

**ANCHORAGE, ALASKA**  
**AO No. 2023-60(S-1)**

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY APPROVING**  
2 **THE MODIFIED BASIS-OF-DESIGN CONCEPT SUBMITTED BY THE PORT OF**  
3 **ALASKA MODERNIZATION PROGRAM AND DESIGN ADVISORY BOARD**  
4 **THAT WILL GOVERN THE PHASE 2 MODIFIED CONCEPT FOR THE PORT OF**  
5 **ALASKA GENERAL PURPOSE CARGO TERMINALS. (“Interim” Design)**  
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8 **WHEREAS**, a design concept was adopted in 2021 (AO No. 2021-56) for Terminal  
9 2 that minimized cost by providing only trestles for TOTE’s roll on roll off (RO/RO)  
10 operations, but this design lacked any multi use capabilities rendering Terminal 2  
11 essentially exclusive to the current user. The design is discontinuous, providing no  
12 platform space to unload/load cargo vessels by any means other than RO/RO,  
13 rendering cargo operations other than TOTE’s difficult or impossible to  
14 accommodate at Terminal 2. It is the opinion of the Port and the Design Advisory  
15 Board that the best interest of the public will be better served if the essential features  
16 of the new general-purpose cargo terminals provide the maximum berth  
17 accommodation for a variety of vessels including, but not limited to, those of the  
18 primary stakeholders, TOTE and Matson; and,

19 **WHEREAS**, Assembly review and approval of any changes that meaningfully  
20 impact user’s operations or impact project cost is required in order to advance the  
21 next steps in the PAMP design process for the cargo docks;

22 **WHEREAS**, the modified cargo dock design, as proposed, utilizes a common  
23 industry design with a contiguous dock face extending uniformly the entire length of  
24 the two terminals, allowing any vessel the same opportunity to use either terminal,  
25 with full cargo service available; and,

26 **WHEREAS**, the modified cargo dock design, as proposed, will be designed for a 75  
27 year life span, which requires the cargo dock design to consider vessels that have  
28 called at POA historically as well as vessels that may call in the future; and,

29 **WHEREAS**, vessels calling on the Port of Anchorage are diverse, including  
30 container ships, military warships, cruise ships and ships using standard industry  
31 and military roll-on roll-off (RO/RO) configurations. The trend is also toward larger  
32 ships; and,

33 **WHEREAS**, the modified cargo dock design, as proposed, accommodates the  
34 current fleet and provides flexibly to service additional and larger vessels in the  
35 future; and,

36 **WHEREAS**, the configuration of the modified cargo dock design, as proposed,  
37 meets USACE requirements for the berth line angle and minimizes the amount of  
38 additional maintenance dredging required; and,

1 **WHEREAS**, the modified cargo dock design, as proposed, will be designed to be  
2 resilient by establishing the wharf deck elevation at +44 MLLW to accommodate sea  
3 level changes and a 500-year storm surge event enabling the Port to support federal  
4 and state disaster response/recovery activities with either or both terminals; and,

5 **WHEREAS**, the modified cargo dock design, as proposed, has been thoroughly  
6 evaluated internally and by the Design Advisory Board following the process  
7 established by the Assembly in 2020, which is codified in AMC 11.50.035; and,

8 **WHEREAS**, the Design Advisory Board met on August 2, 2022 and approved the  
9 following:

10 A. For Terminal 1 – To confirm the use of 100 gauge cranes and to design  
11 to that gauge, and to confirm acceptance of the 15% concept design  
12 prepared by Jacobs Engineering which was ultimately approved and  
13 dated September 7, 2022, for Terminal 1, as illustrated in the attached  
14 Exhibit "A".

15 B. For Terminal 2 – To establish a continuous and contiguous berth face  
16 consistent with the 15% concept design prepared by Jacobs Engineering  
17 which was ultimately approved and dated September 7, 2022, for  
18 Terminal 2, as illustrated in the attached Exhibit "A".

19 C. To defer a final decision on the following features until more design/cost  
20 data can be developed:

- 21 a. Hatch cover storage location;  
22 b. Seismic design criteria for Terminal 2;  
23 c. Width and rail accommodations;  
24 d. Location of temporary fuels unloading facilities, if any.  
25

26 The Administration and the DAB believe it is in the best interest of the public that  
27 both terminals be constructed with a continuous and contiguous dock face; and,

28 **WHEREAS**, there is universal agreement that Cargo Terminal 1 should be  
29 constructed with a continuous dock face of sufficient width to allow use of 100 gauge  
30 gantry cranes, and

31 **WHEREAS**, time is of the essence for establishing the basis of design for Cargo  
32 Terminal 1 and there is time to allow additional consideration of the issues pertaining  
33 to Cargo Terminal 2; now, therefore,

34 **THE ANCHORAGE ASSEMBLY ORDAINS:**

35 **Section 1.** The Phase 2 Modified Basis-of-Design for the Port of Alaska general  
36 purpose cargo Terminal 1 is hereby modified to incorporate a continuous and  
37 contiguous dock face, a uniform width and 100-foot gantry cranes capable of being  
38 used along the full length of Terminal 1, consistent with the 15% concept design  
39 prepared by Jacobs Engineering which was ultimately approved and dated  
40 September 7, 2022, as illustrated in the attached Exhibit "A"; and

1 **Section 2.** The Phase 2 Modified Basis-of-Design for the Port of Alaska general  
2 purpose cargo Terminal 2 is hereby modified to incorporate a continuous and  
3 contiguous dock face with the same seismic design criteria as Terminal 1, consistent  
4 with the 15% concept design prepared by Jacobs Engineering which was ultimately  
5 approved and dated September 7, 2022, as illustrated in the attached Exhibit "A".;  
6 and

7 **Section 3.** Additional consideration shall be given to 100-foot gantry cranes capable  
8 of being used along the full length of Terminal 2, hatch cover storage locations and  
9 whether to include temporary fuels unloading facilities; and

10 **Section 4.** This ordinance shall be effective immediately upon passage and  
11 approval by the Assembly.

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Chair of the Assembly

17 ATTEST:

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21 Municipal Clerk  
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# Proposed Cargo Dock 15% Concept Design (August 2022)



Exhibit A