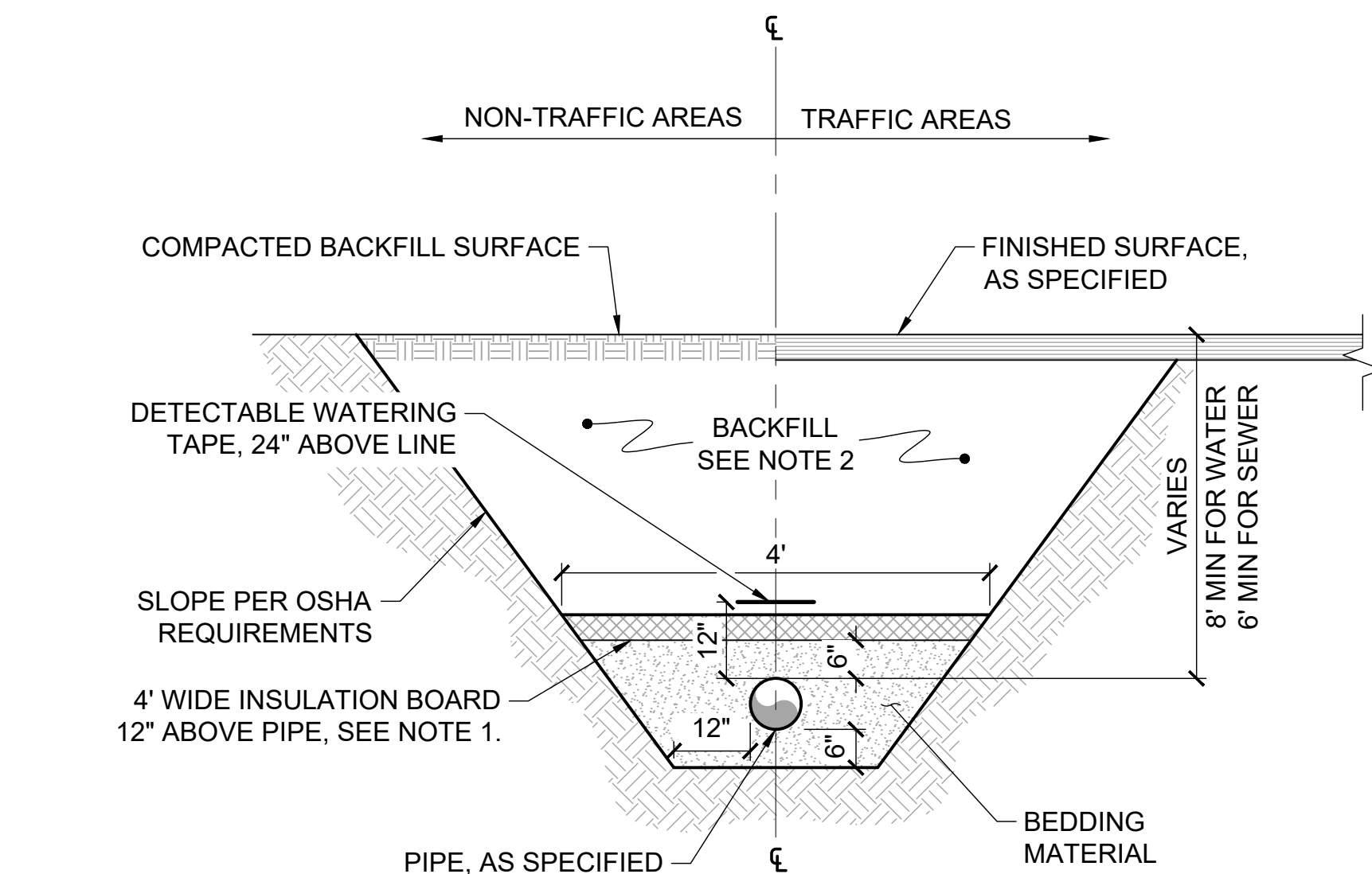
**SEWER IMPROVEMENTS
PLAN AND PROFILE (2 OF 2)**

DESIGNED BY:	CC	DATE:	06/16/2026
CHECKED BY:	DST	PROJECT NO:	251085

DWG NO:

4.05

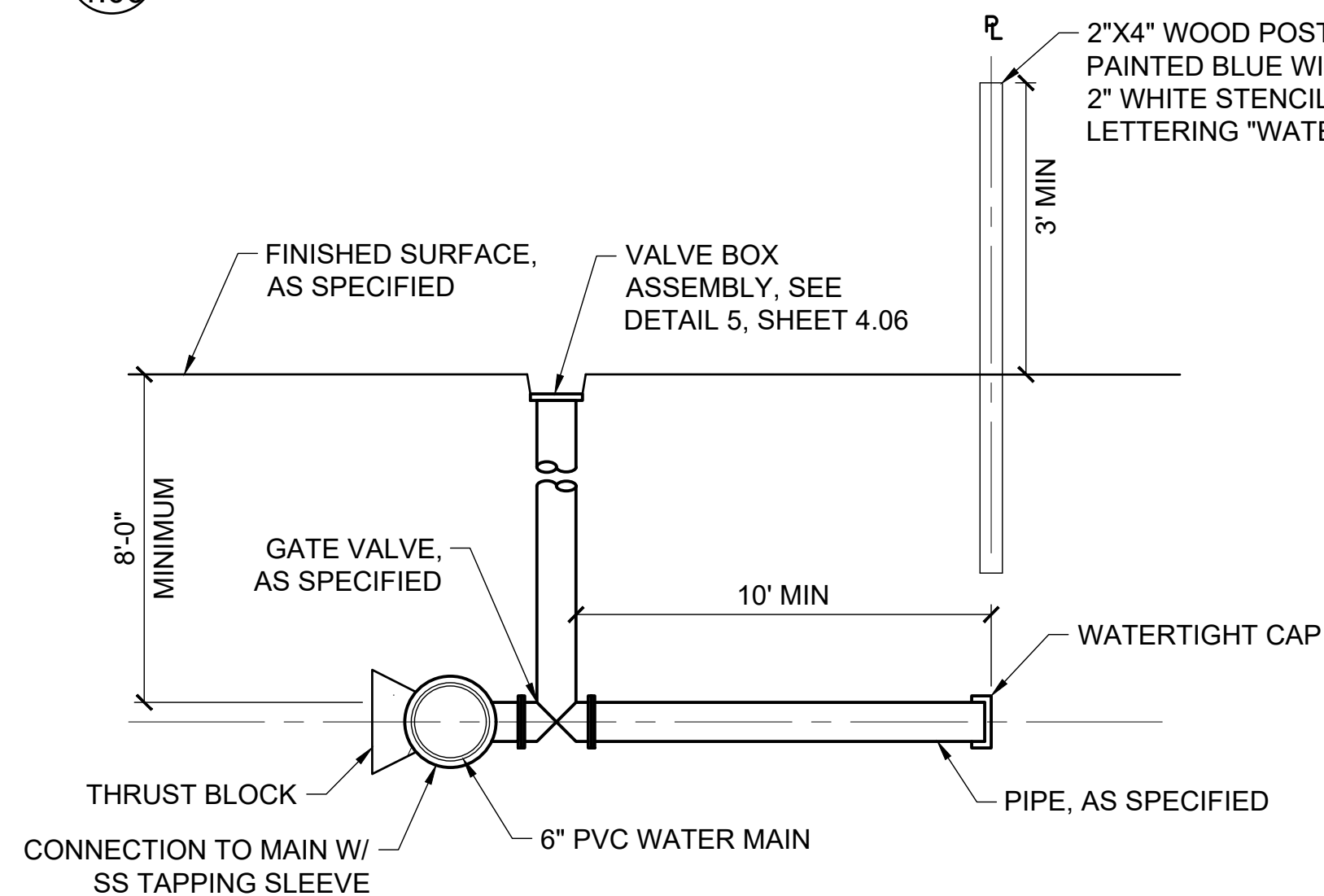
SHEET NO:
21 OF 23

**NOTES:**

- 2 LAYERS OF 2" THICK x 4' WIDE x 8' LONG (TOTAL THICKNESS) INSULATION BOARD. STAGGER END JOINTS, 2' MIN.
- PLACE AND COMPACT TRENCH BACKFILL MATERIAL TO DEPTHS SHOWN IN THE DRAWINGS OR AS DETERMINED BY THE ENGINEER. COMPACT TRENCH BACKFILL TO 95% MIN OF MAX DENSITY.
- INSULATION AS REQUIRED FOR LINES W/ LESS THAN MIN COVER. ALL PRESSURIZED WATER MAINS SHALL HAVE INSULATION BOARD. SEE PROFILES FOR LOCATION OF INSULATION BOARD.

1 4.06 TYPICAL UTILITY PIPE TRENCH SECTION

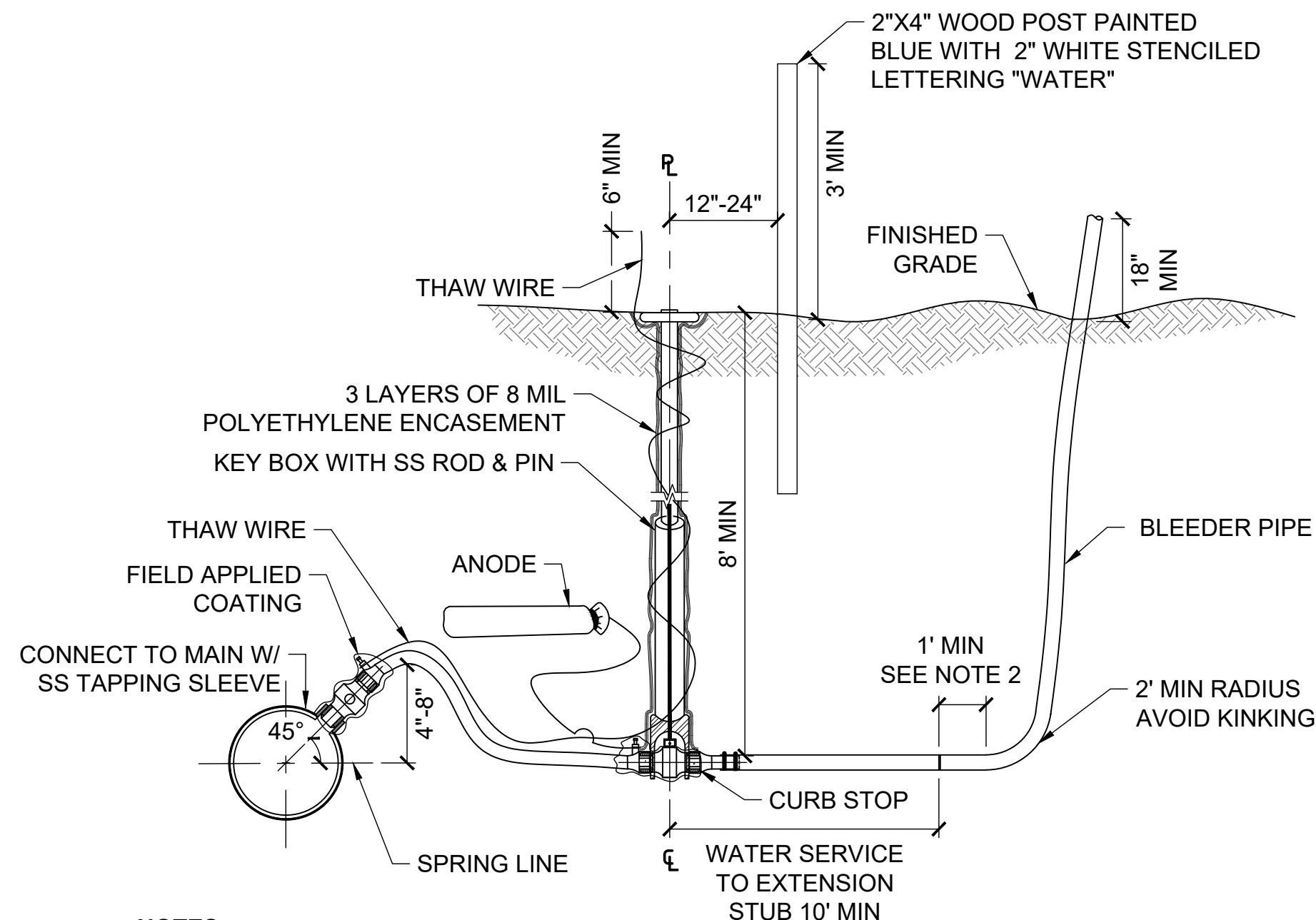
NTS

**NOTES:**

- ALL JOINTS SHALL BE RESTRAINED.
- THE CONTRACTOR SHALL RELOCATE WATER SERVICE CONNECTIONS WHEN THE POINT OF CONNECTION IS LESS THAN 3' FROM THE NEAREST JOINT, TAP, OR AN EXISTING CONNECTION.
- RELOCATIONS AND CHANGES TO UTILITIES SHALL BE APPROVED BY THE OWNER AND RECORDED IN SURVEY NOTES AND REDLINED PLANS.

3 4.06 LARGE WATER SERVICE CONNECT

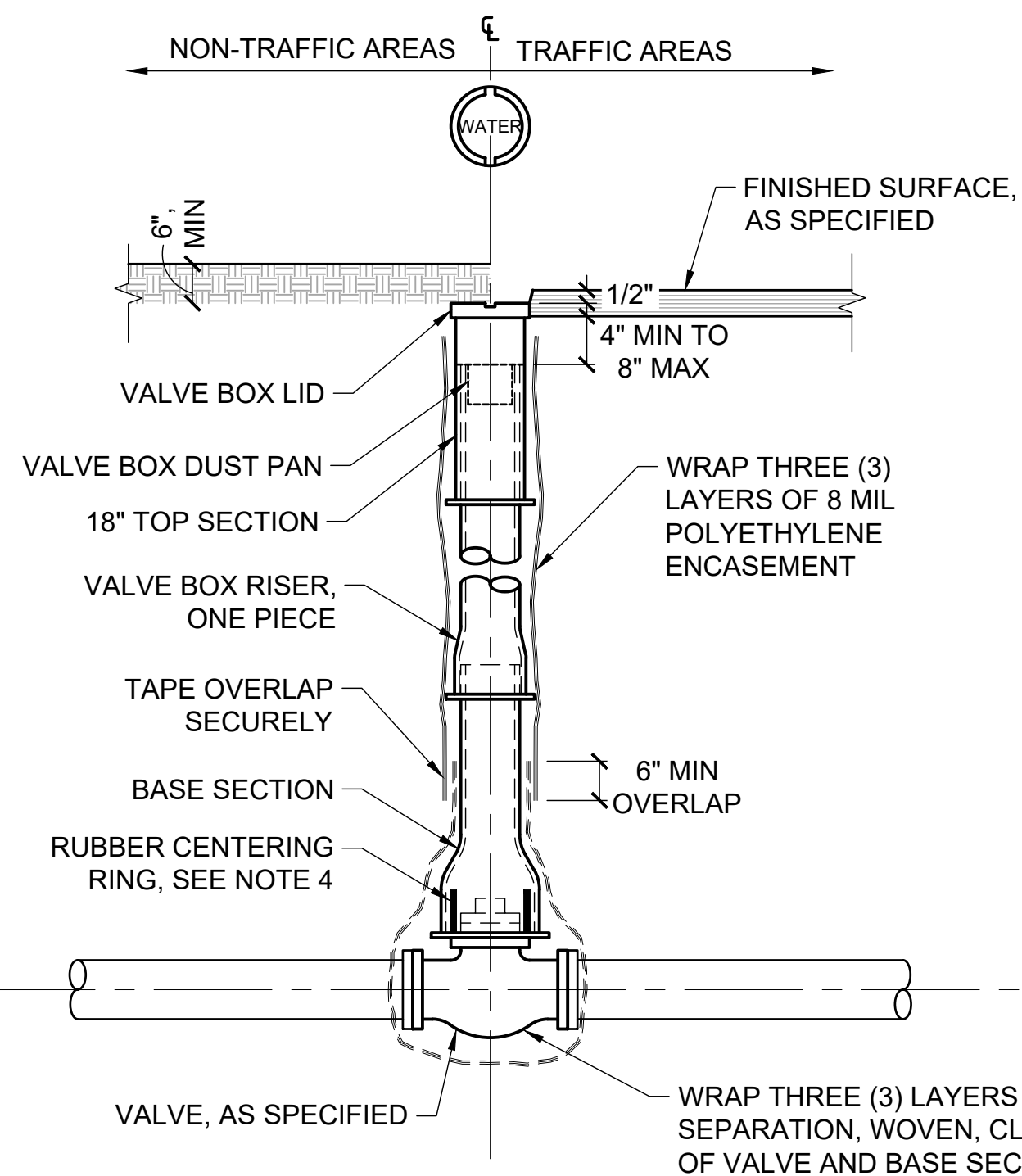
NTS

**NOTES:**

- STAINLESS STEEL (SS) WRAP AROUND SERVICE SADDLE TO BE USED ON ALL TAPS.
- EXTENDING FROM THE EXTENSION STUB IS TO BE ACCOMPLISHED BY MAKING A CLEAN CUT ONE FOOT FROM THE BEGINNING OF THE VERTICAL BEND.

2 4.06 SMALL WATER SERVICE CONNECT

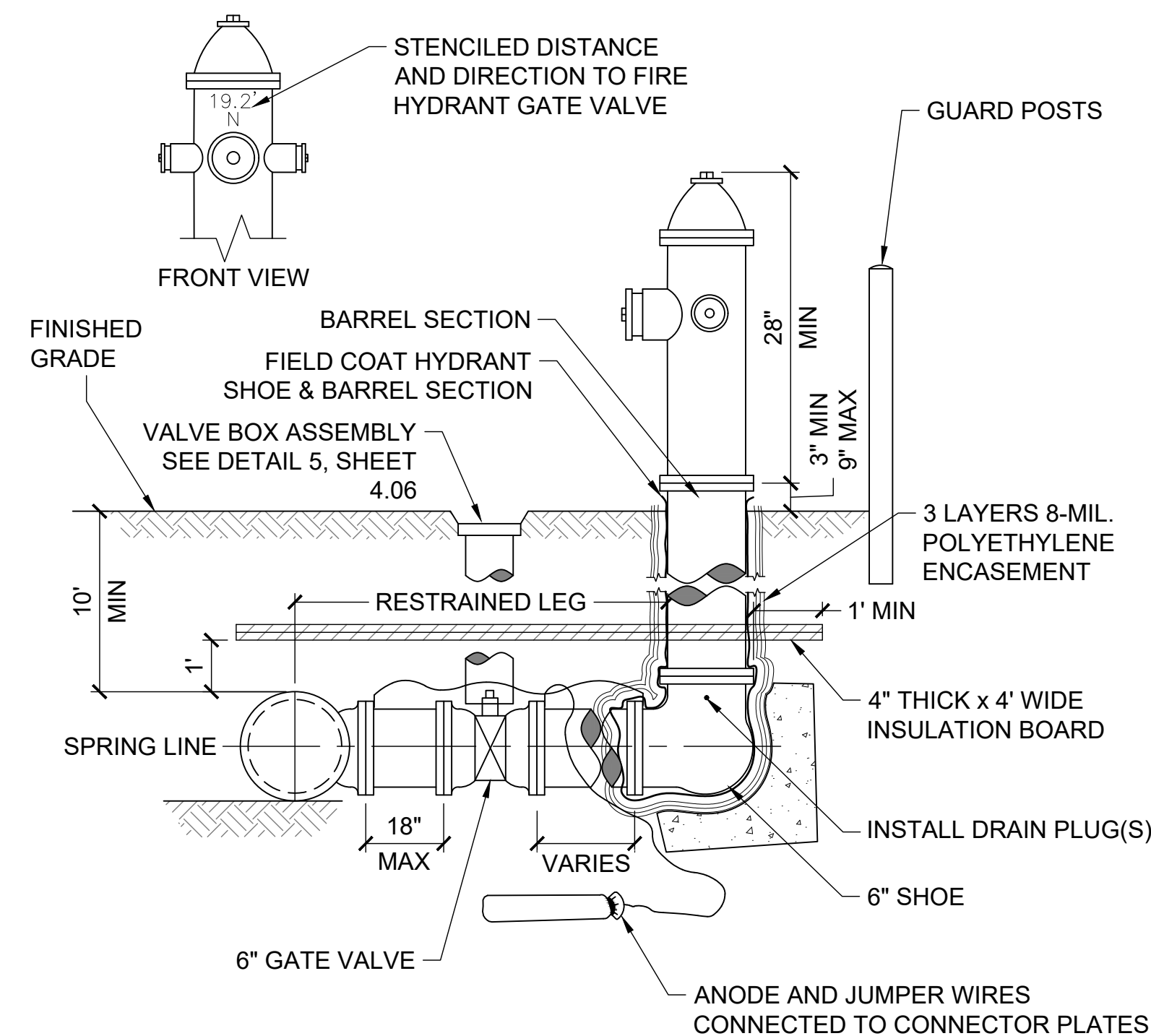
NTS

**NOTES:**

- SIZE VALVES, VALVE BOXES, AND PIPE TRANSITIONS AS REQUIRED ACCORDING TO CONNECTING PIPE SIZE AND MATERIAL.
- ALL COMPONENTS TO BE OLYMPIC FOUNDRY PART NO. 940 OR APPROVED EQUAL.
- NO MORE THAN ONE VALVE BOX RISER SHALL BE ALLOWED PER VALVE.
- INSTALL RUBBER COMPOUND SLEEVE ON VALVE TO ALIGN VALVE BOX BOTTOM SECTION WITH TOP OF VALVE, SUCH AS THE VALVE BOX ADAPTER II OR APPROVED EQUAL. CENTERING RING SHALL CONFORM TO THE SHAPE OF THE VALVE AND VALVE BOX TO SEAL OUT SOIL.
- GEOTEXTILE, POLYETHYLENE ENCASUREMENT, AND OVERLAPS SHALL BE SECURED WITH PVC TAPE.
- ALL JOINTS SHALL BE RESTRAINED.
- MAXIMUM DEFLECTION OF PIPE PER JOINT SHALL NOT EXCEED 80% OF THE MANUFACTURERS RECOMMENDED DEFLECTION (4 DEGREES).

5 4.06 TYPICAL VALVE BOX ASSEMBLY

NTS

**NOTES:**

- HYDRANT BARREL SHALL BE INSTALLED PLUMB AND THE LEG SHALL BE LEVEL.
- ALL BACKFILL MATERIAL WITHIN 3 FEET AROUND HYDRANT BARREL SHALL BE NFS.
- ALL HYDRANTS SHALL BE PAINTED CATERPILLAR YELLOW, AND THE NUMBER OF FEET TO VALVE SHALL BE PRINTED IN BLACK 1/2" BLOCK LETTERS JUST BELOW TOP BONNET.
- ALL JOINTS SHALL BE RESTRAINED.
- THE CONTRACTOR SHALL RELOCATE FIRE HYDRANT CONNECTIONS WHEN THE POINT OF CONNECTION IS LESS THAN 3' FROM THE NEAREST JOINT, TAP, OR AN EXISTING CONNECTION.
- RELOCATIONS AND CHANGES TO UTILITIES SHALL BE APPROVED BY THE OWNER AND RECORDED IN SURVEY NOTES AND REDLINED PLANS.

4 4.06 SINGLE PUMPER FIRE HYDRANT

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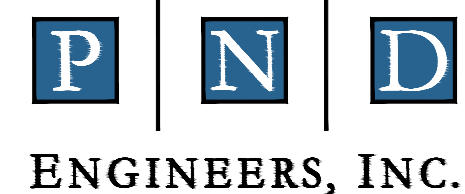
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PORT OF DILLINGHAM UPLANDS IMPROVEMENTS

UTILITY DETAILS (1 OF 2)

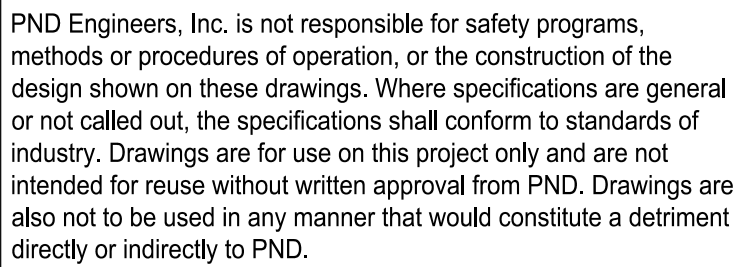
DESIGNED BY:	CC	DATE:	06/16/2026	DWG NO:	4.06
CHECKED BY:	DST	PROJECT NO:	251085		

SHEET NO.
22 OF 23

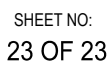


1
4.07

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6/16/2026

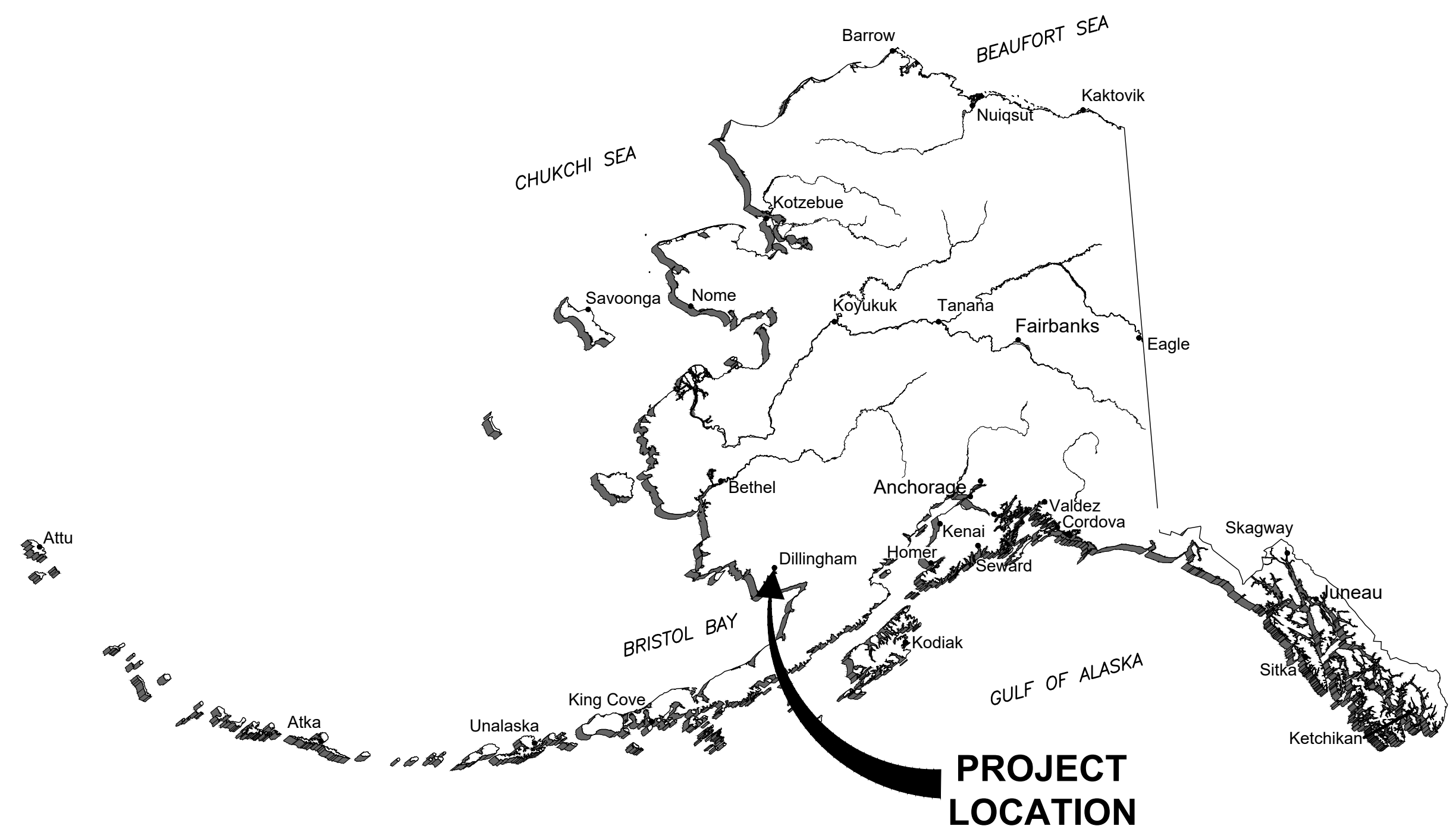
DATE: _____

AK. LIC# AECC250



PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION

JUNE 2026
DILLINGHAM, ALASKA



STATE OF ALASKA



DILLINGHAM VICINITY

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06/16/2026

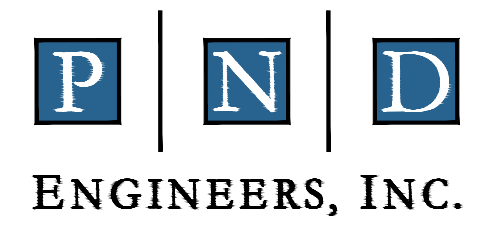


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REV	DATE	DESCRIPTION

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PROJECT: PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION			
TITLE: COVER SHEET AND VICINITY MAP			
DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 1.01	SHEET NO: 1 OF 12
CHECKED BY: CC/DST	PROJECT NO: 251085		

ABBREVIATIONS

A.B. – ANCHOR BOLT	L – LENGTH OF CURVE
AC – ASPHALT CONCRETE	L – STEEL ANGLE
AKDOT – ALASKA DEPARTMENT OF TRANSPORTATION	LF – LINEAR FEET
ALT – ALTERNATE	LSH – LONG SIDE HORIZONTAL
B.O. – BOTTOM OF	LSV – LONG SIDE VERTICAL
BTM – BOTTOM	MAX – MAXIMUM
BTR – BETTER	MH – MAN HOLE
BP – BEGIN PROJECT	MHW – MEAN HIGH WATER
C – CHANNEL	MIN – MINIMUM
CB – CORNER BAR	MLLW – MEAN LOWER LOW WATER
CIP – CAST IN PLACE	MT – MAGNETIC PARTICLE TESTING
CL – CENTERLINE	N – NOTHING
℄ – CENTERLINE	NIC – NOT IN CONTRACT
CLR – CLEAR	NFS – NON–FROST SUSCEPTIBLE
CONC – CONCRETE	NTS – NOT TO SCALE
CONN – CONNECTION	OC – ON CENTER
CONT – CONTINUOUS	O.D. – OUTSIDE DIAMETER
CY – CUBIC YARD	PL – PLATE
DIP – DUCTILE IRON PIPE	ROW – RIGHT OF WAY
E – EASTING	R/W – RIGHT OF WAY
EA – EACH	S.S. – STAINLESS STEEL
E.F. – EACH FACE	SDR – STANDARD DIMENSION RATIO
EL – ELEVATION	SF – SQUARE FEET
ELEV – ELEVATION	SHT – SHEET
E.W. – EACH WAY	SIM – SIMILAR
EOP – END OF PROJECT	SSMH – SANITARY SEWER MANHOLE
EP – END PLATE	STA – STATION
EQL – EQUAL	t – THICKNESS
EW – END WALL	T&B – TOP AND BOTTOM
EXIST – EXISTING	T.O. – TOP OF
F&I – FURNISH AND INSTALL	TYP – TYPICAL
HDG – HOT–DIP GALVANIZED	UNO – UNLESS NOTED OTHERWISE
HDPE – HIGH DENSITY POLYETHYLENE	USACE – UNITED STATES ARMY CORPS OF ENGINEERS
HORZ – HORIZONTAL	V – VALVE
HP – H–PILE SECTIONS	VERT – VERTICAL
HTL – HIGH TIDE LINE	w/ – WITH
I.D. – INSIDE DIAMETER	W – WIDE FLANGE BEAM
INV – INVERT	WWF – WELDED WIRE FABRIC

GENERAL NOTES

- GENERAL
- PROPERTY DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ITS PRECONSTRUCTION CONDITION OR BETTER AT NO ADDITIONAL COST TO THE OWNER.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADHERING TO ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES, PERMITS AND SAFETY REQUIREMENTS,
 - THE LOCATIONS OF EXISTING FEATURES AND UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE. ADDITIONAL UTILITIES NOT SHOWN IN THESE DRAWINGS MAY BE PRESENT. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS IN THE FIELD AS NECESSARY, PRIOR TO BEGINNING WORK. THE HORIZONTAL AND VERTICAL LOCATIONS OF ALL UTILITIES ENCOUNTERED IN THE FIELD SHALL BE RECORDED ON THE CONTRACTOR'S RECORD DRAWINGS. CONTACT LOCAL UTILITY COMPANIES PRIOR TO ANY/ALL EXCAVATIONS.
 - GRADING AND FINAL ALIGNMENT OF UTILITIES AND PIPING ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER TO FIT SITE CONDITIONS, AT NO ADDITIONAL COST.

- APPLICABLE CODES AND STANDARDS
- ALL LOCAL CODES PLUS THE FOLLOWING SPECIFICATIONS, STANDARDS AND CODES ARE APPLICABLE:
- AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM) STANDARDS, CURRENT EDITION
 - AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC), "STEEL CONSTRUCTION MANUAL, SIXTEENTH EDITION"
 - AMERICAN CONCRETE INSTITUTE (ACI), BUILDING CODE REQUIREMENTS FOR CONCRETE CONSTRUCTION – ACI 301–20
 - AISC CODE OF STANDARD PRACTICE.
 - AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD – MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES (ASCE/SEI 7–22)
 - INTERNATIONAL BUILDING CODE (IBC), 2024 EDITION
 - AMERICAN WOOD COUNCIL, NATIONAL DESIGN SPECIFICATIONS (NDS) FOR WOOD CONSTRUCTION, 2024 EDITION
 - AMERICAN WELDING SOCIETY (AWS) STRUCTURAL WELDING CODES FOR STEEL & ALUMINUM AWS D1.1 & D1.2, CURRENT EDITION

DESIGN PARAMETERS	
LIVE LOAD:	500 PSF
DEAD LOAD:	ALL
PHREATIC WATER EL:	+10.6
SEISMIC:	0.135 A/G

MATERIALS	
SHEET PILES:	ASTM 572 GR 50
SHEET PILE TYPE:	AZ19–700 OR EQUAL
STEEL SHAPES:	ASTM 572 GR 50
WELDING:	PER AWS D1.1 BY AWS CERTIFIED WELDERS. SUBMIT WELDER CERTS PRIOR TO COMMENCING SITEWORK.

TIDAL LEVELS – ELEVATION DATUM FOR THIS PROJECT IS 0.0 MEAN LOWER LOW WATER (MLLW)
NOAA TIDAL DATUM FOR 1983–2001 EPOCH AT SNAG POINT, DILLINGHAM ALASKA (STATION ID #9465374)

EXTREME HIGH WATER (EHW)	+25.0 FT (ESTIMATED)
MEAN HIGHER HIGH WATER (MHHW)	+20.6 FT
MEAN HIGH WATER (MHW)	+18.9 FT
MEAN TIDE LEVEL (MTL)	+10.6 FT
MEAN LOW WATER (MLW)	+2.30 FT
MEAN LOWER LOW WATER (MLLW)	+0.00 FT
EXTREME LOW WATER LEVEL (ELW)	–5.00 FT (ESTIMATED)

DRAWING INDEX

SHEET NO.	DWG NO.	TITLE
GENERAL		
1	1.01	COVER SHEET AND VICINITY MAP
2	1.02	DRAWING INDEX, ABBREVIATIONS, AND GENERAL NOTES
CIVIL		
3	2.01	EXISTING CONDITIONS AND SURVEY CONTROL
4	2.02	NORTH BULKHEAD EXISTING CONDITIONS AND DEMOLITION PLAN
5	2.03	NORTH BULKHEAD & RAMP SITE PLAN
6	2.04	NORTH BULKHEAD & RAMP GRADING PLAN
7	2.05	HARBOR ENTRANCE RAMP EXISTING CONDITIONS AND DEMOLITION PLAN
8	2.06	HARBOR ENTRANCE RAMP SITE PLAN
9	2.07	CIVIL DETAILS
STRUCTURAL		
10	3.01	BULKHEAD LAYOUT
11	3.02	BULKHEAD SECTIONS
12	3.03	BULKHEAD DETAILS

LEGEND

NEW WATERLINE	—————W—————W—————
EXISTING WATERLINE	-----w-----w-----
NEW FIRE LINE	—————F—————F—————
EXISTING UNDERGROUND ELECTRIC	-----UGE-----
EXISTING FENCE	-□-□-□-□-
NEW FIRE HYDRANT	
EXISTING FIRE HYDRANT	

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06/16/2026



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PROJECT: PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION		
TITLE: DRAWING INDEX, ABBREVIATIONS, AND GENERAL NOTES		
DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 1.02
CHECKED BY: CC/DST	PROJECT NO: 251085	SHEET NO: 2 OF 12

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
201	1841622.390	1550745.710	32.11	3.25 IN. USACE SBC 1277-1 1984 1841622.39
202	1840494.000	1550879.740	30.86	3.25 IN. USACE SBC 1277-2 1984 1840494
203	1840427.980	1550887.600	30.21	3.25 IN. USACE SBC 1277-3 1984 1840427.98
204	1840570.450	1553897.990	25.62	STAINLESS STEEL ROD 5374 A 2007 1840570.45
205	1840590.750	1553629.480	24.90	STAINLESS STEEL ROD 5374 B 2007 1840590.75
206	1840505.330	1550674.260	29.80	3.5 IN AL CAP DIL 1998 1840505.33
208	1841347.210	1553844.910	0.00	USCGS 2 IN IRON PIPE DILLINGHAM AZ MK 1841347.21
209	1841509.510	1550437.810	28.82	3.25 IN AL CAP PICKEL 1998 1841509.51
210	1841419.330	1549910.660	22.80	3.25 IN AL CAP WDS-2 2001 1841419.33

RECOVERED MONUMENTATION

POINT #	NORTHING	EASTING	DESCRIPTION
701	1840967.23	1550855.71	FAC [2" HLL/L2A/L3B 2025, LS-13006 EDGE SURVEY]
702	1840986.20	1551023.42	FAC [2" HLL/L2A/L3B 2025, LS-13006 EDGE SURVEY]
703	1840850.49	1550894.62	FAC [2" L3A 2018, LS-102406]
704	1840924.74	1551031.09	FAC [2" WP2 S2874/S155 2000, GPS INC 2087-S]
705	1841026.87	1550848.88	FAC [L2/L3 2012, LS-10406]
706	1841313.72	1550983.23	FAC [3.25" S2874/S155 2000, GPS INC 2087-S]
707	1841759.44	1550928.64	FBC [,]
800	1840687.76	1551059.95	FAC [2" ALCAP LS10406, L3A 2014]
802	1841678.15	1550066.68	FBC [3 1/4" BLM, L31/L32 WCMC]
805	1841710.29	1550325.82	FBC [3 1/4" BLM, L2\L31\L32]
806	1841711.00	1550324.11	FAC [2" BLANK,]
807	1841880.66	1549921.48	FAC [2" LS10406, WC L2/L31]
808	1841877.58	1549925.47	FBC [3 1/4" BLM, WC L2/L31]
809	1841653.16	1550608.97	FAC [2" LS 10406, L5 2012]
810	1841709.49	1550620.76	FAC [2" LS 10406, L5 2012]
811	1841728.51	1550568.20	FAC [2" LS 10406, L5 2012]
812	1841765.46	1550578.26	FRBR [5/8" NO CAP, GR EXIT]
813	1841818.21	1550509.43	FBC [3 1/4" BLM,]

POINT #	NORTHING	EASTING	DESCRIPTION
814	1841736.24	1550715.40	FBC [3 1/4" BLM, S2764 C5 19_4]
815	1841705.60	1550822.37	FAC [2" LS 10406, C5 2012]
816	1841599.81	1550789.76	FRBR [5/8" NO CAP,]
817	1841633.35	1550505.68	FRBR [5/8" NO CAP, GR EXIT]
818	1841793.98	1550933.66	FBC [2 1/2" BC, DOH CL]
819	1841720.24	1550506.47	FRBR [5/8 NO CAP, GR EXIT]
820	1841738.63	1550508.78	FRBR [5/8 NO CAP, GR EXIT]
821	1841768.52	1550400.45	FAC [2" STAN SEARS, L3/L2]
822	1841781.16	1550410.05	FRBR [5/8 RPC, LS 13006]
823	1842156.70	1549735.54	FRBR [5/8 RPC, LS 13006]
824	1842049.95	1549785.29	FRBR [5/8 RPC, LS 13006]
825	1840671.58	1550914.55	FAC [2" LS10406, L3A 2014]
826	1840847.76	1550869.62	FAC [2" LS10406, L3 2012]
827	1840867.06	1551037.82	FAC [2" LS10406, L3 2012]
828	1841194.61	1550997.51	FAC [2" LS10406, L1/L2 2012]
829	1841176.21	1550836.71	FAC [2" LS10406, L1/L2 2012]
830	1841308.30	1550831.63	FRBR [5/8 NO CAP,]
831	1841954.07	1550905.05	FIP [3" GALV PIPE, X]

LEGEND

	BLM/GLO MONUMENT FOUND		BOLLARD		LANDSCAPE TREE CONIFEROUS
	ALUMINUM CAP FOUND		METAL PILING		BARBEQUE
	5/8" REBAR OR PLASTIC CAP FOUND		WOOD PILING		PICNIC TABLE
	MISC. REBAR		SIGN (TYP)		
	RECOVERED IRON PIPE		POWER POLE		BUILDING
	PRIMARY GPS CONTROL		GUY ANCHOR		PAVEMENT/BLACKTOP
			LUMINAIRE		CONCRETE/SIDEWALK
	BUILDING LINE		ELECTRIC BREAKER BOX		GRAVEL
	BUILDING OVERHANG		ELECTRIC METER		CULVERT
	GRAVEL SHOULDER		ELECTRIC PEDESTAL		
	PAVEMENT EDGE		ELECTRIC TRANSFORMER		
	RECORD STATUS		ELECTRIC VAULT		
	UNDERGROUND TELEPHONE		TELEPHONE PEDESTAL		
	OVERHEAD TELEPHONE		TELEPHONE BOX		
	WATER		WATER WELL		
	SANITARY SEWER		FIRE HYDRANT		
	OVERHEAD ELECTRIC		WATER VALVE		
	UNDERGROUND ELECTRIC		HOSE BIB		
	EXISTING FENCELINE (BARBWIRE)		SANITARY SEWER MANHOLE		
	EXISTING CHAINLINK FENCELINE		SANITARY SEWER CLEAN OUT		
	EXISTING RAILING				

- NOTES
- HORIZONTAL CONTROL FOR THIS SURVEY IS NAD 83, ALASKA STATE PLANE ZONE 6 IN U.S. SURVEY FEET, DERIVED FROM AND HOLDING VALUES FOUND ON UNITED STATES ARMY CORP OF ENGINEERS (USACE) DOCUMENT TITLED "DILLINGHAM HARBOR, POST-DREDGE SURVEY, MAY 29-30, 2025". 1277-3 1984 (POINT NO. 202) WAS UTILIZED AS BASIS OF COORDINATES FOR THIS SURVEY. ALL OTHER VALUES WERE CHECKED VIA REAL TIME KINEMATIC (RTK) METHODOLOGIES.
 - THE VERTICAL CONTROL FOR THIS SURVEY IS MEAN LOWER LOW WATER (MLLW=0.0'); DERIVED FROM AND HOLDING VALUES FOUND ON USACE DOCUMENT TITLED "DILLINGHAM HARBOR, POST-DREDGE SURVEY, MAY 29-30, 2020". 1277-3 1984 (POINT NO. 202) WAS UTILIZED AS BASIS OF ELEVATION FOR THIS SURVEY. ALL OTHER VALUES WERE CHECKED VIA RTK METHODOLOGIES.
 - THE FIELD SURVEY WAS PERFORMED 9/22/2025- 9/26/25, BY PND ENGINEERS.
 - ALL DIMENSIONS AND COORDINATES ARE IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.
 - THIS SURVEY WAS COMPLETED USING GNSS SURVEY TECHNIQUES. REAL TIME KINEMATIC (RTK) OBSERVATIONS WERE STORED USING TRIMBLE R12I, GNSS RECEIVER. SCANDINAVIAN CREEK BATHYMETRIC DATA WAS COLLECTED USING A SINGLE FREQUENCY SINGLE BEAM TRANSDUCER, A OHMEX HYDROLITE TM INTEGRATED WITH TRIMBLE SOFTWARE.
 - DILLINGHAM HARBOR POST BATHYMETRY WAS COLLECTED MAY 29-30, 2025 BY USACE.
 - UTILITY LOCATES WERE REQUESTED FOR THIS SURVEY. NO UTILITY MARKS PRESENT AT THE TIME OF THIS SURVEY.
 - CONTOURS ARE IN FEET, WITH ONE FOOT INTERVALS.
 - NO TITLE SEARCH WAS PREPARED FOR THIS SURVEY. EASEMENTS AND ENCUMBRANCES SHOWN HEREON ARE FROM PLATS OF RECORD. OTHER EASEMENTS AND ENCUMBRANCES MAY EXIST.



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DATE: _____

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AK. LIC# AECC250

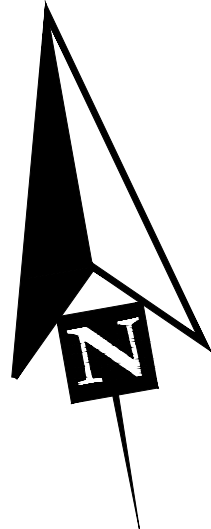
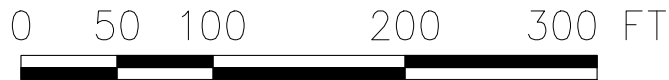
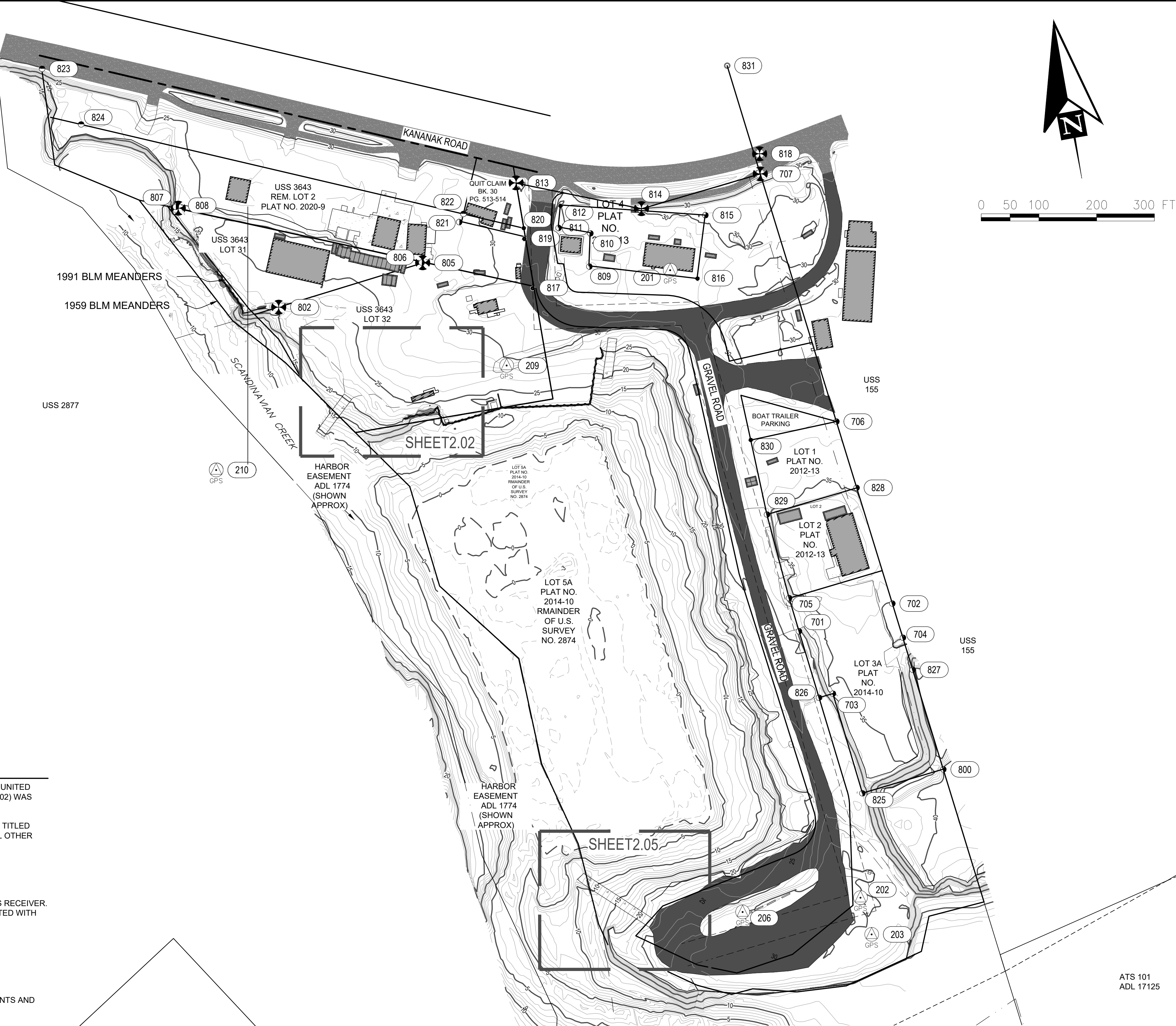


PROJECT: **PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION**

TITLE: **EXISTING CONDITIONS AND SURVEY CONTROL**

DESIGNED BY: _____ CR	DATE: 06/16/2026	DWG NO: 2.01	SHEET NO: 3 OF 12
CHECKED BY: _____ CRS/IB	PROJECT NO: 251085		

35% SUBMITTAL
06/16/2026



ATS 101
ADL 17125



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06/16/2026

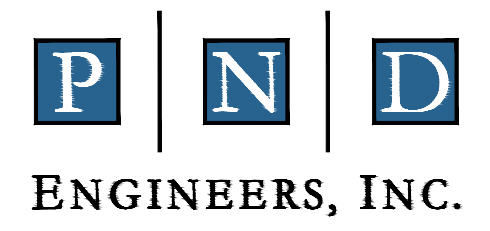


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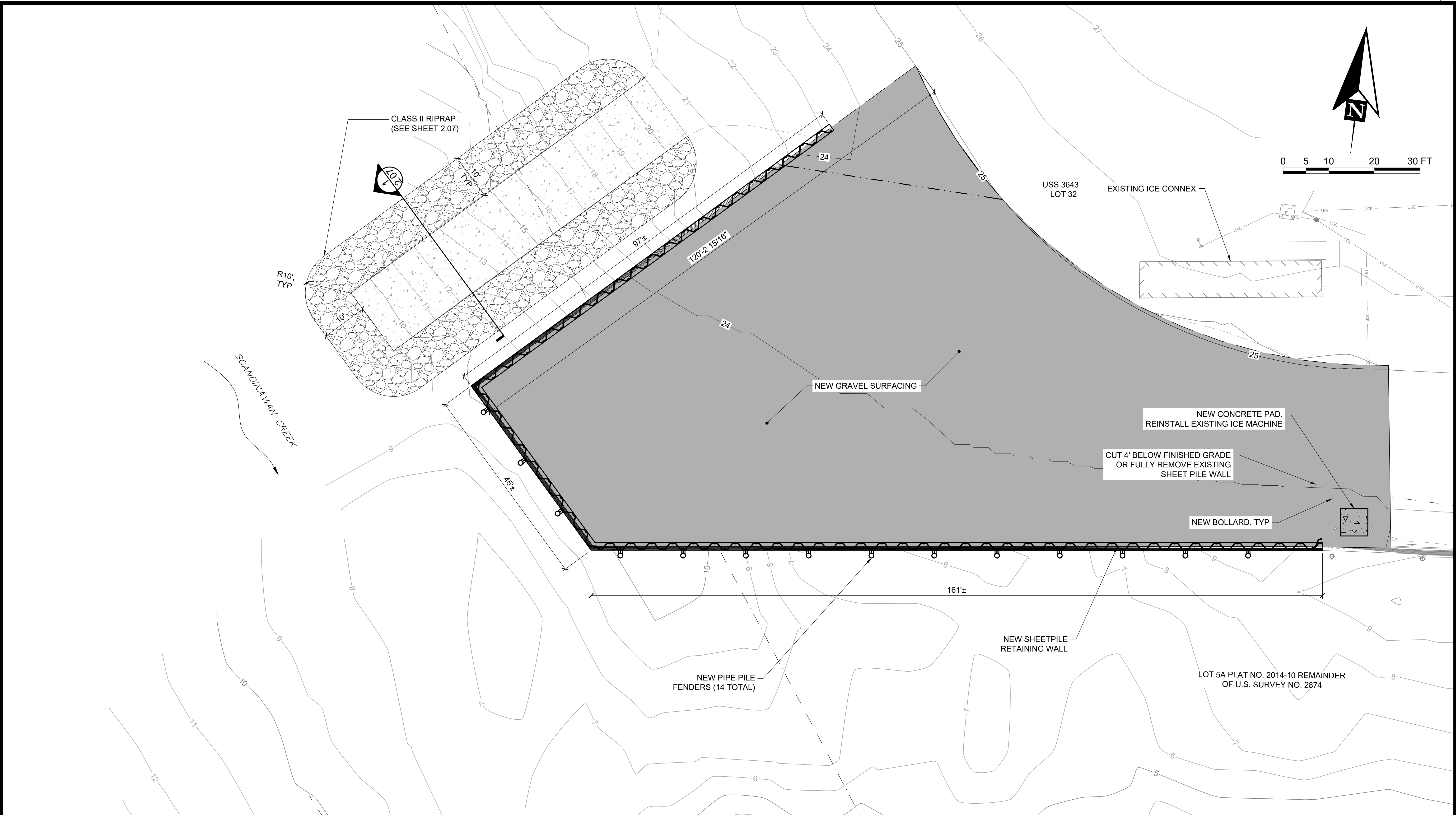
PROJECT:

PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION

TITLE:

NORTH BULKHEAD EXISTING CONDITIONS AND DEMOLITION PLAN

DESIGNED BY:	BJ/JS	DATE:	06/16/2026	DWG NO:	2.02	SHEET NO: 4 OF 12
CHECKED BY:	CC/DST	PROJECT NO:	251085			



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06/16/2026

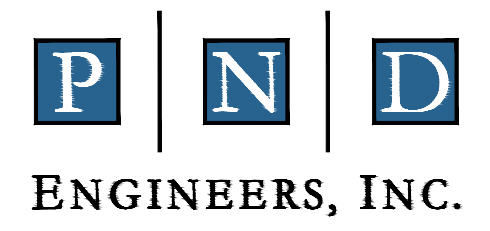


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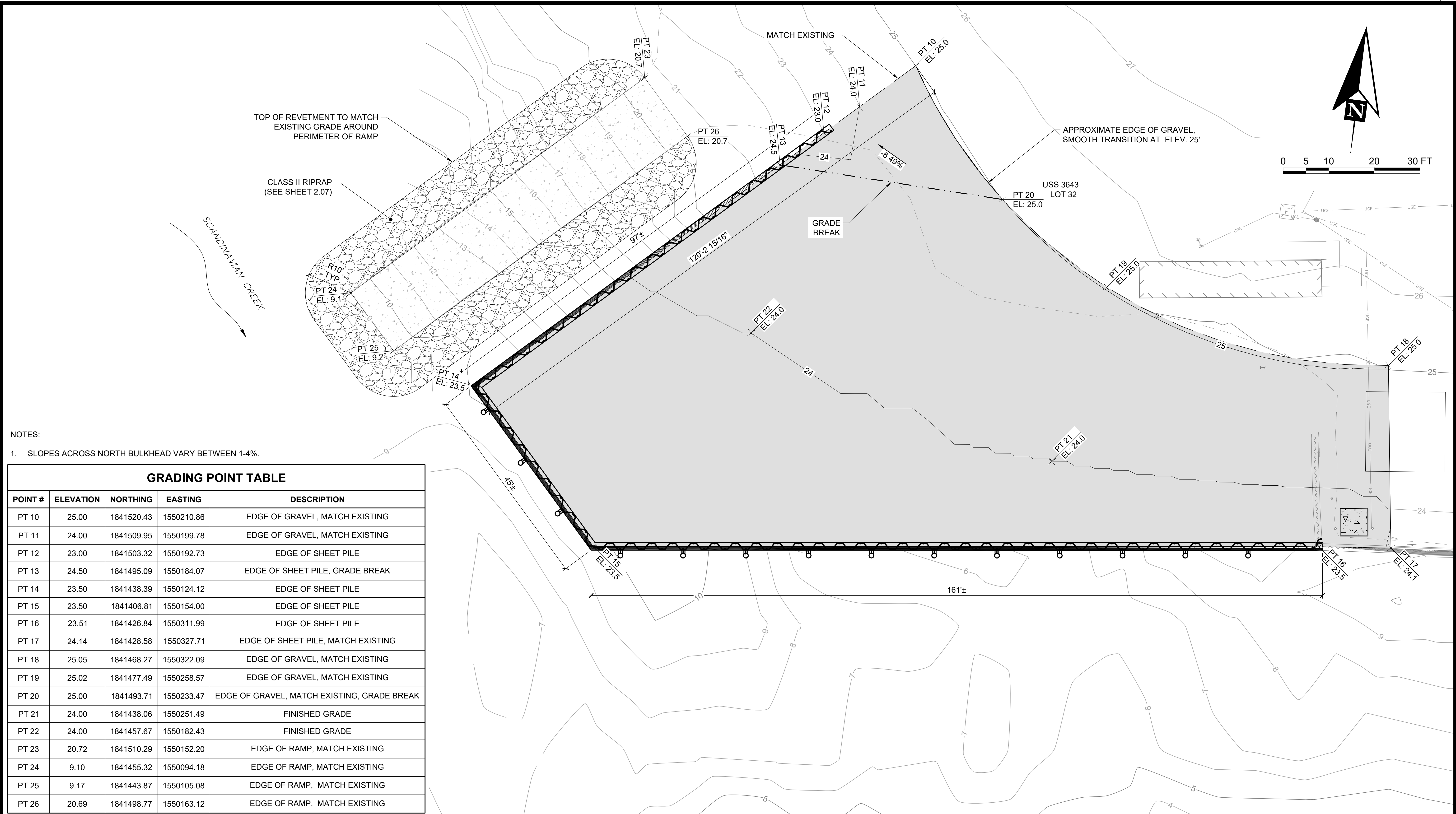
REV	DATE	DESCRIPTION

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PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION			
NORTH BULKHEAD & RAMP SITE PLAN			
DESIGNED BY: BJ/JS		DATE: 06/16/2026	
CHECKED BY: CC/DST		PROJECT NO: 251085	
DWG NO: 2.03		SHEET NO: 5 OF 12	



NOTES:
1. SLOPES ACROSS NORTH BULKHEAD VARY BETWEEN 1-4%.

GRADING POINT TABLE				
POINT #	ELEVATION	NORTHING	EASTING	DESCRIPTION
PT 10	25.00	1841520.43	1550210.86	EDGE OF GRAVEL, MATCH EXISTING
PT 11	24.00	1841509.95	1550199.78	EDGE OF GRAVEL, MATCH EXISTING
PT 12	23.00	1841503.32	1550192.73	EDGE OF SHEET PILE
PT 13	24.50	1841495.09	1550184.07	EDGE OF SHEET PILE, GRADE BREAK
PT 14	23.50	1841438.39	1550124.12	EDGE OF SHEET PILE
PT 15	23.50	1841406.81	1550154.00	EDGE OF SHEET PILE
PT 16	23.51	1841426.84	1550311.99	EDGE OF SHEET PILE
PT 17	24.14	1841428.58	1550327.71	EDGE OF SHEET PILE, MATCH EXISTING
PT 18	25.05	1841468.27	1550322.09	EDGE OF GRAVEL, MATCH EXISTING
PT 19	25.02	1841477.49	1550258.57	EDGE OF GRAVEL, MATCH EXISTING
PT 20	25.00	1841493.71	1550233.47	EDGE OF GRAVEL, MATCH EXISTING, GRADE BREAK
PT 21	24.00	1841438.06	1550251.49	FINISHED GRADE
PT 22	24.00	1841457.67	1550182.43	FINISHED GRADE
PT 23	20.72	1841510.29	1550152.20	EDGE OF RAMP, MATCH EXISTING
PT 24	9.10	1841455.32	1550094.18	EDGE OF RAMP, MATCH EXISTING
PT 25	9.17	1841443.87	1550105.08	EDGE OF RAMP, MATCH EXISTING
PT 26	20.69	1841498.77	1550163.12	EDGE OF RAMP, MATCH EXISTING

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06/16/2026

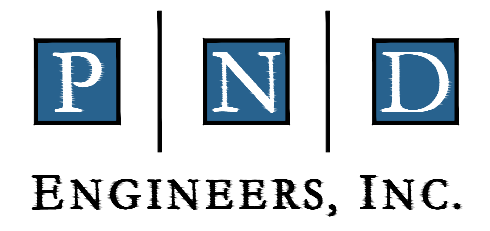


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PROJECT: PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION

TITLE: NORTH BULKHEAD & RAMP GRADING PLAN

DESIGNED BY: BJ/JS

CHECKED BY: CC/DST

DATE: 06/16/2026

PROJECT NO: 251085

DWG NO: 2.04

SHEET NO: 6 OF 12



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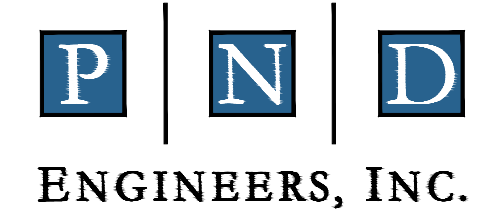


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PROJECT:

**PORT OF DILLINGHAM NORTH
BULKHEAD EXTENSION**

TITLE:

**HARBOR ENTRANCE RAMP EXISTING
CONDITIONS AND DEMOLITION PLAN**

DESIGNED BY: BJ/JS

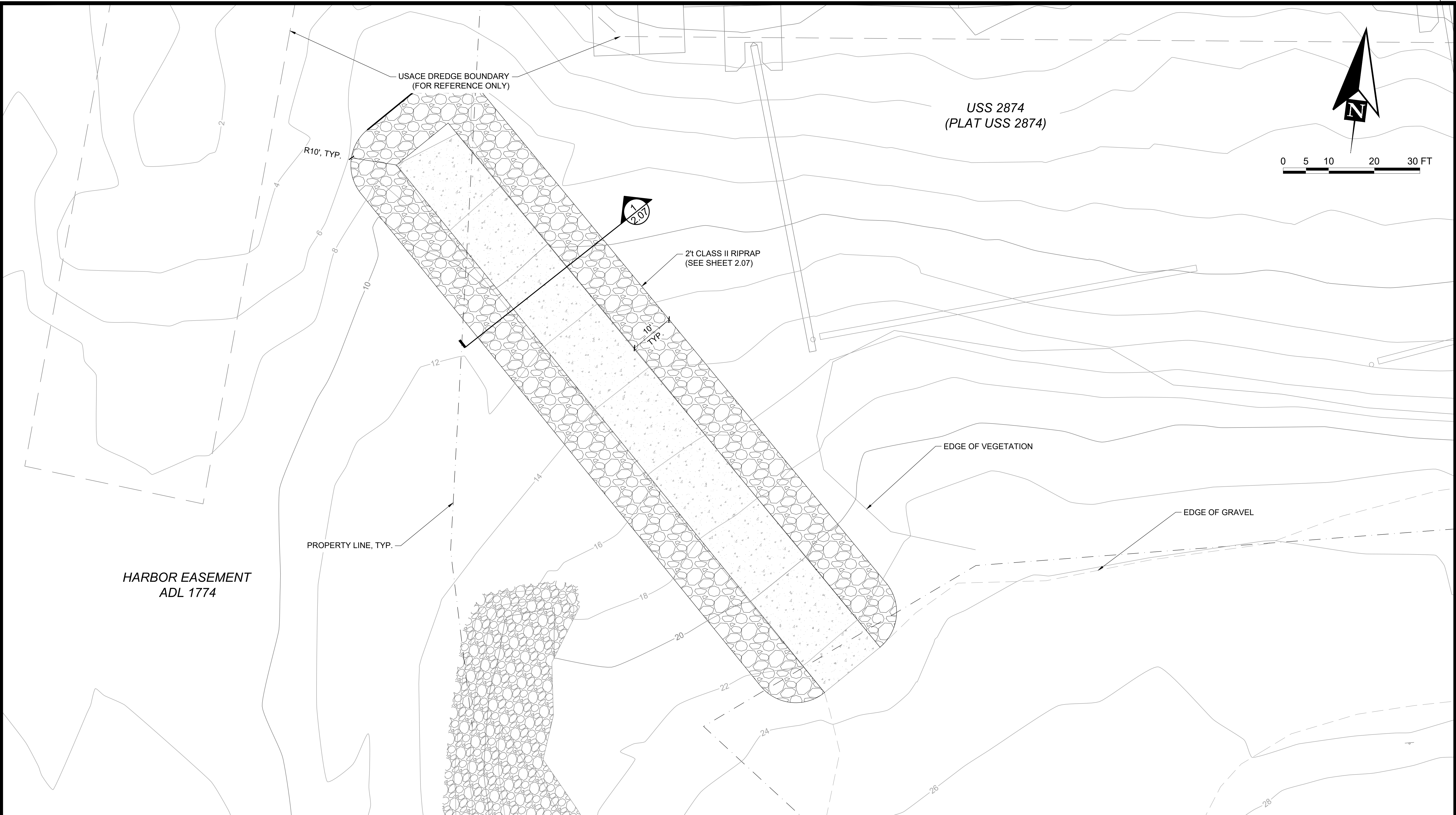
DATE: 06/16/2026

DWG NO: **2.05**

SHEET NO: 7 OF 12

CHECKED BY: CC/DST

PROJECT NO: 251085



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06/16/2026

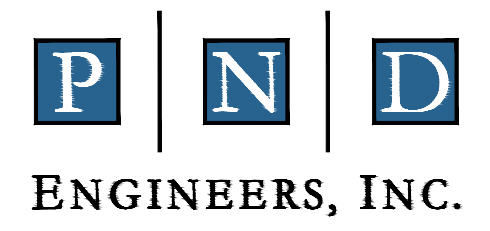


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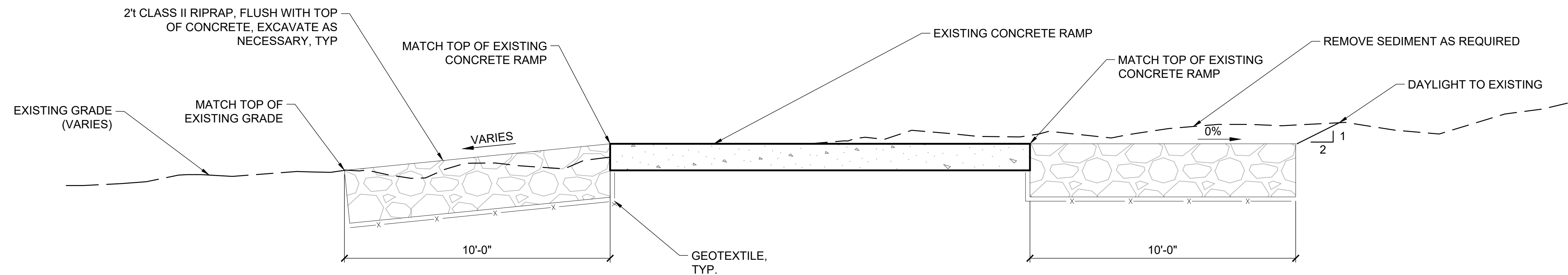
REV	DATE	DESCRIPTION

DATE: _____

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PROJECT: PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION			
TITLE: HARBOR ENTRANCE RAMP SITE PLAN			
DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 2.06	SHEET NO: 8 OF 12
CHECKED BY: CC/DST	PROJECT NO: 251085		



1
2.07
1"=30'

TYPICAL RAMP REVETMENT SECTION



2
2.07
NTS

RAMP REFERENCE IMAGE

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06/16/2026

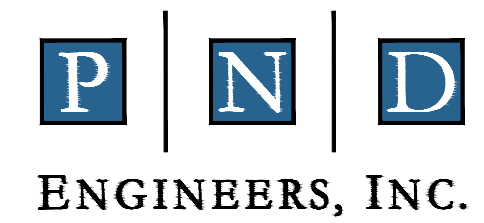


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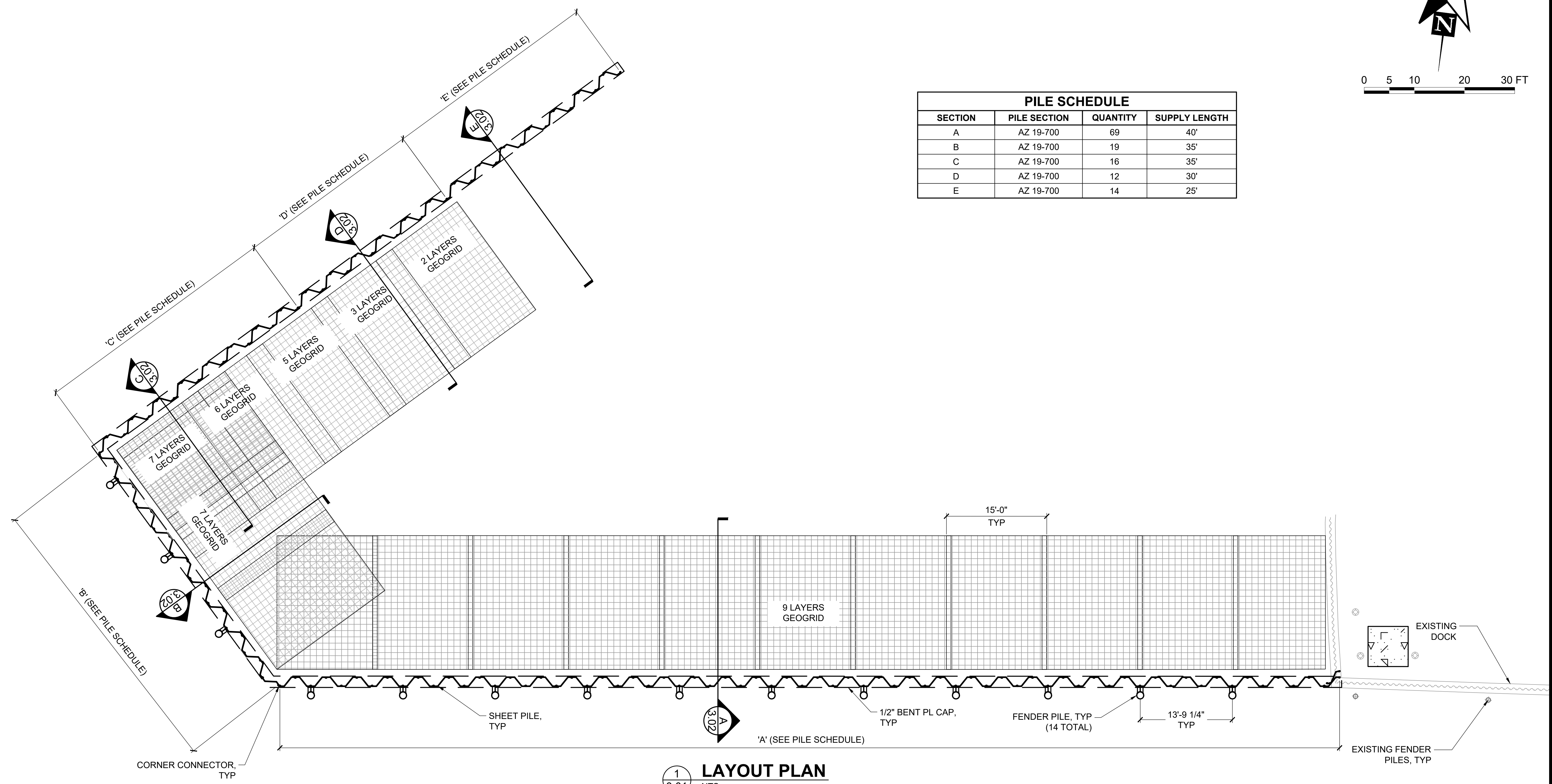
REV	DATE	DESCRIPTION

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PROJECT: PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION		
TITLE: CIVIL DETAILS		
DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 2.07
CHECKED BY: CC/DST	PROJECT NO: 251085	SHEET NO: 9 OF 12



PILE SCHEDULE			
SECTION	PILE SECTION	QUANTITY	SUPPLY LENGTH
A	AZ 19-700	69	40'
B	AZ 19-700	19	35'
C	AZ 19-700	16	35'
D	AZ 19-700	12	30'
E	AZ 19-700	14	25'

1
3.01
LAYOUT PLAN
NTS

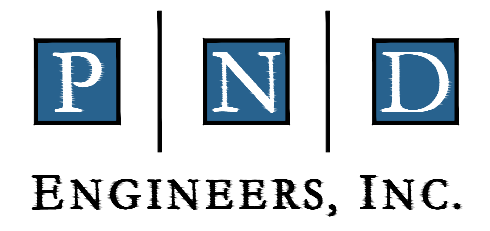
35% SUBMITTAL
06/16/2026



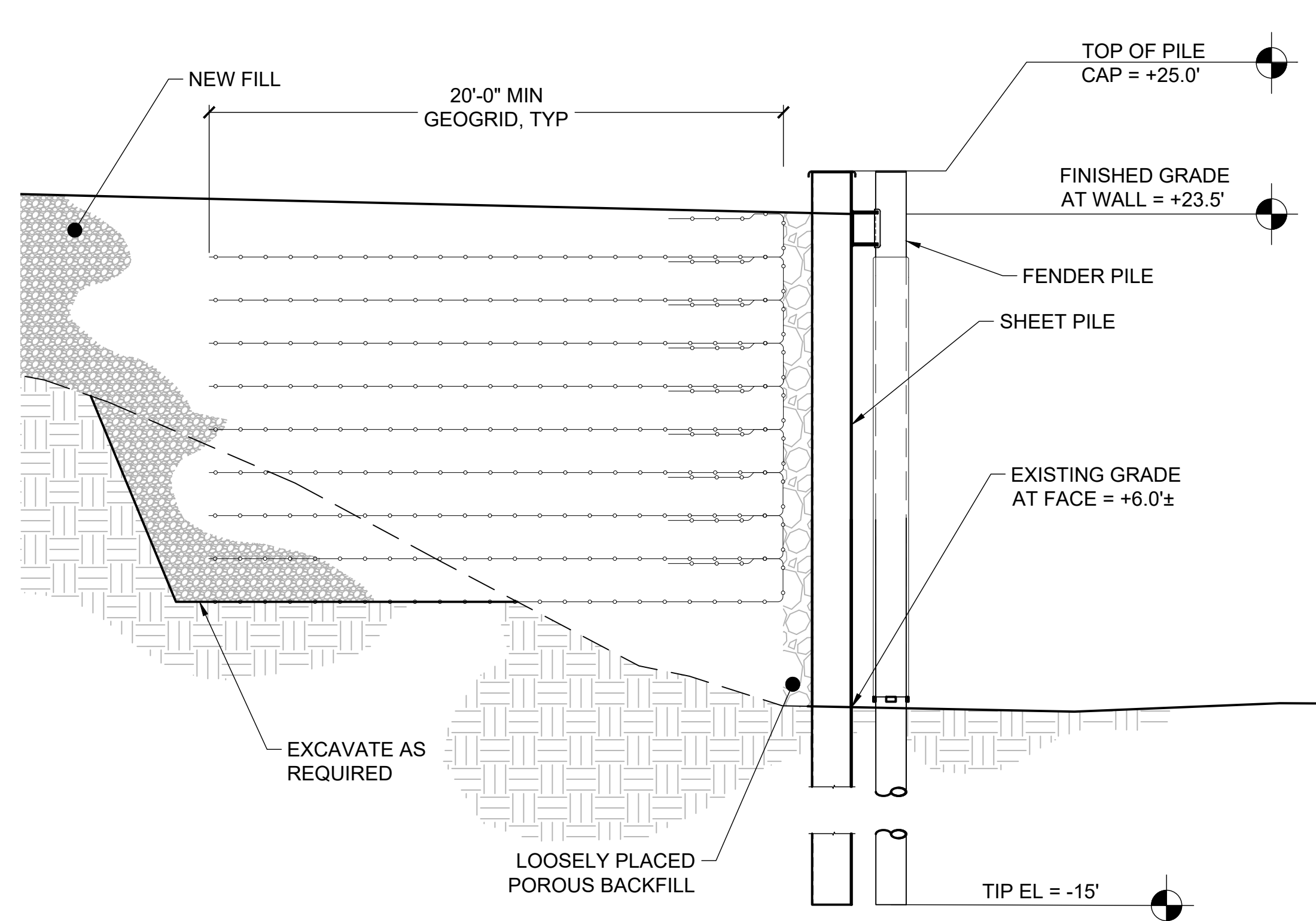
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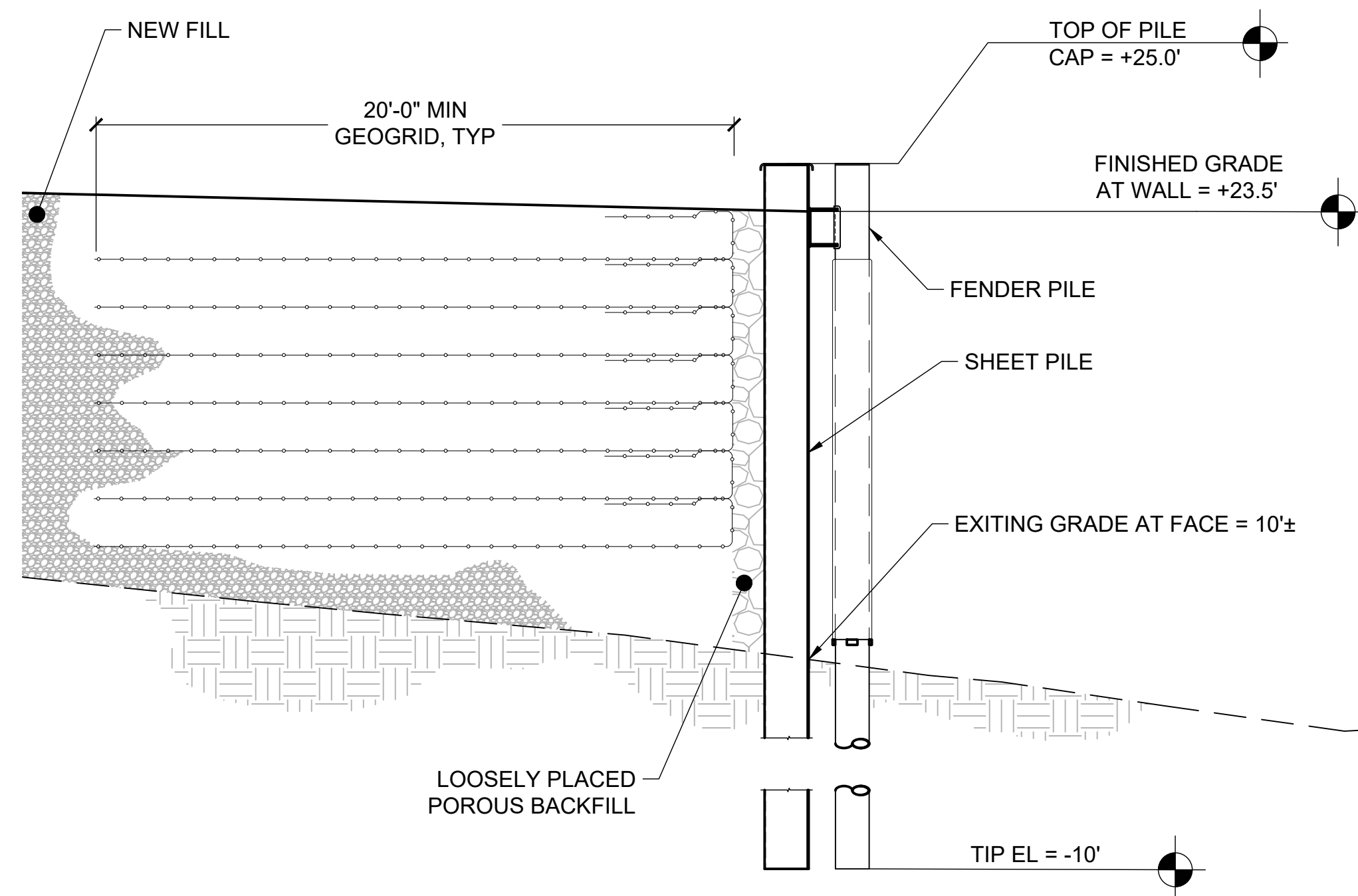


PROJECT: PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION		
TITLE: BULKHEAD LAYOUT		
DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 3.01
CHECKED BY: CC/DST	PROJECT NO: 251085	SHEET NO: 10 OF 12



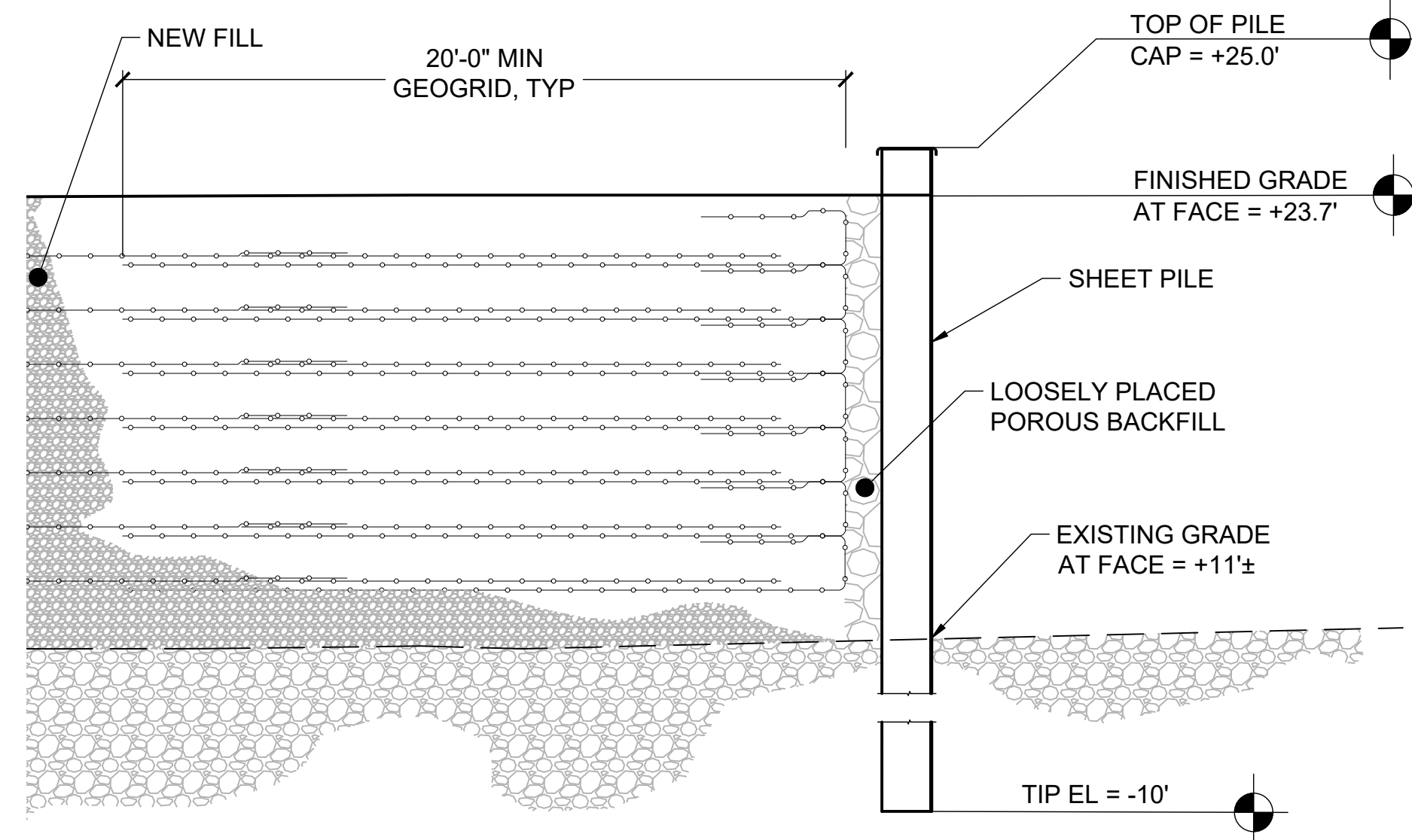
WALL SECTION A

3.02 NTS



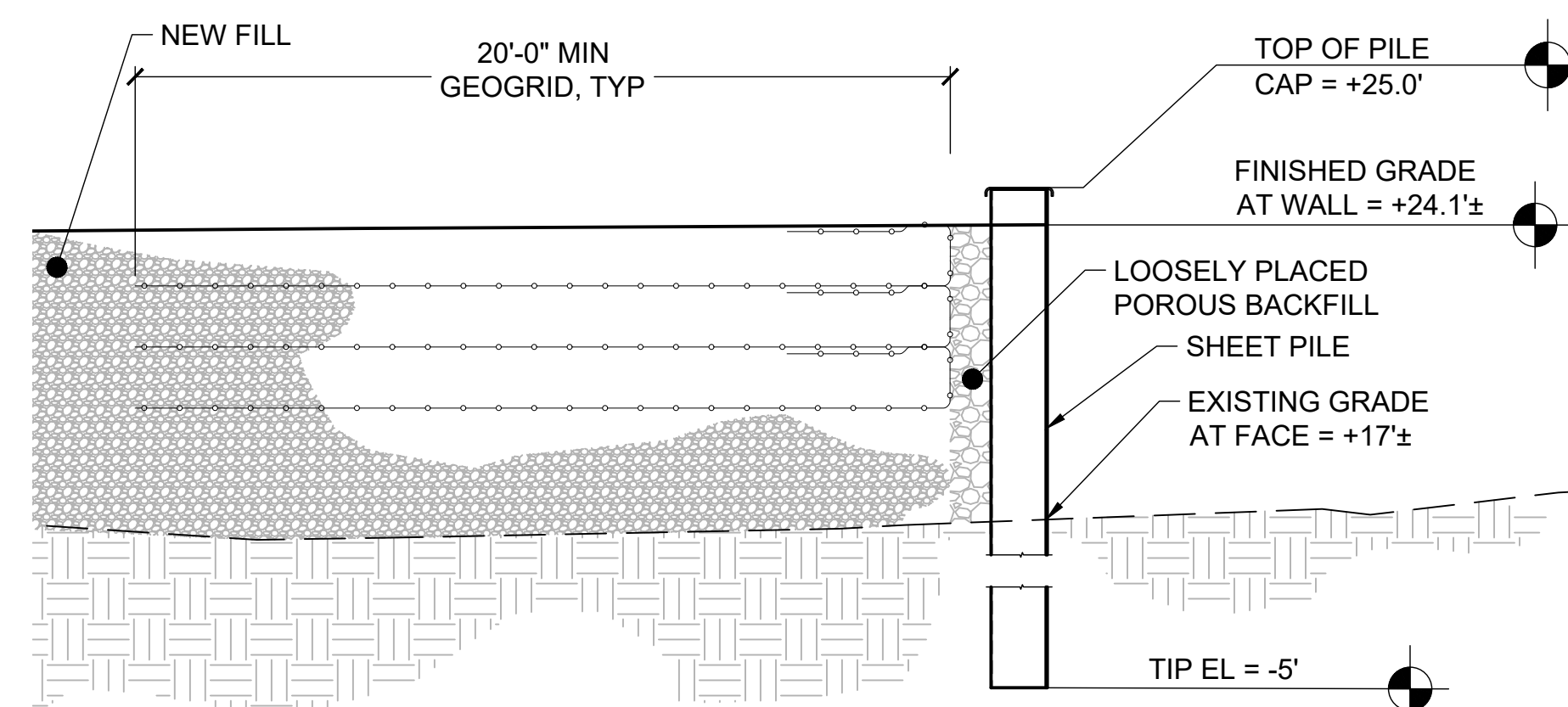
WALL SECTION B

3.02 NTS



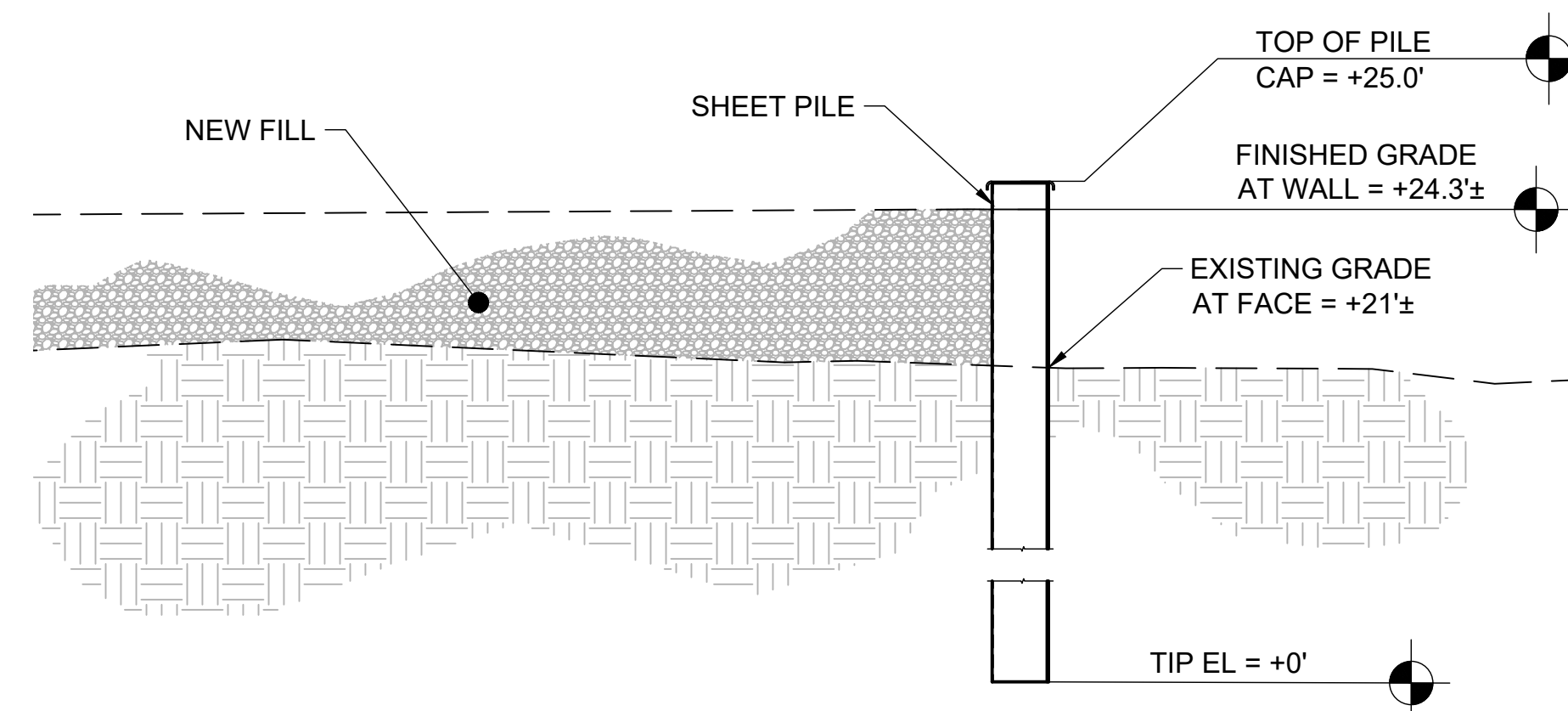
WALL SECTION C

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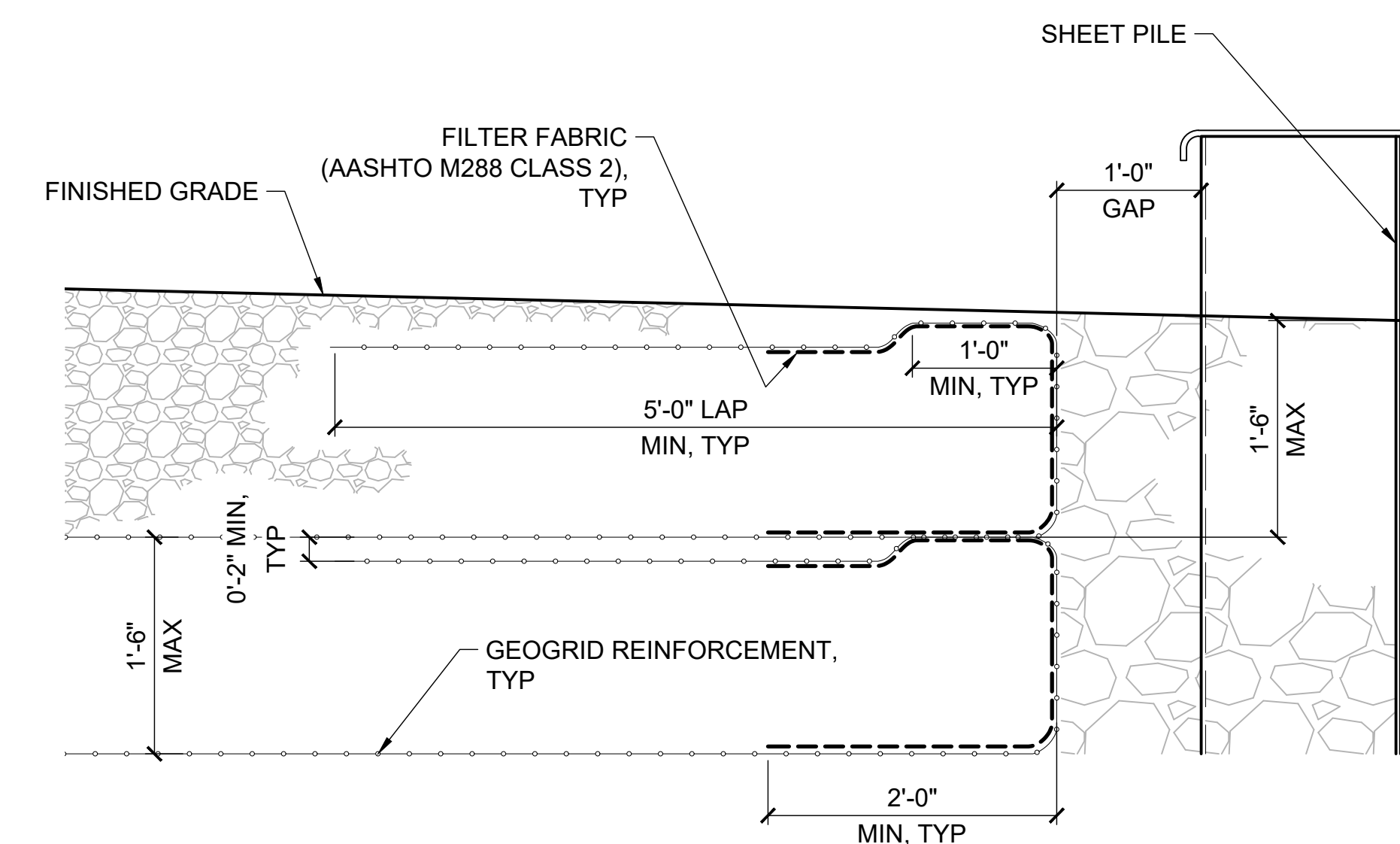
WALL SECTION D

3.02 NTS



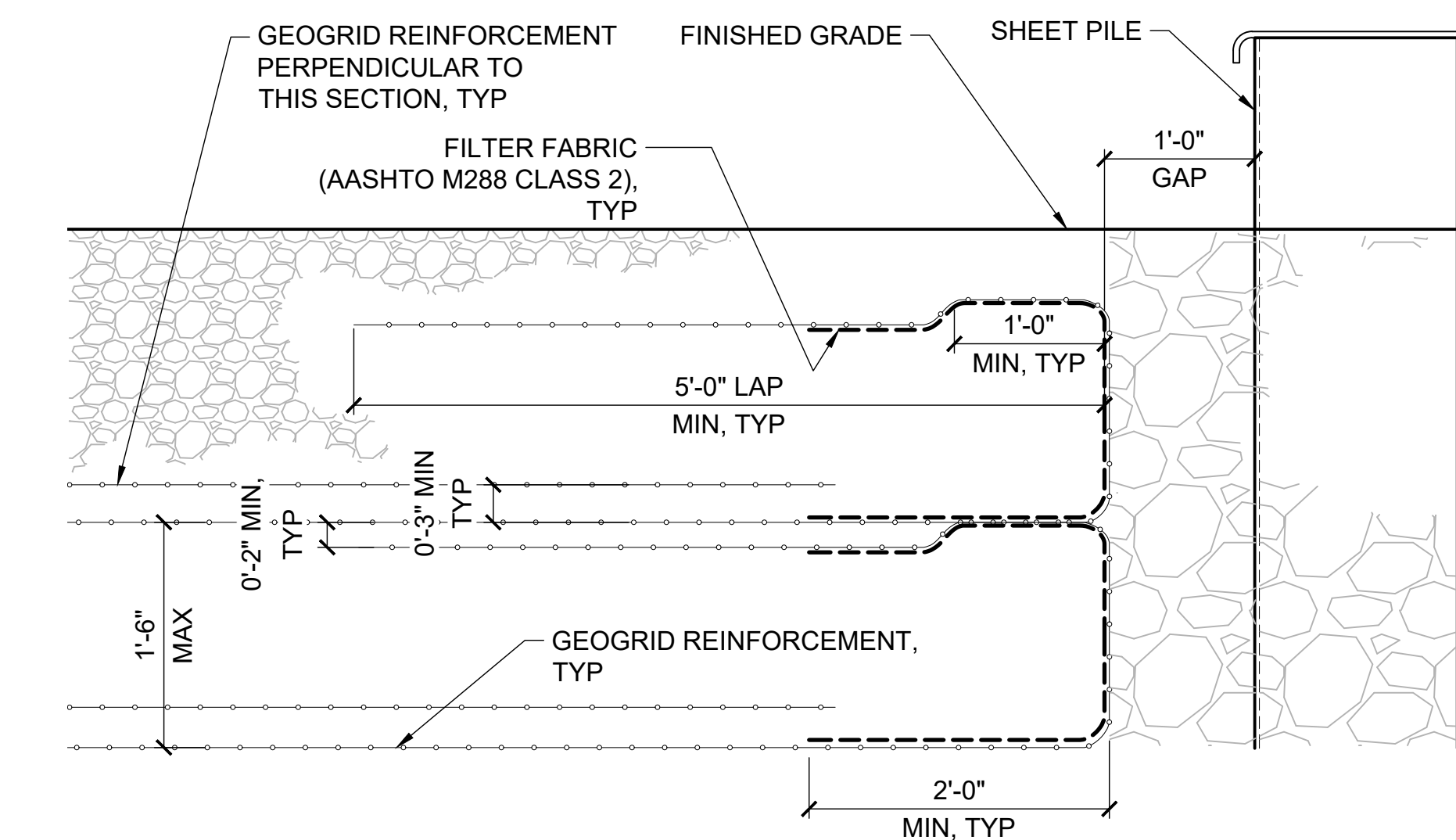
WALL SECTION E

3.02 NTS



1 TYPICAL FACING DETAIL

3.02 NTS

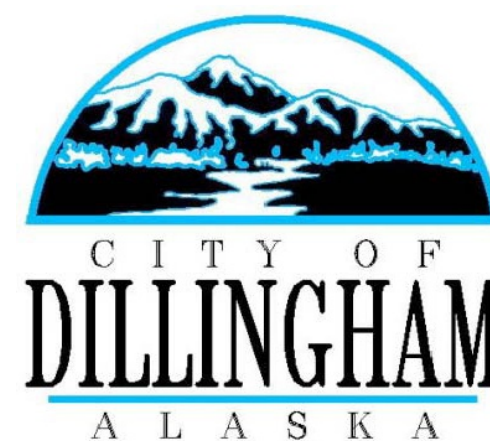


2 TYPICAL CORNER FACING DETAIL

3.02 NTS

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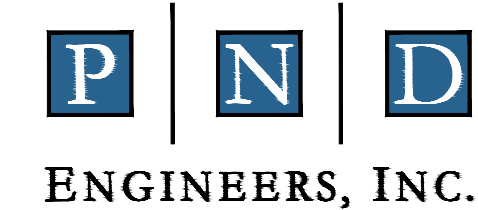
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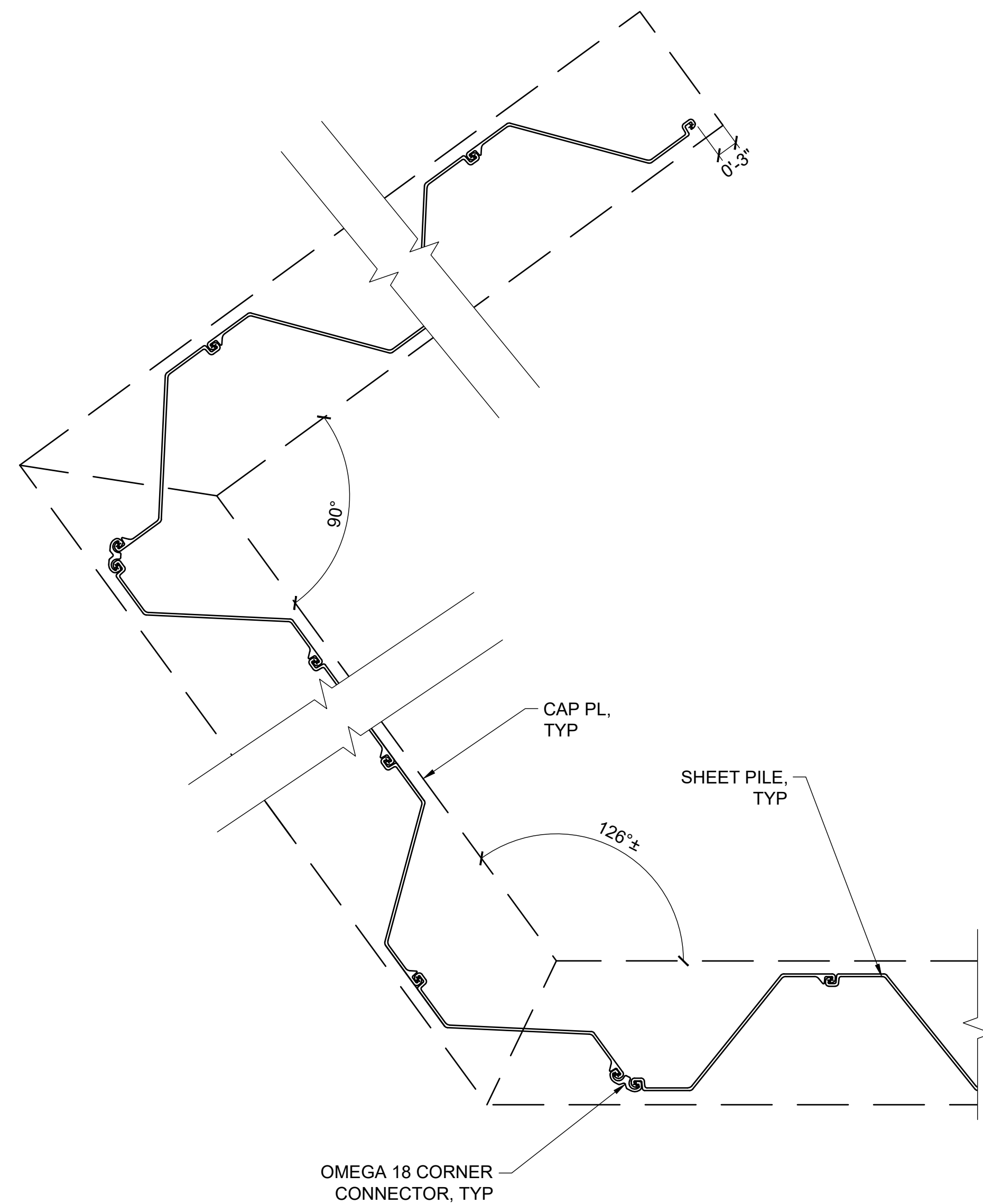
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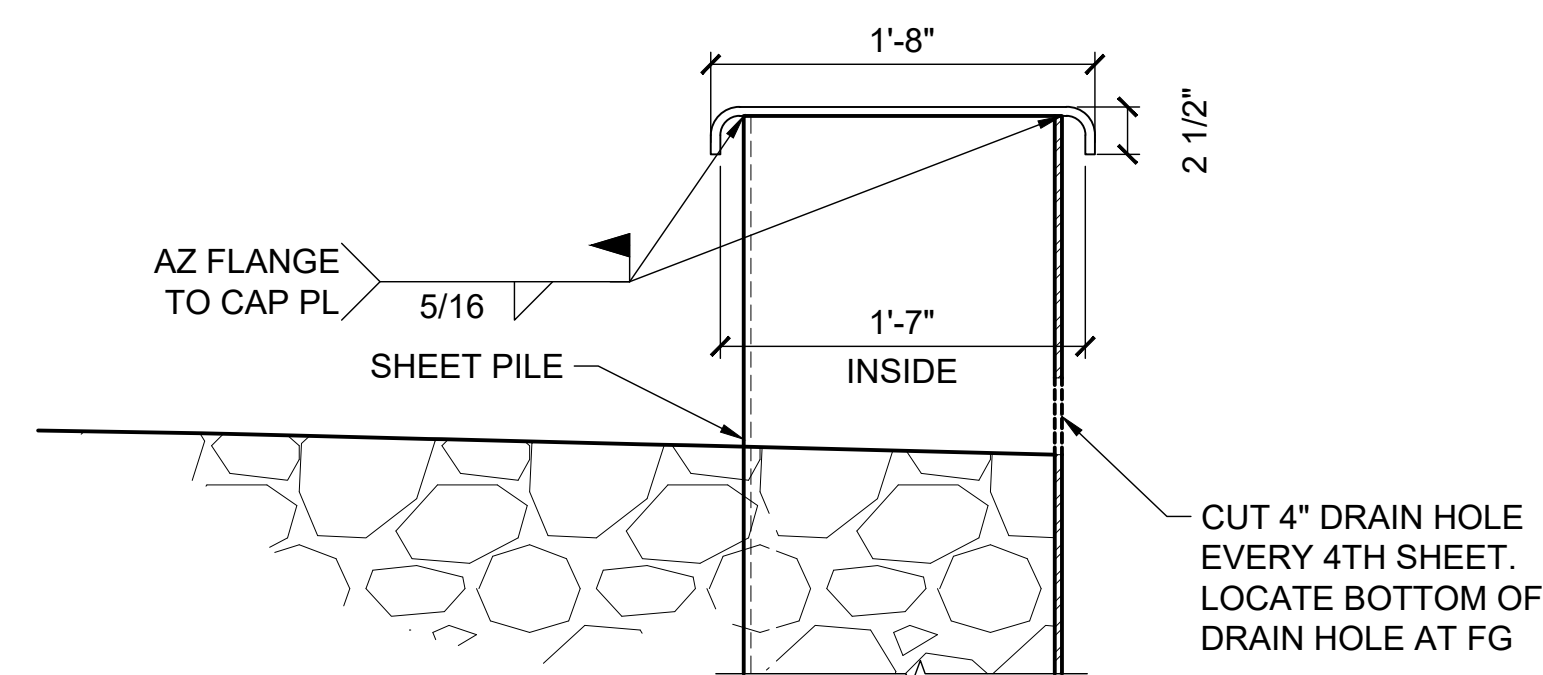
PROJECT: **PORT OF DILLINGHAM NORTH BULKHEAD EXTENSION**

TITLE: **BULKHEAD SECTIONS**

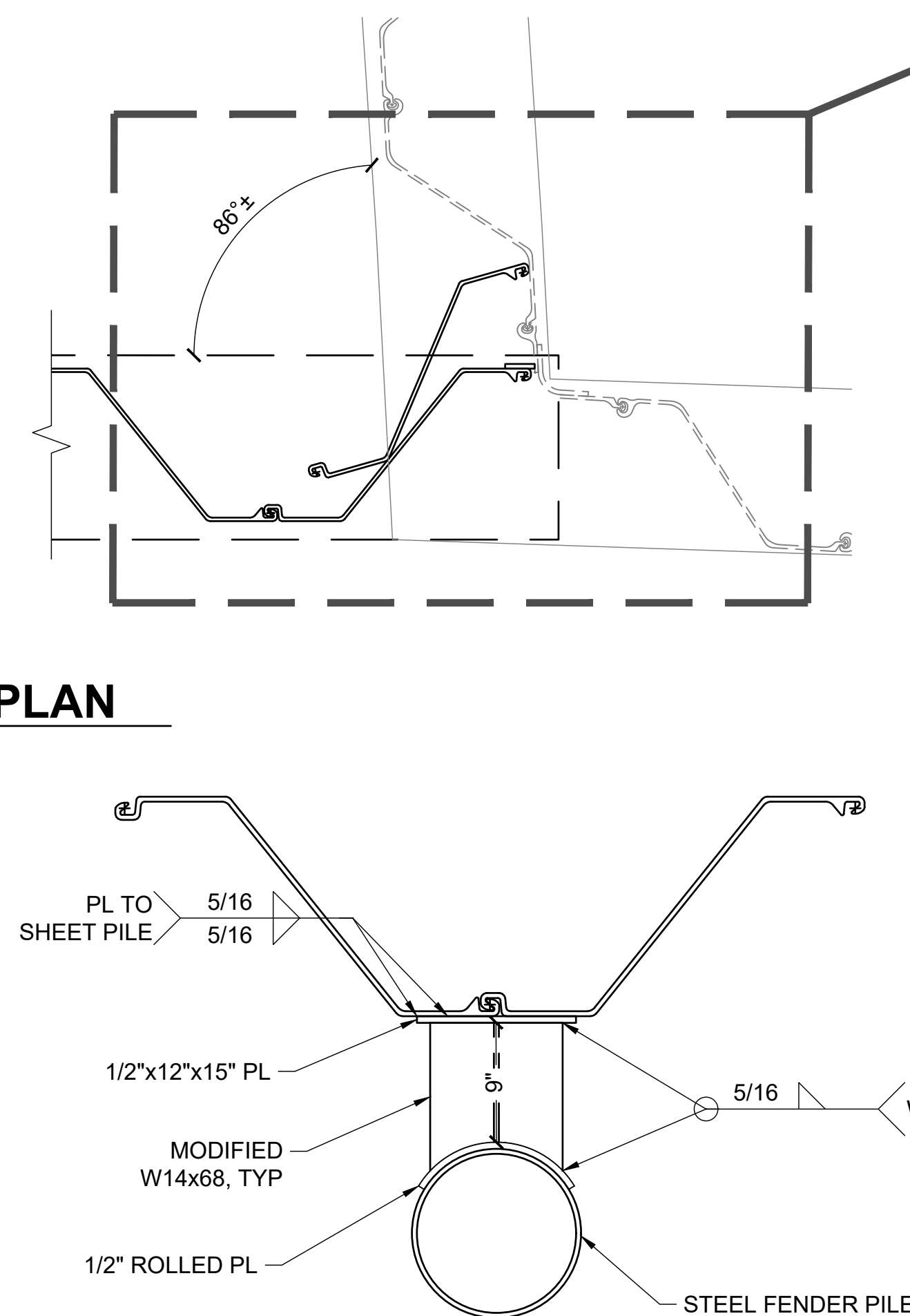
DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 3.02	SHEET NO: 11 OF 12
CHECKED BY: CC/DST	PROJECT NO: 251085		



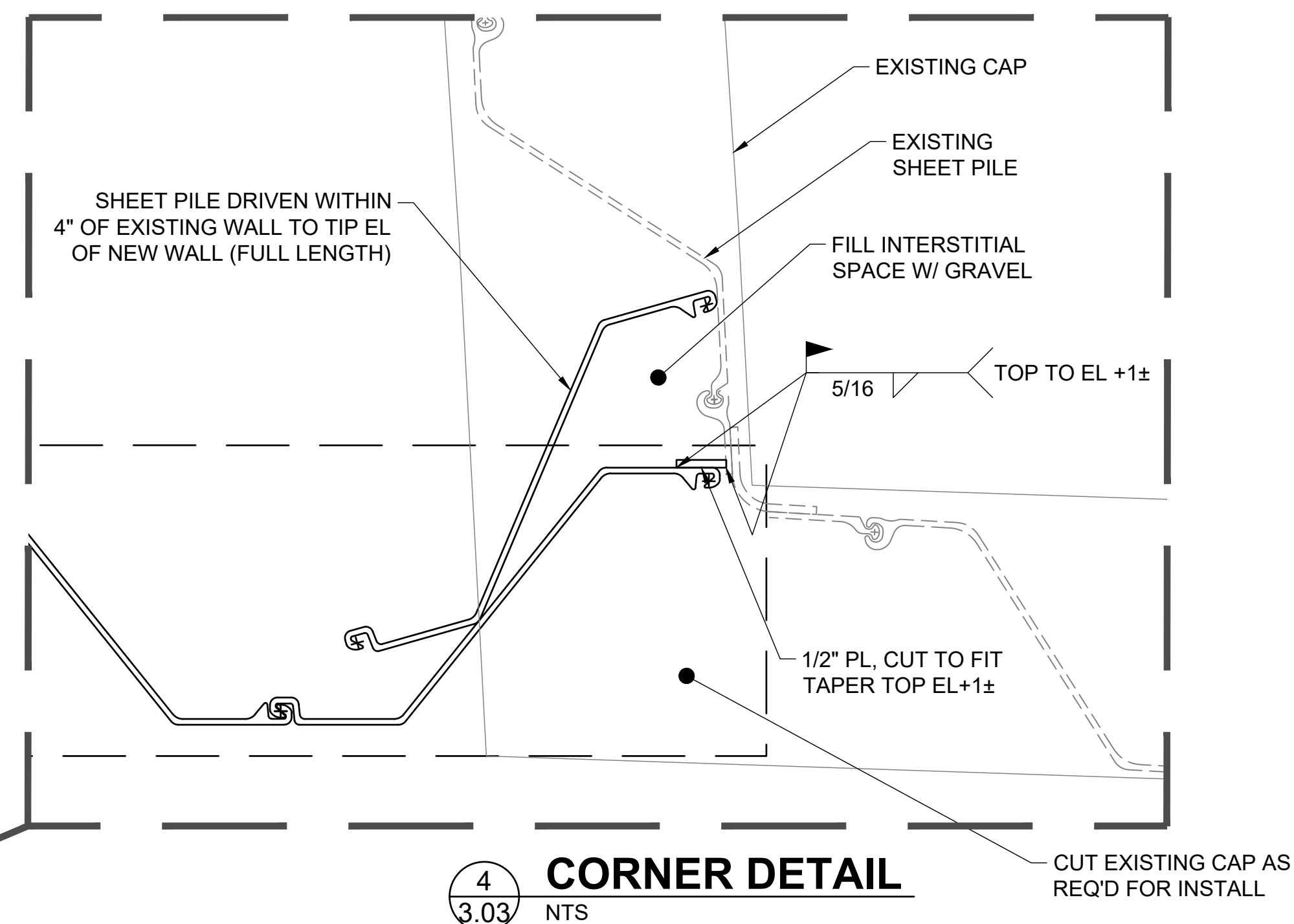
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NTS
BULKHEAD DETAIL PLAN



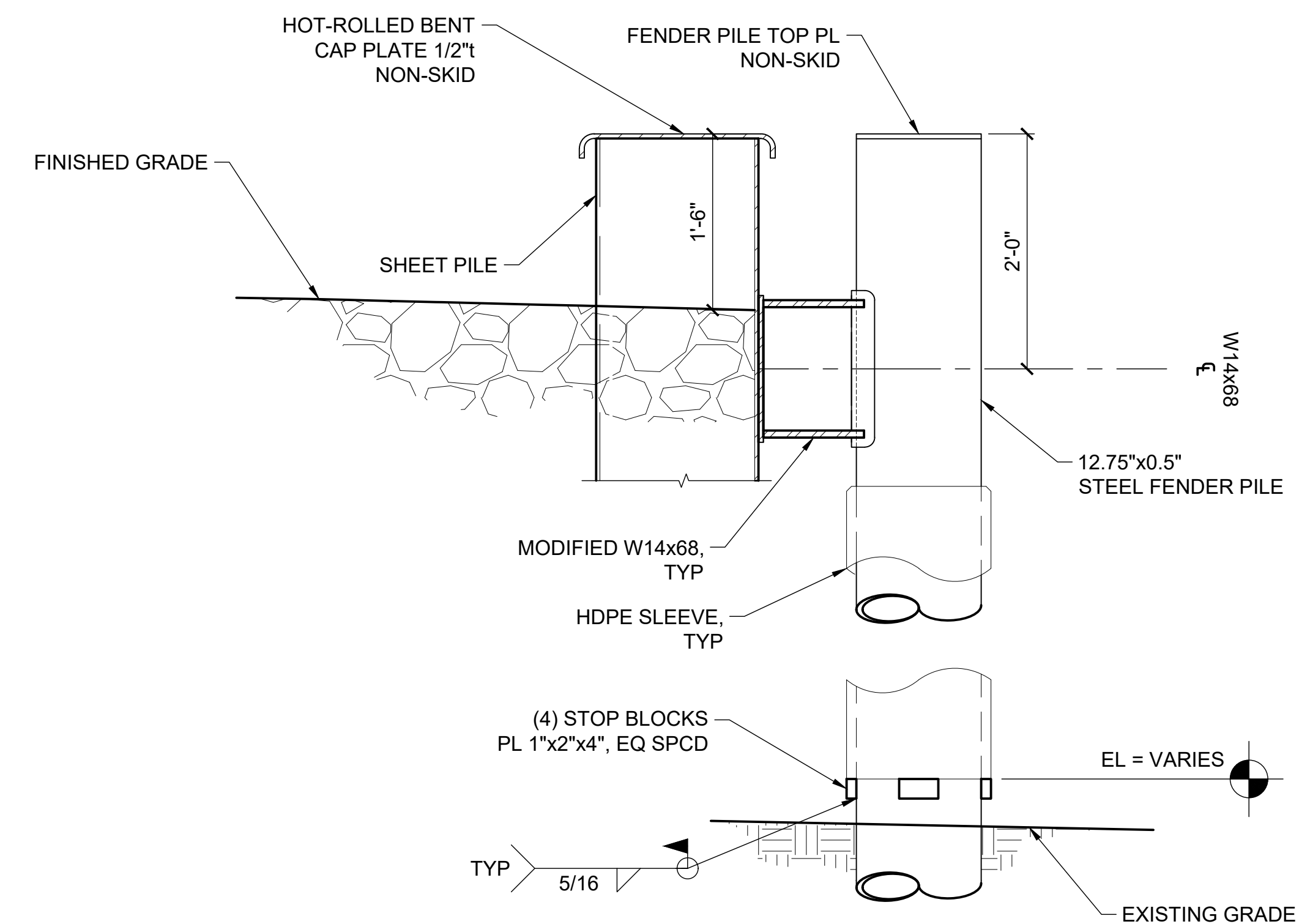
2
3.03
NTS
SHEET PILE CAP DETAIL



3
3.03
NTS
FENDER PILE PLAN

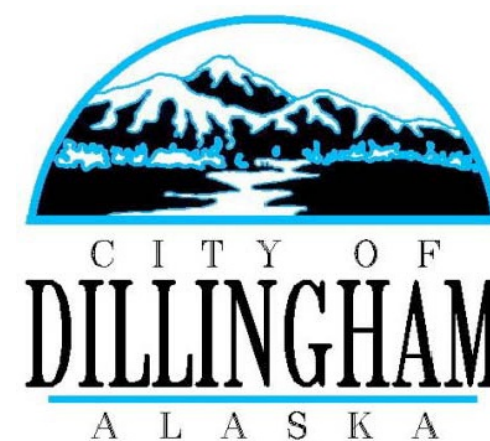


4
3.03
NTS
CORNER DETAIL



5
3.03
NTS
FENDER PILE PROFILE

35% SUBMITTAL
06/16/2026



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P | N | D
ENGINEERS, INC.

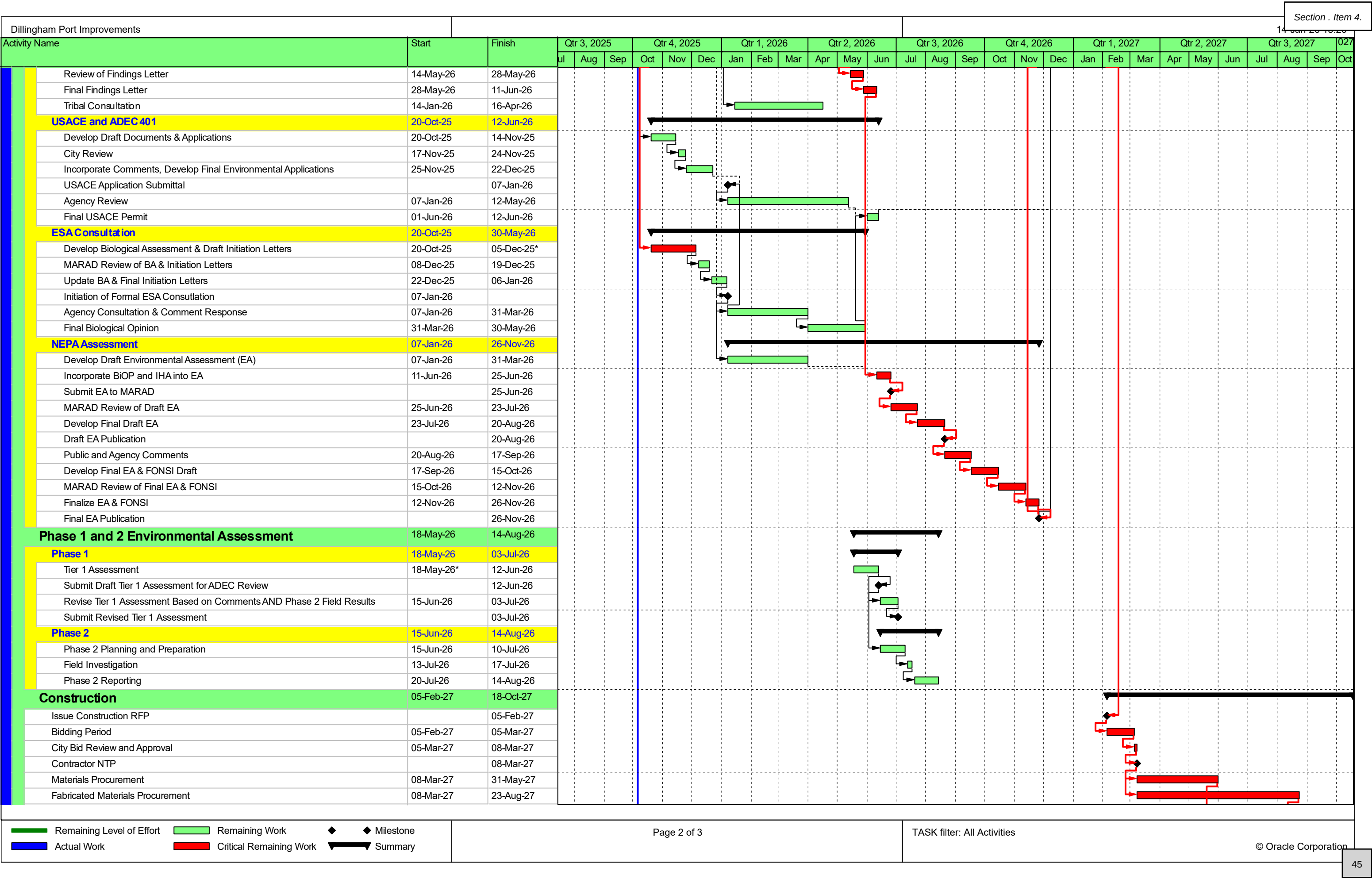
PROJECT: **PORT OF DILLINGHAM NORTH
BULKHEAD EXTENSION**

TITLE: **BULKHEAD DETAILS**

DESIGNED BY: BJ/JS	DATE: 06/16/2026	DWG NO: 3.03	SHEET NO: 12 OF 12
CHECKED BY: CC/DST	PROJECT NO: 251085		

CBS Position Code	Description	Material Quantity	Unit of Measure	Total Unit Cost	Total Cost
		1.00	EA	\$16,675,909.56	\$16,675,909.56
1	Small Boat Harbor Replacement and Bulkhead Extension	1.00	LS	\$11,822,745.09	\$11,822,745.09
1.1	Mob/Demob	1.00	LS	\$908,335.09	\$908,335.09
1.2	Demolition	1.00	LS	\$106,595.92	\$106,595.92
1.3	Launch Ramp Rehabilitation	1.00	LS	\$173,316.64	\$173,316.64
1.4	Float Approaches and Gangways	1.00	LS	\$924,563.06	\$924,563.06
1.5	Float System	1.00	LS	\$6,782,012.42	\$6,782,012.42
1.6	Utilities	1.00	LS	\$211,227.91	\$211,227.91
1.7	Bulkhead Extension	1.00	LS	\$1,176,694.04	\$1,176,694.04
1.8	Contingency (15%)	1.00	LS	\$1,540,000.00	\$1,540,000.00
2	Upland Water and Sewer Upgrades and Lease Lot Development	1.00	LS	\$2,827,339.47	\$2,827,339.47
2.1	Mob/Demob	1.00	LS	\$658,335.09	\$658,335.09
2.2	Uplands Utilities Upgrades	1.00	LS	\$1,324,903.46	\$1,324,903.46
2.3	Uplands Lot Improvements and Road Upgrades	1.00	LS	\$476,100.93	\$476,100.93
2.4	Contingency (15%)	1.00	LS	\$368,000.00	\$368,000.00
3	Engineering, Permitting, Project Management and Construction Admin	1.00	LS	\$1,769,825.00	\$1,769,825.00
3.1	Project Permitting, NEPA and 90% Design	1.00	LS	\$757,000.00	\$757,000.00
3.2	Final Design and Bid Support	1.00	LS	\$150,000.00	\$150,000.00
3.3	Construction Administration	1.00	LS	\$250,000.00	\$250,000.00
3.4	Inspection	1.00	LS	\$612,825.00	\$612,825.00
4	Escalation (0.5 year @3.1%)	1.00	LS	\$256,000.00	\$256,000.00
21					\$16,675,909.56

Activity Name	Start	Finish	Qtr 3, 2025			Qtr 4, 2025			Qtr 1, 2026			Qtr 2, 2026			Qtr 3, 2026			Qtr 4, 2026			Qtr 1, 2027			Qtr 2, 2027			Qtr 3, 2027			027
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Dillingham Port Improvements	13-Jun-25 A	18-Oct-27																												
Project Initiation	13-Jun-25 A	15-Jul-25 A																												
Contract Negotiations	13-Jun-25 A	15-Jul-25 A																												
NTP	15-Jul-25 A																													
Design	06-Oct-25	05-Feb-27																												
Site Visit	06-Oct-25	19-Nov-25																												
Document Development, Coordination and Preparation	06-Oct-25*	17-Oct-25																												
Site Visit	20-Oct-25	22-Oct-25																												
Report Development	23-Oct-25	19-Nov-25																												
Submit Site Visit Report		19-Nov-25																												
Basis of Design (BOD)	06-Oct-25	31-Oct-25																												
Develop Preliminary Draft BOD	06-Oct-25	31-Oct-25																												
Submit Preliminary Draft BOD for Review		31-Oct-25																												
Concept Design	03-Nov-25	28-Jan-26																												
Concept Evaluation and Analysis	03-Nov-25	31-Dec-25																												
Develop Concept Designs and Supporting Memorandum	01-Jan-26	28-Jan-26																												
Submit Concept Design		28-Jan-26																												
35% Design	29-Jan-26	03-Jun-26																												
Advance Plans, Specifications and Estimates to 35%	29-Jan-26	20-May-26																												
Submit 35% Design Documents		20-May-26																												
City Review	21-May-26	03-Jun-26																												
35% Design Review		03-Jun-26																												
65% Design	04-Jun-26	07-Oct-26																												
Advance Plans, Specifications and Estimates to 65%	04-Jun-26	23-Sep-26																												
Submit 65% Design Documents		23-Sep-26																												
City Review	24-Sep-26	07-Oct-26																												
65% Design Review		07-Oct-26																												
90% Design	26-Nov-26	08-Jan-27																												
Advance Plans, Specifications and Estimates to 90%	26-Nov-26	24-Dec-26																												
Submit 90% Design Documents		24-Dec-26																												
City Review	24-Dec-26	08-Jan-27																												
90% Design Review		08-Jan-27																												
100% Design	08-Jan-27	05-Feb-27																												
Advance Plans, Specifications and Estimates to 100%	08-Jan-27	05-Feb-27																												
Submit 100% Design Documents		05-Feb-27																												
Environmental Permits and Approvals for Construction	06-Oct-25	26-Nov-26																												
Develop Project Description for Permit Applications	06-Oct-25	17-Oct-25																												
Permits Recieved		26-Nov-26																												
NHPA Compliance	20-Oct-25	11-Jun-26																												
Cultural Resources Review Desktop Study	20-Oct-25	05-Dec-25																												
Review of Desktop Study	08-Dec-25	08-Dec-25																												
Section 106 & Tribal Consultation Letters Draft	08-Dec-25	22-Dec-25																												
MARAD Review of Consultation Letters	22-Dec-25	07-Jan-26																												
Section 106 & Tribal Consultation Letters Submittal	07-Jan-26	14-Jan-26																												
SHPO Consultation	14-Jan-26	16-Apr-26																												
Draft Findings Letter	16-Apr-26	14-May-26																												



Dillingham Port Improvements

Section . Item 4.

Activity Name	Start	Finish	Qtr 3, 2025			Qtr 4, 2025			Qtr 1, 2026			Qtr 2, 2026			Qtr 3, 2026			Qtr 4, 2026			Qtr 1, 2027			Qtr 2, 2027			Qtr 3, 2027			Q4 2027
			Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Onsite Construction- Bulkhead and Upland Utilities	31-May-27	18-Oct-27																												
	23-Aug-27	18-Oct-27																												

Remaining Level of Effort

Remaining Work

Actual Work

Critical Remaining Work

◆ Milestone

Summary

Page 3 of 3

TASK filter: All Activities

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Hi Danny,

Wanted to provide you with an update on the funding status in support of the U.S. Army Corps of Engineers (USACE) maintenance dredging of Dillingham Harbor.

The President's Budget for fiscal year 2027 (FY27) was released on 3-Apr-2026. You can access the USACE FY27 Civil Works Press Book using the following link:

<https://www.usace.army.mil/Missions/Civil-Works/Budget/>

Budget Information

Explore more Budget Information by clicking on a fiscal year below.

FY 2027	FY 2026	FY 2025	FY 2024	FY 2023
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Budget Crosswalk

- Fiscal Year 2027
 - Construction
 - Harbor Maintenance Trust Fund
 - Inland Waterways Trust Fund
 - Investigations
 - Mississippi River and Tributaries
 - Operation and Maintenance

Press Books

- Fiscal Year 2027

The FY27 President’s Budget reflects USACE capabilities and priorities for executing the Civil Works program. The current budget prioritizes limited resources towards core mission areas, with a strong emphasis on completing ongoing projects. While the FY27 budget does not include funding for Dillingham Harbor, we are continuing to perform the 2026 maintenance dredging under the recently awarded contract using the funds on hand.

The USACE FY26 Work Plan was released on 7-Apr-2026. You can also access that information from the link above, but will need to utilize the “Work Plans” data by scrolling further down the page.

Work Plans

Explore more Work Plans by clicking on a fiscal year below.

[FY 2026](#)[FY 2025](#)[FY 2024](#)[FY 2023](#)[FY 2022](#)

Fiscal Year 2026

- [Investigations](#)
- [Construction](#)
- [Operation & Maintenance](#)
- [Mississippi River and Tributaries](#)
- [FUSRAP](#)

Likewise the FY26 Work Plan does not include funding for Dillingham Harbor. We will continue to work on the project with the existing funds on hand until they are exhausted at which time we will have to stop work. That is anticipated to occur at some point this calendar year.

Should you have any further questions related to the status of the project, please let us know, and we will work to provide information in a timely manner.

Respectfully,

Michael Tencza | Operations Manager

Operations Branch

Construction and Operations Division

U.S. Army Corps of Engineers, AK District

(907) 753-2648

**U.S. ARMY CORPS OF ENGINEERS - CIVIL WORKS
FY 2027 BUDGET - HARBOR MAINTENANCE TRUST FUND ACCOUNT**

STATE	MSC	PROGRAM NAME	BUSINESS PROGRAM	FY2027 PRESIDENT'S BUDGET LEVEL	AMOUNT ASSUMED IN THE PROPOSED DISTRICT SALARIES AND EXPENSES ACCOUNT	TOTAL FUNDING LEVEL UNDER EXISTING BUDGET ACCOUNT STRUCTURE
CONSTRUCTION						
LA	MVD	CALCASIEU RIVER AND PASS, LA	NHD	8,617,500	1,617,500	10,235,000
MD	NAD	POPLAR ISLAND, MD	AER	18,450,000	4,050,000	22,500,000
NC	SAD	WILMINGTON HARBOR, NC	NHD	3,880,500	684,500	4,565,000
XX	HQ	CAP-SECTION 204-BENEFICIAL USES OF DREDGED MATERIAL	RI	200,000	800,000	1,000,000
MISSISSIPPI RIVER AND TRIBUTARIES						
AR	MVD	HELENA HARBOR, PHILLIPS COUNTY, AR	NHS	590,000	22,000	612,000
LA	MVD	BATON ROUGE HARBOR, DEVIL SWAMP, LA	NHS	850,000	73,000	923,000
MS	MVD	GREENVILLE HARBOR, MS	NHS	1,230,000	136,000	1,366,000
MS	MVD	VICKSBURG HARBOR, MS	NHS	930,000	147,000	1,077,000
TN	MVD	MEMPHIS HARBOR, MCKELLAR LAKE, TN	NHS	2,375,000	198,000	2,573,000
OPERATION AND MAINTENANCE						
AK	POD	ANCHORAGE HARBOR, AK	NHD	13,675,000	77,000	13,752,000
AK	POD	DOUGLAS HARBOR, AK	NHS	-	350,000	350,000
AK	POD	NOME HARBOR, AK	NHD	-	70,000	70,000
AL	SAD	MOBILE HARBOR, AL	NHD	40,613,000	2,485,000	43,098,000
AL	SAD	WATER AND ENVIRONMENTAL CERTIFICATION, AL	NHS	-	155,000	155,000
AR	MVD	HELENA HARBOR, PHILLIPS COUNTY, AR	NHS	580,000	27,000	607,000
AR	MVD	OSCEOLA HARBOR, AR	NHS	-	17,000	17,000
AR	MVD	YELLOW BEND PORT, AR	NHS	-	20,000	20,000
AS	POD	AUASI HARBOR, AS	NHS	-	17,000	17,000
AS	POD	AUNUU HARBOR, AS	NHS	-	17,000	17,000
AS	POD	OFU HARBOR, AS	NHD	-	18,000	18,000
AS	POD	TAU HARBOR, AS	NHS	-	18,000	18,000
CA	SPD	BERKELEY MARINA, ALAMEDA COUNTY, CA	NHS	-	40,000	40,000
CA	SPD	BODEGA BAY, CA	NHS	-	40,000	40,000
CA	SPD	CHANNEL ISLANDS HARBOR, CA	NHD	-	16,000	16,000
CA	SPD	CRESCENT CITY HARBOR, CA	NHS	28,000	12,000	40,000
CA	SPD	DANA POINT HARBOR, CA	NHD	-	40,000	40,000
CA	SPD	FISHERMAN'S WHARF AREA, CA	NHS	-	80,000	80,000
CA	SPD	HUMBOLDT HARBOR AND BAY, CA	NHD	4,656,000	1,817,000	6,473,000
CA	SPD	JACK D. MALTESTER CHANNEL (SAN LEANDRO MARINA), CA	NHS	-	40,000	40,000
CA	SPD	LOS ANGELES - LONG BEACH HARBORS, CA	NHD	-	25,000	25,000
CA	SPD	MARINA DEL REY, CA	NHD	-	8,000	8,000
CA	SPD	MONTEREY HARBOR, CA	NHS	-	40,000	40,000
CA	SPD	MORRO BAY HARBOR, CA	NHD	-	24,000	24,000
CA	SPD	MOSS LANDING HARBOR, CA	NHD	-	40,000	40,000
CA	SPD	NEWPORT BAY HARBOR, CA	NHD	-	30,000	30,000
CA	SPD	OAKLAND HARBOR, CA	NHD	27,676,000	1,780,000	29,456,000
CA	SPD	OCEANSIDE HARBOR, CA	NHD	-	12,000	12,000
CA	SPD	OYSTER POINT MARINA, CA	NHS	-	40,000	40,000

**ARMY CIVIL WORKS PROGRAM
FY 2026 WORK PLAN - OPERATION AND MAINTENANCE**

Section . Item 5.

FOR ILLUSTRATIVE PURPOSES ONLY. THIS TABLE SHOWS HOW THE PROJECTS IN THIS ACCOUNT WOULD BE FUNDED IF DISTRICT SALARIES & EXPENSES WERE FUNDED IN A SEPARATE ACCOUNT IN FY2026. IN THE PAST, DISTRICT SALARIES & EXPENSES WERE INCLUDED IN THE TOTAL PROJECT AMOUNTS AND NOT DISPLAYED SEPARATELY.

STATE	DIVISION	BUSINESS PROGRAM 1/	PROJECT OR PROGRAM	FY 2026 BUDGET	FY 2026 EXPLANATORY STATEMENT 2/	ADDITIONAL WORK PLAN AMOUNT	TOTAL FY 2026 ALLOCATION 3/	BREAKOUT OF TOTAL FY 2026 ALLOCATION		LINE ITEM OF ADDITIONAL FUNDING 4/	SUMMARY OF WORK TO BE ACCOMPLISHED WITH CONFERENCE ALLOCATION	SUMMARY OF WORK TO BE ACCOMPLISHED WITH ADDITIONAL FUNDING ALLOCATION
								DISTRICT SALARIES & EXPENSES AMOUNT 5/	OTHER PROJECT FUNDING AMOUNT 5/			
AK	POD	NHD	ANCHORAGE HARBOR, AK	\$ 13,414,000	\$ 13,414,000		\$ 13,414,000	\$ 2,682,800	\$ 10,731,200		Funds will be used for commonly performed O&M work including dredging. This project supports access by Native American tribes to their legally recognized historic fishing areas.	
AK	POD	REC , ENS , FDRR	CHENA RIVER LAKES, AK (MOOSE CREEK DAM)	\$ 6,260,000	\$ 6,260,000		\$ 6,260,000	\$ 2,504,000	\$ 3,756,000		Funds will be used for commonly performed O&M work.	
AK	POD	NHS	DILLINGHAM HARBOR, AK	\$ 1,391,000	\$ 1,391,000		\$ 1,391,000	\$ 278,200	\$ 1,112,800		Funds will be used for commonly performed O&M work including dredging. This project supports access by Native American tribes to their legally recognized historic fishing areas.	
AK	POD	NHS	DOUGLAS HARBOR, AK	\$ 385,000	\$ 385,000		\$ 385,000	\$ 77,000	\$ 308,000		Funds will be used for commonly performed O&M work including dredging.	
AK	POD	NHD	HOMER HARBOR, AK	\$ 736,000	\$ 736,000		\$ 736,000	\$ 147,200	\$ 588,800		Funds will be used for commonly performed O&M work including dredging. This project supports access by Native American tribes to their legally recognized historic fishing areas.	
AK	POD	FDRR	INSPECTION OF COMPLETED WORKS, AK	3/	\$ 51,000		\$ 51,000	\$ 45,900	\$ 5,100		Funds will be used to inspect Federally authorized levee systems that are locally owned and a local responsibility to maintain.	
AK	POD	NHS	NINILCHIK HARBOR, AK	\$ 554,000	\$ 554,000		\$ 554,000	\$ 110,800	\$ 443,200		Funds will be used for commonly performed O&M work including dredging. This project supports access by Native American tribes to their legally recognized historic fishing areas.	
AK	POD	NHD	NOME HARBOR, AK	\$ 3,361,000	\$ 3,361,000		\$ 3,361,000	\$ 672,200	\$ 2,688,800		Funds will be used for commonly performed O&M work including dredging. This project supports access by Native American tribes to their legally recognized historic fishing areas.	
AK	POD	NHD	PROJECT CONDITION SURVEYS, AK	3/	\$ 847,000		\$ 847,000	\$ 423,500	\$ 423,500		Funds will be used to perform hydrographic and topographic condition surveys of Federally authorized navigation channels including when shoaling may have resulted in a risk to safe navigation.	
AL	SAD	HYD , WTR , REC , ENS , NIL	ALABAMA RIVER LAKES, AL	\$ 15,661,000	\$ 20,686,000		\$ 20,686,000	\$ 8,274,400	\$ 12,411,600		Funds will be used for commonly performed O&M work including dredging.	
AL	SAD	REC , ENS , NIH	BLACK WARRIOR AND TOMBIGBEE RIVERS, AL	\$ 24,896,000	\$ 27,396,000		\$ 27,396,000	\$ 10,958,400	\$ 16,437,600		Funds will be used for commonly performed O&M work including dredging.	
AL	SAD	NHS	DAUPHIN ISLAND BAY, AL		\$ 5,000,000	\$ 40,000	\$ 5,040,000	\$ 1,008,000	\$ 4,032,000	5	Funds will be used for commonly performed O&M work including dredging.	Funds will be used for commonly performed O&M work including dredging support activities.
AL	SAD	NHS	FLY CREEK, AL		\$ 1,000,000		\$ 1,000,000	\$ 200,000	\$ 800,000		Funds will be used for commonly performed O&M work including dredging.	
AL	SAD	NIH	GULF INTRACOASTAL WATERWAY, AL	\$ 7,340,000	\$ 8,406,000		\$ 8,406,000	\$ 3,362,400	\$ 5,043,600		Funds will be used for commonly performed O&M work including dredging. Funds will also be used for specific work activities including placement area maintenance.	
AL	LRD , SAD	FDRR	INSPECTION OF COMPLETED WORKS, AL	3/	\$ 158,000		\$ 158,000	\$ 142,200	\$ 15,800		Funds will be used to inspect Federally authorized levee systems that are locally owned and a local responsibility to maintain.	
AL	SAD	NHD	MOBILE HARBOR, AL	\$ 47,881,000	\$ 55,885,000	\$ 34,000,000	\$ 123,501,440	\$ 24,700,288	\$ 98,801,152	1	Funds will be used for commonly performed O&M work including dredging. Funds will also be used for specific work activities including placement area maintenance and Donor and Energy Transport Expanded uses activities (\$4,999,500).	Funds will be used for commonly performed O&M work including dredging.
AL	SAD	NHD	MOBILE HARBOR, AL			\$ 27,478,440				2		Funds will be used for specific work activities including Donor and Energy Transport Expanded uses activities (\$27,478,440).
AL	SAD	NHD	MOBILE HARBOR, AL			\$ 6,138,000				3		Funds will be used for specific work activities including Donor and Energy Transfer port activities.
AL	SAD	NHS	PROJECT CONDITION SURVEYS, AL	3/	\$ 165,000		\$ 165,000	\$ 82,500	\$ 82,500		Funds will be used to perform hydrographic and topographic condition surveys of Federally authorized navigation channels including when shoaling may have resulted in a risk to safe navigation.	
AL	SAD	FDRR	SCHEDULING RESERVOIR OPERATIONS, AL	3/	\$ 106,000		\$ 106,000	\$ 39,220	\$ 66,780		Funds will be used to inform and otherwise support the participation of the Corps in the operation of certain dams, which the Corps does not own, during a flood under Section 7 of the Flood Control Act of 1944.	
AL	SAD	NIH	TENNESSEE - TOMBIGBEE WATERWAY WILDLIFE MITIGATION, AL & MS	\$ 1,950,000	\$ 1,950,000		\$ 1,950,000	\$ 780,000	\$ 1,170,000		Funds will be used for commonly performed O&M work.	
AL	SAD	REC , ENS , NIH	TENNESSEE - TOMBIGBEE WATERWAY, AL & MS	\$ 29,063,000	\$ 29,063,000		\$ 29,063,000	\$ 11,625,200	\$ 17,437,800		Funds will be used for commonly performed O&M work.	
AL	SAD	HYD , REC , ENS , NIL	WALTER F. GEORGE LOCK AND DAM, AL & GA	\$ 10,306,000	\$ 11,253,000		\$ 11,253,000	\$ 4,501,200	\$ 6,751,800		Funds will be used for commonly performed O&M work. Funds will also be used for specific work activities including replacing HVAC system and sanitary facility.	
AL	SAD	NHS	WATER AND ENVIRONMENTAL CERTIFICATION, AL	\$ 32,000	\$ 32,000		\$ 32,000	\$ 6,400	\$ 25,600		Funds will be used for commonly performed O&M work.	
AR	SWD	HYD , WTR , REC , ENS , FDRR	BEAVER LAKE, AR	\$ 9,876,000	\$ 9,876,000		\$ 9,876,000	\$ 3,950,400	\$ 5,925,600		Funds will be used for commonly performed O&M work.	
AR	MVD	HYD , REC , ENS , FDRR	BLAKELY MOUNTAIN DAM, LAKE OUACHITA, AR	\$ 7,973,000	\$ 7,973,000		\$ 7,973,000	\$ 3,189,200	\$ 4,783,800		Funds will be used for commonly performed O&M work.	
AR	SWD	WTR , REC , ENS , FDRR	BLUE MOUNTAIN LAKE, AR	\$ 2,305,000	\$ 2,305,000		\$ 2,305,000	\$ 922,000	\$ 1,383,000		Funds will be used for commonly performed O&M work.	
AR	SWD	HYD , WTR , REC , ENS , FDRR	BULL SHOALS LAKE, AR	\$ 9,987,000	\$ 9,987,000		\$ 9,987,000	\$ 3,994,800	\$ 5,992,200		Funds will be used for commonly performed O&M work.	
AR	MVD	HYD , REC , ENS , FDRR	DEGRAY LAKE, AR	\$ 7,988,000	\$ 7,988,000		\$ 7,988,000	\$ 3,195,200	\$ 4,792,800		Funds will be used for commonly performed O&M work.	

ABSTRACT OF OFFERORS - CONSTRUCTION						1. SOLICITATION NUMBER		2. DATE ISSUED		3. DATE OPENED		PAGE OF PAGES	
4. ISSUING OFFICE						W911KB26BA001		11-Dec-2025		13-Jan-2026		1 of 1	
U.S. Army Engineer District, Alaska PO Box 6898 JBER, AK 99506-6898						I CERTIFY that I have opened, read, and recorded on this abstract all offers received in response to this solicitation.		7. NAME AND TITLE OF CERTIFYING OFFICIAL (TYPED) George Nasif, Contracting Officer					
5. PROJECT TITLE						8. GOVERNMENT ESTIMATE (Check A, B, C and complete D, E, and F)		9. OFFERS					
2026-2028 Dillingham Harbor Maintenance Dredging								No. 01		No. 02			
6. NUMBER OF AMENDMENTS ISSUED								A. OFFEROR		A. OFFEROR			
2								Alaska Marine Excavation, LLC					
								B. BID SECURITY (TYPE AND AMOUNT)		B. BID SECURITY (TYPE AND AMOUNT)			
								Yes					
								C. AMENDMENTS ACKNOWLEDGED		C. AMENDMENTS ACKNOWLEDGED			
								Yes					
ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	UNIT PRICE	ESTIMATED AMOUNT	UNIT PRICE	AMOUNT						
0001	Mobilization and Demobilization, 2026 complete	1	Job	\$410,000.00	\$410,000.00	\$475,000.00	\$475,000.00						\$0.00
2AA	First 80,000 cubic yards.	80000	CY	\$4.75	\$380,000.00	\$6.00	\$480,000.00						\$0.00
2AB	All over 80,000 cubic yards.	30,000	CY	\$5.30	\$159,000.00	\$0.50	\$15,000.00						\$0.00
0003	Fuel Cost for Dredging, NTE amount, 2026 complete.	1	Job	\$35,100.00	\$35,100.00	\$35,100.00	\$35,100.00						\$0.00
0004	Hydrographic Surveys, 2026 complete.	2	EA	\$41,200.00	\$82,400.00	\$40,000.00	\$80,000.00						\$0.00
Total of Base Items 0001 thru 0004							\$1,066,500.00		\$1,085,100.00				\$0.00
0005	Mobilization and Demobilization, 2027 complete	1	Job	\$421,000.00	\$421,000.00	\$475,000.00	\$475,000.00						\$0.00
6AA	First 80,000 cubic yards.	80000	CY	\$6.30	\$504,000.00	\$6.00	\$480,000.00						\$0.00
6AB	All over 80,000 cubic yards.	30,000	CY	\$7.10	\$213,000.00	\$0.50	\$15,000.00						\$0.00
0007	Fuel Cost for Dredging, NTE amount, 2027 complete.	1	Job	\$35,100.00	\$35,100.00	\$35,100.00	\$35,100.00						\$0.00
0008	Hydrographic Surveys, 2027 complete.	2	EA	\$42,300.00	\$84,600.00	\$40,000.00	\$80,000.00						\$0.00
Total of Optional Items 0005 thru 0008							\$1,257,700.00		\$1,085,100.00				\$0.00
0009	Mobilization and Demobilization, 2028 complete	1	Job	\$432,000.00	\$432,000.00	\$475,000.00	\$475,000.00						\$0.00
10AA	First 80,000 cubic yards.	80000	CY	\$6.45	\$516,000.00	\$6.00	\$480,000.00						\$0.00
10AB	All over 80,000 cubic yards.	30,000	CY	\$7.20	\$216,000.00	\$0.50	\$15,000.00						\$0.00
0011	Fuel Cost for Dredging, NTE amount, 2028 complete.	1	Job	\$35,100.00	\$35,100.00	\$35,100.00	\$35,100.00						\$0.00
0012	Hydrographic Surveys, 2028 complete.	2	EA	\$43,400.00	\$86,800.00	\$40,000.00	\$80,000.00						\$0.00
Total of Optional Items 0009 thru 0012							\$1,285,900.00		\$1,085,100.00				\$0.00
Total of Base and Option Items							\$3,610,100.00		\$3,255,300.00				\$0.00

ADVOCACY BRIEF: DILLINGHAM HARBOR SUSTAINED O&M DREDGING

Critical Infrastructure Rehabilitation, 2025–2026 Operational Realities, and Tribal Access Safeguards

EXECUTIVE SUMMARY

Dillingham Harbor serves as the indispensable maritime gateway for the Bristol Bay region—a critical regional lifeline for cargo, fuel supply lines, subsistence harvesting, and the management of the world’s largest wild sockeye salmon fishery. Due to extreme geographical isolation and a complete lack of interconnected road infrastructure, Dillingham represents a single point of logistical failure for nine surrounding regional villages. Failing to secure consistent federal and state funding for annual maintenance dredging poses an immediate threat to local food security, energy distribution, and commercial viability. The economic cost of inaction or a prolonged operational shutdown is conservatively estimated at \$13 million annually due to localized supply chain collapses, mandatory barge lighterage surcharges, and direct losses to commercial fishing fleets. This brief establishes the historical, technical, and regulatory justifications for sustained Operations and Maintenance (O&M) appropriations, fully integrating critical operational realities, tribal equity alignments, and capital investments established through the 2025 and 2026 fiscal cycles.

1. THE \$16.25 MILLION STRANDED ASSET RISK (MUNICIPAL CAPITAL ALIGNMENT)

Lobbying efforts for state and federal dredging appropriations must be paired directly with current municipal capital investments. Under the City of Dillingham’s Capital Improvement Plan (CIP) for 2026–2032, the municipality has successfully secured \$11,250,000 in dedicated Federal funding and \$5,000,000 in State funding for the Small Boat Harbor Float Replacement Project. This vital infrastructure upgrade is currently in its 65% design phase, with construction expected to break ground in Spring 2027.

Without consistent and guaranteed federal maintenance dredging of the harbor’s entrance channel and inner basin, accelerated shoaling and silting will physically block vessel ingress and egress. This operational failure presents a severe stranded asset risk: the government will effectively render a \$16.25 million capital improvement project completely useless before construction is even completed. Securing immediate, multi-year O&M dredging funding protects this massive local and state financial commitment, ensuring that modernized docks and floats can fulfill their intended role of supporting the regional fleet.

2. FEDERAL ALIGNMENT WITH TRIBAL ACCESS AND EQUITY MANDATES

In the FY2026 U.S. Army Corps of Engineers (USACE) O&M Work Plan, Dillingham Harbor was formally allocated \$1,391,000 for immediate operations, engineering, and maintenance dredging. Crucially, the federal government adjusted its policy framework to justify this appropriation on equity and environmental justice metrics rather than pure commercial tonnage formulas. The USACE explicitly stated that the allocation was granted because 'this project supports access by Native American tribes to their legally recognized historic fishing areas.'

This language connects Dillingham's dredging budget directly to the federal government's trust responsibilities and the preservation of subsistence lifelines for the Curyung Tribe and neighboring indigenous communities under the Bristol Bay Native Association (BBNA). Future advocacy must continually leverage this federal precedent, ensuring that budget directors view the harbor not merely as a commercial asset, but as a mandated civil and tribal lifeline protected under federal equity guidelines.

3. RECENT OPERATIONAL FEASIBILITY & LOCAL REAL ESTATE COMMITMENTS

The operational feasibility of dredging Dillingham Harbor depends heavily on immediate, friction-free coordination between federal contractors and local government. To clear all bureaucratic hurdles for recent and upcoming cycles, the City of Dillingham passed City Ordinance No. 2025-02. This legislation legally cleared and executed an irrevocable, no-cost temporary construction and pipeline easement to the federal government across municipal tracts (including USS 2874 and ADL 1774 adjacent to Harbor Road) specifically designated for the critical May–June dredging window.

By proactively removing real estate and access barriers, the City has proven absolute localized commitment. This framework successfully enabled the recent 2025 dredging season, which executed continuous 24/7 operations from May 10 to June 25. Under contract, Alaska Marine Excavation, LLC deployed the 75-foot cutterhead suction dredge 'Alaskan Eagle' alongside the support tug 'Leroy' to clear the channel immediately prior to the commercial salmon surge. On February 5, 2026, the USACE Alaska District solidified this operational momentum by officially awarding a new three-year Maintenance Dredging contract covering the 2026, 2027, and 2028 seasons. The local easements and multi-year federal contracts are primed; advocacy must now focus on preventing any mid-cycle federal funding shortfalls that could delay the 'Alaskan Eagle' from operating.

4. TECHNICAL & ENVIRONMENTAL FEASIBILITY JUSTIFICATIONS

Operational alternatives, such as establishing permanent upland disposal sites for dredged material, have been systematically evaluated and rejected. Dillingham's immediate coastal topography is highly vulnerable to severe erosion, and the construction of massive upland containment cells is logistically unfeasible, cost-prohibitive, and environmentally disruptive to the local watershed. Consequently, continuing the established method of deep-water dynamic discharge remains the only technically feasible solution.

From an environmental protection standpoint, dredging schedules and disposal methods are specifically engineered to safeguard the region's biological assets. Material is discharged into deep-water channels during high-energy tide cycles to maximize rapid dispersion and prevent sedimentation over critical nearshore habitats. Most importantly, operations are precisely timed to mitigate impacts on out-migrating sockeye salmon smolts, ensuring that the massive commercial fishing engine driving Bristol Bay suffers zero biological degradation from maintenance dredging.

5. DATA INVENTORIES AND SYSTEM METRICS

Table 1: Historical vs. Modern Port Operational Characteristics

Operational Parameter	Historical Baseline	Modern Target / Current Status (2026)
Controlling Channel Depth	2.0 to 5.0 feet MLLW	-2.0 to 2.0 feet MLLW (Post-Dredge Target)
Channel Width & Layout	Varies / Restricted entry	Standardized wide-turn basin for commercial vessels
Seasonal Commercial Fleet Traffic	200 - 300 regional vessels	500+ active commercial fishing vessels
Peak Population / Resource Surge	Approx. 2,200 year-round residents	Exceeds 5,000+ individuals during summer salmon runs

Table 2: Historical Archive of Dredging Quantities and Fiscal Expenditures

Fiscal Year	Volume Extracted (Cubic Yards)	Federal / State Cost (\$)
2016	109,900	\$763,900
2018	100,800	\$671,500
2020	94,700	\$835,400
2022	101,200	\$844,800
2024	112,100	\$1,023,000
2025	109,400	\$1,018,000
2026 Data not yet available	115,000 (Projected)	\$1,050,000



Technical Memorandum

Date: March 5, 2025
To: Phil Baumgartner, Dillingham Public Works Director
From: Beau Counts, P.E. – Project Engineer, CRW Engineering Group, Inc.
Project: Dillingham Dock Lighting Improvements
Project No: (CRW#60143.34)
Subject: Dock Lighting Condition Assessment & Recommendations

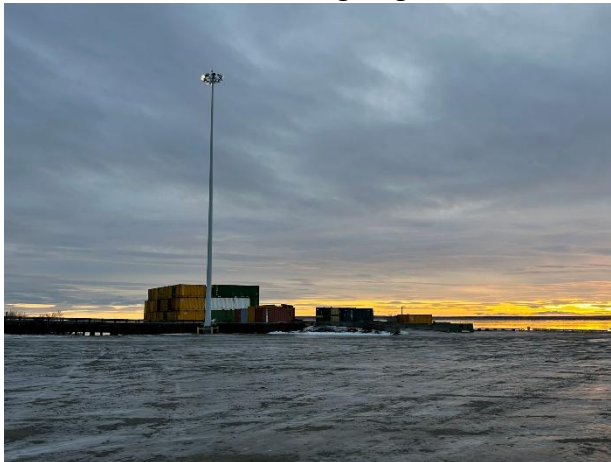
1. INTRODUCTION

The City of Dillingham owns and operates the city dock in Dillingham, Alaska. The existing high-mast lighting system is currently inoperable and has reportedly been in this condition for several years. The dock is a highly utilized facility in the community and the lack of proper lighting creates a potentially dangerous condition for its users. The system is over 20 years old and multiple components are in need of repair, replacement, or upgrade.

CRW Engineers Ian Hoffman and Beau Counts performed site visits in July 2024 and December 2024, respectively. While on site, CRW engineers conducted a condition assessment of the existing lighting system in support of making recommended improvements. This technical memorandum provides a facility description, condition assessment, and recommended improvements for the high-mast lighting at the Dillingham City Dock.

2. FACILITY DESCRIPTION

The existing lighting system includes two (2) tapered steel masts, 150 feet in height. The masts are rated for a wind velocity of 100mph with gusts up to 130mph. Each mast is equipped with a lowering system operated via a motorized pulley. The masts are equipped with 1,000W hi-mast metal halide fixtures. The lowering ring for the mast on the west end of the dock includes ten fixtures while the lowering ring for the mast on the east end includes twelve fixtures.



The existing electrical service is 400A, 277V/480Y, 3Ø connected to a nearby 75kVA utility transformer. The service laterals are landed on a 400A exterior, pad-mounted switchboard with CT cabinet and 480V branch circuit distribution. The switchboard consists of a 400A main breaker, (5) 20A branch circuit breakers, (1) 30A branch circuit breaker, and a switchboard mounted surge protecting device. The branch circuits are distributed via #12AWG and #10AWG conductors to the contacts and relays located in the lower section of the MDP.



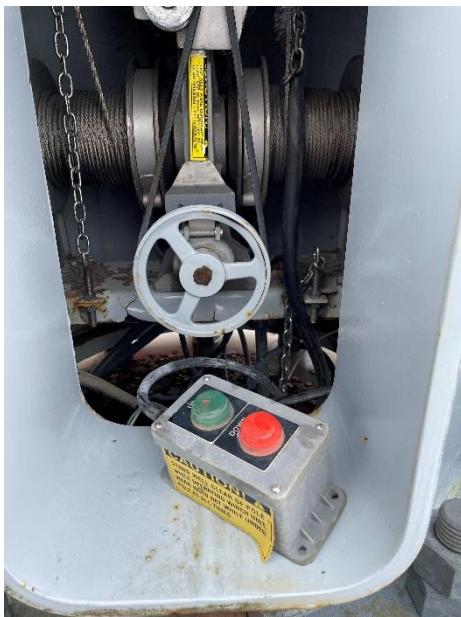
Control relays & coils are located in the lower section of the MDP with lighting control provided via circuit breakers. There are some newer stainless-steel enclosures within the bollard protected area of the west mast which are not associated with the lighting system/controls.



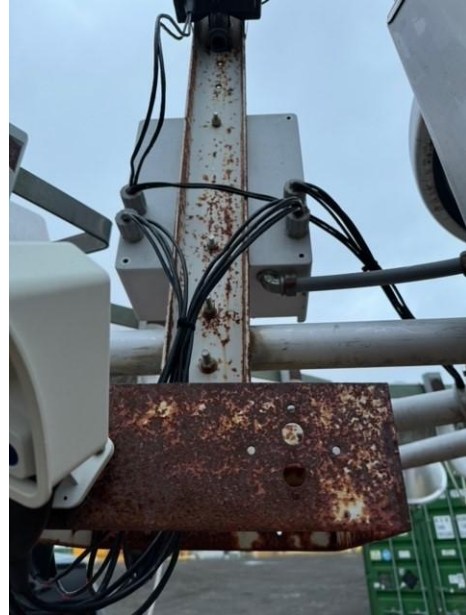
3. CONDITION ASSESSMENT

The steel masts appear to be in good condition overall, however it was reported that the western mast was bumped by a barge and possibly damaged. The west end mast, foundation, and lowering ring should receive further evaluation by a licensed structural engineer to ensure those components are not compromised.

The pulley system appears to be in good working condition. The belts are starting to wear and show cracking. It's recommended that the belts be replaced regularly and a service log maintained onsite at each mast.



The lowering rings on both masts appear to have significant corrosion and some damaged components. Most of the screws used for securing cover plates are heavily corroded and near the point of failure.

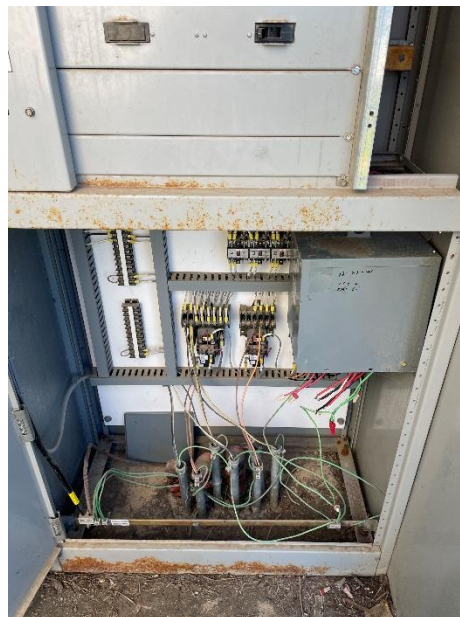


There are multiple instances of damaged wire & insulation including some circuits that have been severed and short circuited on the metallic ring and mounting components.





The lighting controls appear to have been originally designed for multiple mechanically held lighting contactors to be mounted adjacent to the MDP, but a system of relays and coils were installed in the lower portion of the MDP. There are several circuit conductors that have been cut and abandoned. Most of the light fixtures do not turn on when the system is energized.





The switchboard and components are mildly corroded. The switchboard is missing a cover panel needed to protect personnel from arc flashes. The switchboard is a discontinued model and spare parts may not be readily available.



4. DESIGN OPTIONS

The three options below present varying levels of improvements to the city dock lighting system. Option 1 presents the minimum work required to make the system operational but is not considered a long-term solution; Option 2 presents necessary repairs to make the system operational along with additional upgrades to improve operational efficiencies; and Option 3 presents an entirely new lighting system. Options 2 and 3 represent designs with a minimum 20-year system life. The final determination from the structural inspections will determine which of the following options are viable.

Option 1

All of the branch circuit wiring from the switchboard needs to be tested and the insulation inspected. Any sections of wiring that are damaged or that don't pass testing need to be replaced. At a minimum, testing should include megger testing and conductor continuity testing.

Each metal halide fixture should be inspected and tested for proper operation. Fixtures should be provided with new lamps. Fixture housings should be refurbished to factory operating condition or replaced.

The power and control wiring in the switchboard should be rewired to match existing labeling and provided with complete circuit designations to ensure all lighting is properly connected. The overall condition and configuration of the switchboard should be brought up to code. Any abandoned or unused wiring in the switchboard and light masts should be demolished. Any corroded components on the masts should be refurbished to factory condition and any damaged components should be replaced with factory recommended replacement parts.

The masts, foundations, and lowering ring should be inspected by a qualified structural engineer licensed in the state of Alaska to ensure those components are rated for 100mph wind velocity with 130mph gusts and not compromised.

Option 2

All branch circuit and lighting control wiring from the circuit breakers to the light fixtures would be demolished. The existing metal halide light fixtures would all be demolished and the existing switchboard with lighting control section would be demolished. Service conductors from the transformer to CT cabinet would be salvaged for reuse. Existing underground conduit would be salvaged for reuse.

The corroded components on the masts and lowering ring would be refurbished and any damaged components would be replaced with factory recommended replacement parts. The masts, foundations, and lowering rings would be inspected by a structural engineer licensed in the state of Alaska to ensure those components are rated for 100mph wind velocity with 130mph gusts and not compromised.

A new 480V CT, meter base, and panelboard would be provided and installed on a new strut rack to replace the discontinued switchboard. New control schema would be designed to achieve the desired lighting operation to be discussed with the City of Dillingham. New lighting

control panels would be provided for each mast and would be installed on the strut rack adjacent to the new panelboard.

New LED light fixtures would be provided and installed on the existing lowering rings at each existing 150' mast. Initial calculations indicate the required quantity of new LED light fixtures would be eight for the west mast and ten for the east mast. The final quantity and fixture configuration would be designed to exceed the performance of the existing design. All new wiring for lighting power and controls from the new panelboard branch circuits would be provided and routed in existing conduits.

Option 3

Demolish all existing components including the masts, lowering rings, light fixtures, wiring, conduit, switchboard, CT cabinet, and controls.

A new 400A, 480V, 3Ø CT cabinet with meter base and a new 400A, 480V, 3Ø, 4W panelboard would be provided and installed on a new strut rack. A new control schema would be designed to achieve the desired lighting operation to be discussed with the City of Dillingham. New lighting control panels would be provided and installed on the strut rack adjacent to the new panelboard.

New 60' poles would be installed at five locations around the perimeter of the dock area including at the two existing 150' mast locations. Each 60' pole would have up to six LED light fixtures mounted on them with approximately twenty-five new LED fixtures total. All new wiring and raceways would be provided to the new locations.

The above options are intended to provide guidance for further discussion with the City of Dillingham once key personnel have had an opportunity to review this report.

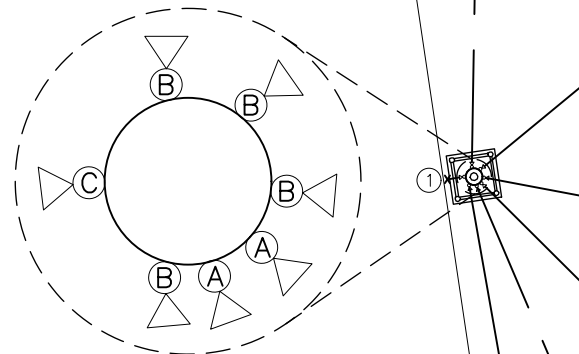
We're looking forward to discussing these options with you at your convenience. Please call Beau Counts at 907-646-5630 if you have any questions in the meantime.

Sincerely,
CRW Engineering Group, Inc.

Prepared By:



Beau Counts, PE, RCDD
Electrical Engineer



LUMINAIRE SCHEDULE (DESIGN OPTION 2)							
TYPE	MANUFACTURER MODEL/OR APPROVED EQUAL	DESCRIPTION	VOLTS	POWER	OPTIC	INITIAL LUMENS	NOTES
A	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-3S-BH3-TY-CV2-ST	HIGH-MAST TYPE 3S DISTRIBUTION	480V	680 W			
B	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-4S-BH3-TY-CV2-ST	SAME AS TYPE 'A' EXCEPT WITH TYPE 4S DISTRIBUTION	480V	680 W			
C	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-5S-BH3-TY-CV2-ST	SAME AS TYPE 'A' EXCEPT WITH TYPE 5S DISTRIBUTION	480V	680 W			

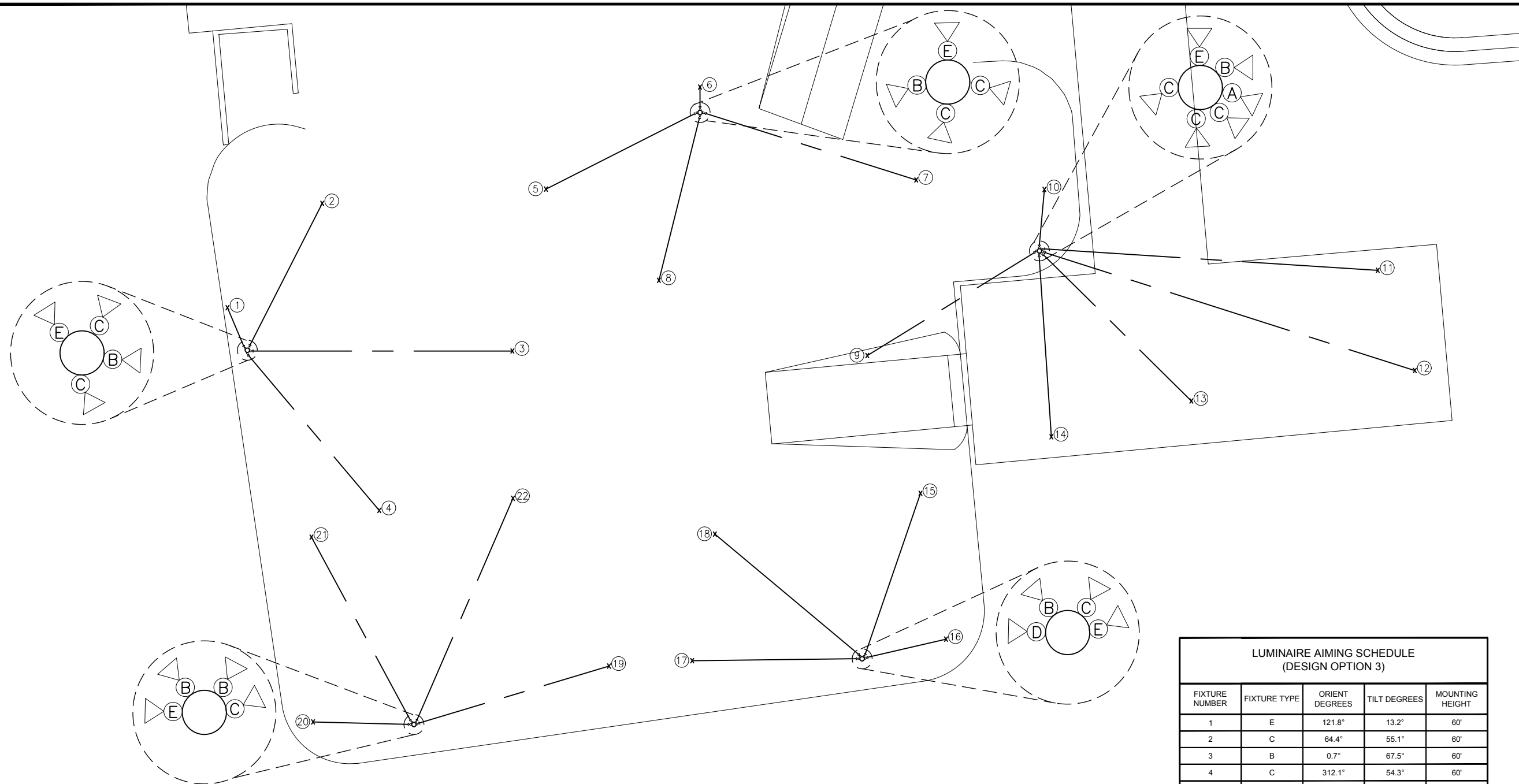
ILLUMINANCE PLANE CALCULATION SUMMARY (DESIGN OPTION 2)		
	EXISTING	NEW DESIGN
AVERAGE:	6.6 fc	8.2 fc
MAXIMUM:	10.5 fc	10.9 fc
MINIMUM:	5.1 fc	5.8 fc
AVG/MIN RATIO:	1.3 : 1	1.4 : 1
MAX/MIN RATIO:	2.06 : 1	1.9 : 1

LUMINAIRE AIMING SCHEDULE (DESIGN OPTION 2)				
FIXTURE NUMBER	FIXTURE TYPE	ORIENT DEGREES	TILT DEGREES	MOUNTING HEIGHT
1	C	188.3°	1.9°	150'
2	B	80.8°	34.7°	150'
3	B	32.7°	48.4°	150'
4	B	351.1°	43.7°	150'
5	A	317.3°	58.1°	150'
6	A	296.1°	51.3°	150'
7	B	280.1°	41.5°	150'
8	A	193.1°	49.8°	150'
9	B	160.1°	48.9°	150'
10	C	104.7°	15.7°	150'
11	A	355.4°	50.8°	150'
12	B	336.2°	41.3°	150'
13	A	337.3°	51.3°	150'
14	B	272.6°	30.2°	150'
15	A	257.9°	59.8°	150'
16	A	233.3°	51.1°	150'
17	B	223.1°	49.6°	150'

1

DOCK SITE LIGHTING PLAN - DESIGN OPTION 2

1" = 300' (FOR 22"X34" SIZE SHEETS)



LUMINAIRE SCHEDULE (DESIGN OPTION 3)							
TYPE	MANUFACTURER MODEL/OR APPROVED EQUAL	DESCRIPTION	VOLTS	POWER	OPTIC	INITIAL LUMENS	NOTES
A	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-2S-BH3-TY-CV2-ST	HIGH-MAST TYPE 2S DISTRIBUTION	480V	680 W			
B	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-3S-BH3-TY-CV2-ST	SAME AS TYPE 'A' EXCEPT WITH TYPE 3S DISTRIBUTION	480V	680 W			
C	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-4S-BH3-TY-CV2-ST	SAME AS TYPE 'A' EXCEPT WITH TYPE 4S DISTRIBUTION	480V	680 W			
D	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-5S-BH3-TY-CV2-ST	SAME AS TYPE 'A' EXCEPT WITH TYPE 5S DISTRIBUTION	480V	680 W			
E	EPHESUS LUMASPORT 8 (COOPER) #EPH-LS-08-0680R-BLK-57-80-7F-BH3-TY-CV2-ST	SAME AS TYPE 'A' EXCEPT WITH TYPE 7F DISTRIBUTION	480V	680 W			

ILLUMINANCE PLANE CALCULATION SUMMARY (DESIGN OPTION 3)		
	EXISTING	NEW DESIGN
AVERAGE:	6.6 fc	13.1 fc
MAXIMUM:	10.5 fc	25.9 fc
MINIMUM:	5.1 fc	3.3 fc
AVG/MIN RATIO:	1.3 : 1	3.97 : 1
MAX/MIN RATIO:	2.06 : 1	7.85 : 1

LUMINAIRE AIMING SCHEDULE (DESIGN OPTION 3)				
FIXTURE NUMBER	FIXTURE TYPE	ORIENT DEGREES	TILT DEGREES	MOUNTING HEIGHT
1	E	121.8°	13.2°	60'
2	C	64.4°	55.1°	60'
3	B	0.7°	67.5°	60'
4	C	312.1°	54.3°	60'
5	B	195.2°	59.9°	60'
6	E	90.1°	5.3°	60'
7	C	346.7°	55.4°	60'
8	C	250.8°	51.5°	60'
9	C	211.8°	55.1°	60'
10	E	81.2°	23.3°	60'
11	B	354.9°	68.7°	60'
12	A	344.3°	71.7°	60'
13	C	319.6°	60.4°	60'
14	C	278.1°	52.6°	60'
15	C	73.6°	55.5°	60'
16	E	16.5°	29.8°	60'
17	D	182.2°	45.1°	60'
18	B	137.2°	58.7°	60'
19	C	17.5°	54.2°	60'
20	E	179.2°	32.9°	60'
21	B	126.3°	60.8°	60'
22	B	69.2°	59.4°	60'