

Don Young Port of Alaska Modernization Program



Weekly User Group Update – June 6, 2026



Welcome to the PAMP Weekly Webinar

- This webinar is provided as a presentation only.
- You can submit questions through the Q&A feature Teams or via email

PortModernization@AnchorageAK.gov

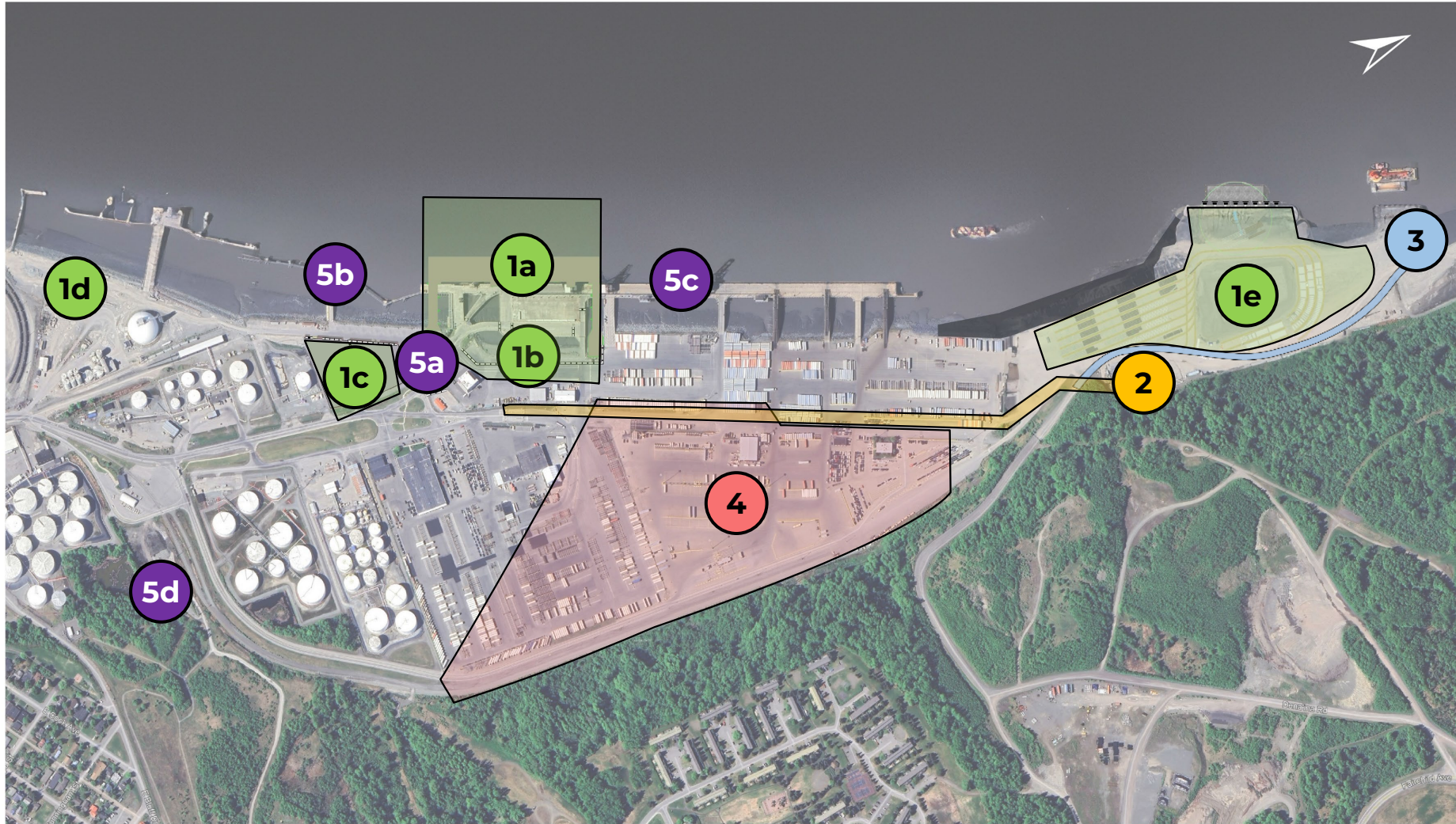


Safety Moment

- Please avoid construction and cargo operations areas as much as possible.
- When you must travel in the area, go slow and drive with heightened vigilance.
 - Additional equipment and trucks in the area has increased congestion.
 - Increased activity has created numerous blind spots that change as the work changes.
- Attention to these requests will allow both construction and cargo operations to be performed efficiently.

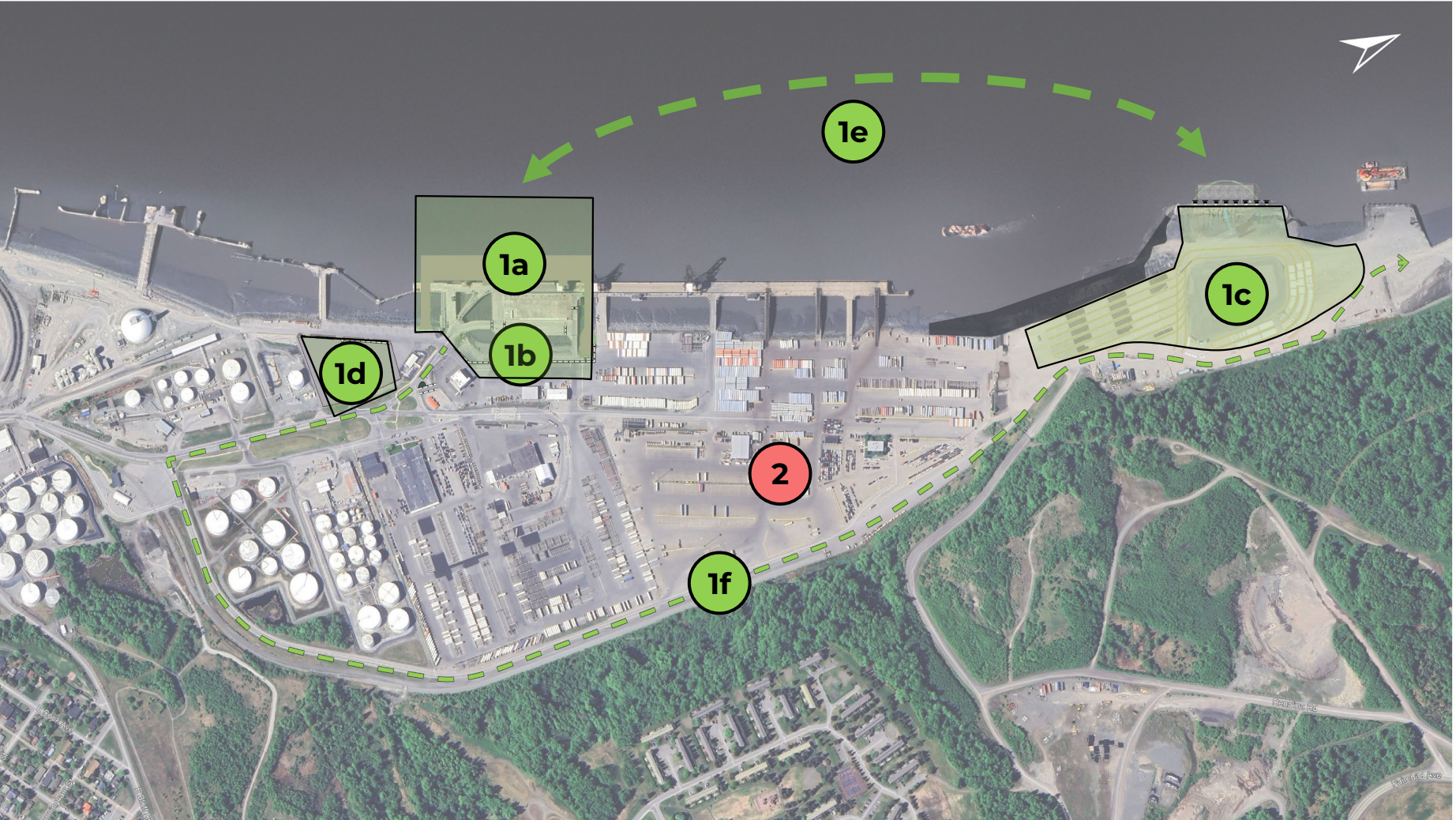


2026 POA Construction Projects



- 1 PAMP Terminal 1**
 - a. Terminal 1 construction area
 - b. Landside work
 - c. Contractor work trailers
 - d. Contractor parking and washout station
 - e. North Extension material off-loading and storage
- 2 PAMP Electrical Substation**
- 3 PAMP Helipad**
- 4 POA Storm Drain**
- 5 POA Improvement Projects**
 - a. POAVY improvements
 - b. POL2 improvements
 - c. Terminal fender work
 - d. Port Maintenance Building

Next Week's POA Construction Work Areas

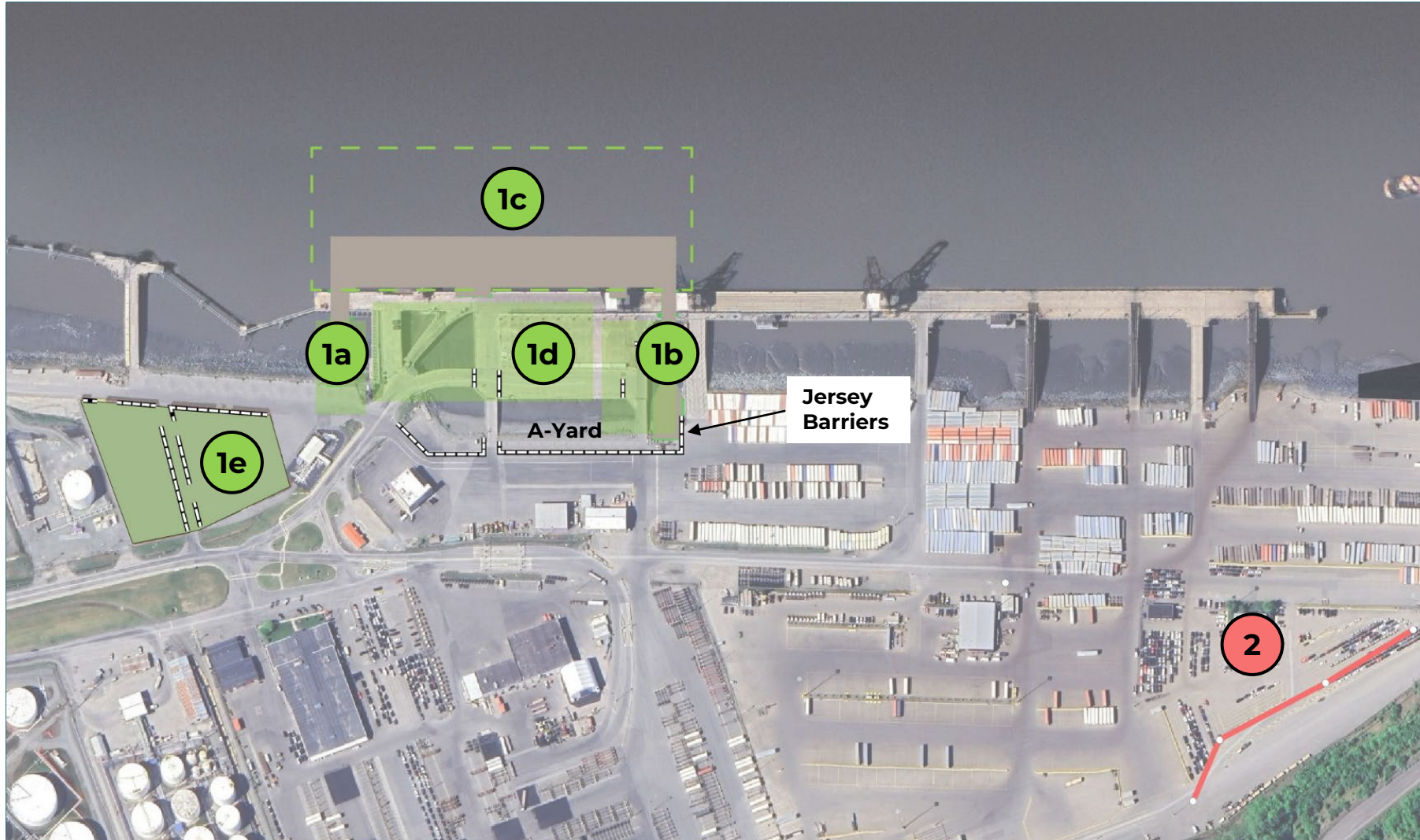


- PAMP Terminal 1**
 - 1a Marine work area
 - 1b Landside work area
 - 1c Contractor North Extension laydown area
 - 1d Contractor laydown area
 - 1e Marine work transport route
 - 1f Landside transport route
- 2 **POA Storm Drain**

For 6/7/2026 to 6/13/2026



Next Week's POA Construction Work Areas



PAMP Terminal 1

- 1a Deep soil mixing for new Trestle 1A
- 1b Deep soil mixing pad construction for new Trestle 1B
- 1c Marine work area
- 1d Demolition of Existing Terminal 1
- 1e Contractor laydown area

2 POA Storm Drain

For 6/7/2026 to 6/13/2026



Changes to the POAVY parking



- The area previously designated for POAVY parking has been cordoned off.
- POAVY users are asked to park in the area right next to the old area.
- The old location was causing blind spots creating an unsafe travel route.



Terminal 1 Next Week's Work

- Continue demolition of the POL1 structure including demolition of fuel lines and POL1 building.
- Demolish the roadway bridge.
- Demolition of the POL1 superstructure begins on the north end and southwest corner.
- Continue removing piles supporting the old trestle with the Lampson 18000.
- Continue shoreline fill at new Trestle 1B.
- Begin driving temporary piles in the northern area of the marine work area.



Terminal 1 Next Week's North Extension Laydown Yard Update

- Offload and modify the pile driving templates.
- Construct the bubble curtains that will be used to mitigate underwater noise during permanent pile installation.
- Receive and off-load the first barge of pre-cast deck elements.
- Continue splicing piles for construction of the pile driving templates.



Large Pile Driving Activities

- Temporary piles are planned to start being installed on June 8. These piles will be installed with a vibratory hammer.
- Permanent piles are planned to start being installed at the end of June. These piles will be installed with an impact hammer.
- The impact hammer noise will be much louder than the vibratory hammer.
- Pile driving is limited to Monday through Saturday, 7am to 10pm.



POL2 Upgrades

- The Terminal 1 contractor is continuing to dredge POL2 this week. Surveys will confirm the area is dredged to -39 feet as required for tankers.
- The damaged POL2 fuel line has now been replaced and is operational.



Port Photos

POAVY and Deep Soil Mixing at New Trestle 1A Panorama



Deep Soil Mixing at New Trestle 1A



Excavating and Exporting Dried DSM Spoils



- DSM spoils are cement-rich soil that rises to the surface as cement is being injected at the specified depth.
- This spoils must be removed from the site.

Mobilizing Crawler Crane into Place



- The Lampson 18000 crawler crane was recently walked over paved area.
- Railway ties are used to protect the pavement as it travels over the road surface.



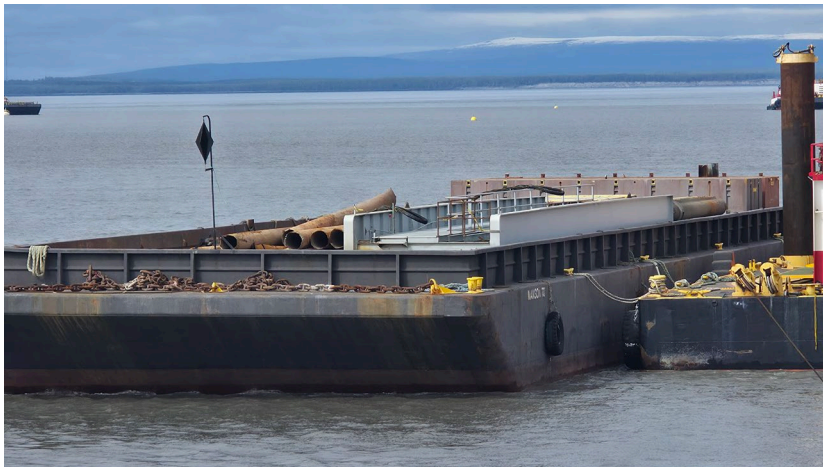
POL1 Panaroma



POL1 Fuel Line Demo



POL1 Fender Demolition



Existing Cargo Terminal 1 and Trestle 1B Panorama



Shoreline Fill at Trestle 1B



Pile Removal at Existing Cargo Terminal 1



- Demo crew preparing existing piles for removal by a land-based crane.



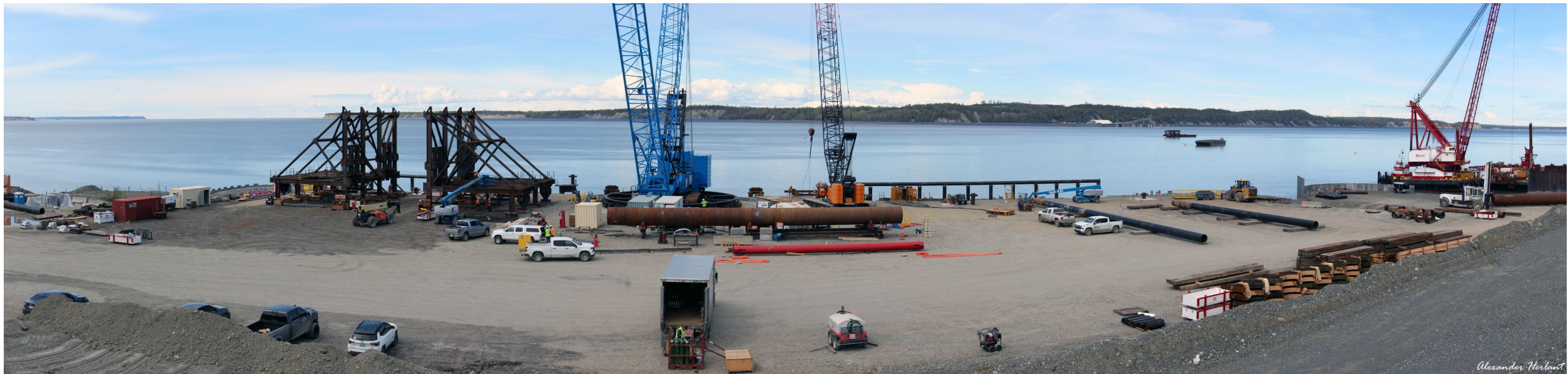
Trestle Pile Extraction

- The Lampson 18000 crawler crane has begun pile extraction from the recently demolished trestle.



Berthing Facility Panorama

- The pile driving templates can be seen on the left. The pile in front of the crane is a temporary pile used to secure the pile driving template into place.



Pile Templates Delivered to the North Extension

- The pile driving templates are delivered from Washington via barge. The picture on the left shows the barge staged at a mooring in the waters off the North Extension waiting to be off-loaded.



72" Temporary Piles on Splicing Bed



- 72" temporary piles on splicing bed with the permanent pile templates in the background.



72" Piles in Storage at the North Extension Laydown Yard



Alexander Herlant



Assembling the Confined Bubble Curtains

- Bubble curtains are used to mitigate pile driving noise by creating a “wall” of bubbles around the perimeter of pile-driving work. This is just one way that PAMP works to protect marine species, including the Cook Inlet beluga whale.



Learn more

Visit our website to learn more about PAMP
modernization.portofalaska.com

Questions?

Email PortModernization@AnchorageAK.gov

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

Thank you