



Cold Bay AMHS Ferry Terminal Reconstruction

DOT&PF Project No. SRMBS00608

Second Project Scoping Meeting

December 16, 2025

Agenda

- Purpose and Need
- Initial Planning Efforts
- Background of Current Project
- Assessed Concepts
- Preferred Alternative
- Details
- Construction Sequencing
- Questions
- Environmental Assessment
- Next Steps

Project Team



Alaska Department of Transportation and Public Facilities

Nate Geary, P.E.
Project Manager

Whitney Hamilton
Environmental Analyst

Christy Gentemann
Regional Environmental
Manager (Design)



PND Engineers

Chip Courtright
Project Manager

Brenna Hughes
Lead Environmental
Scientist



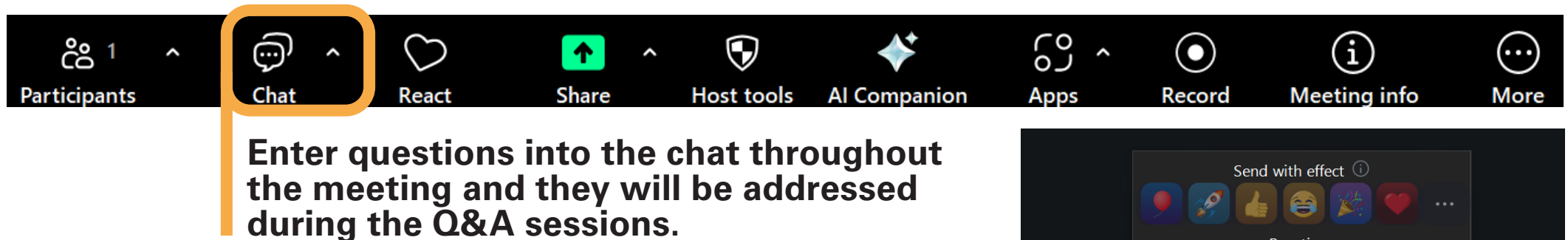
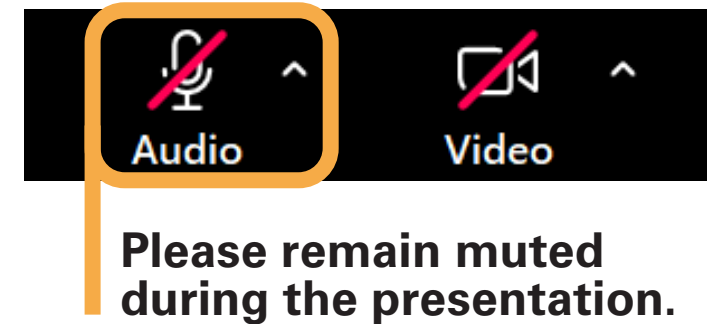
Corvus Design

Christopher Mertl
Public Involvement

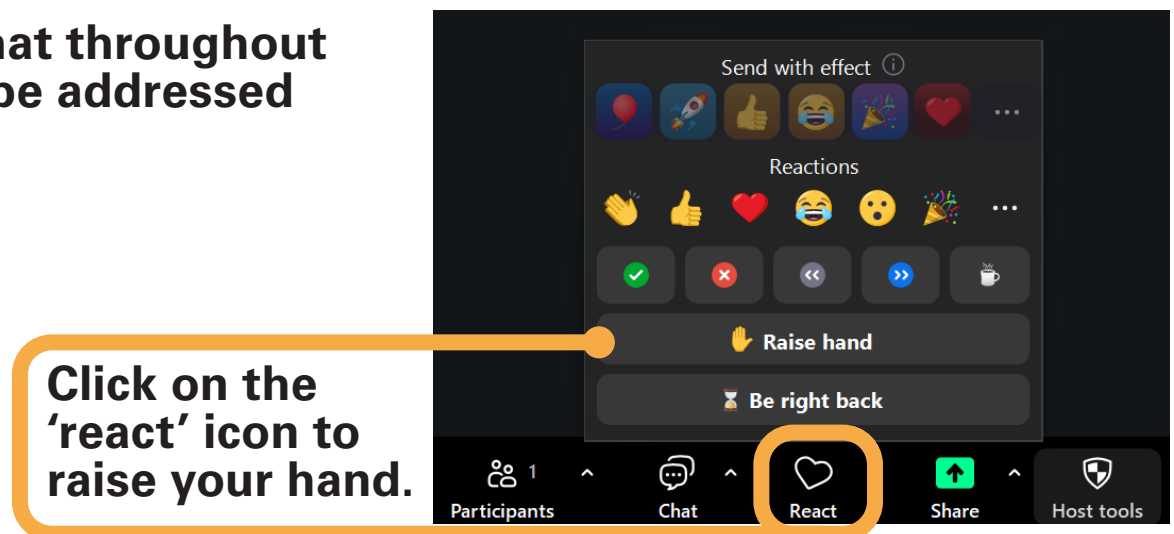
Linda Pringle
Public Involvement

Participation Guidelines

- Please keep yourself on mute throughout the meeting until the question period. There will be two opportunities to ask questions and discuss the project.
- Questions can be placed into the chat throughout the meeting and will be answered during the Q&A sessions.



- Please raise your hand during the question period and wait to be called upon before un-muting yourself.



Purpose & Need

BACKGROUND

- Current dock was built in 1978.
- Use restrictions, impacting function as the sole point of sea-based delivery for critical goods (fuel and potable water).
- Failure would disrupt a vital transportation hub for Cold Bay.

NEED

- Continued degradation poses a risk to public health and safety.
- Needed to support future transportation investments, such as the *Tustumena* replacement vessel.

Project Scope

The project scope is to replace the aging Cold Bay public dock to improve accessibility, ensure public safety, continue uninterrupted ferry service, provide secure cargo delivery, bulk materials, and fuel offloading, safeguard vessel moorage, and support all users—including commercial, subsistence, and recreational vessels.

Initial Planning Efforts

2017 DOT&PF MASTER PLAN CONCEPTS

- 365-foot long by 42-foot wide dock, with 1,900-foot trestle.
- Sheet pile wave barrier to create a protected harbor basin.
- Alternative design concept proposed an armor rock revetment “island” to create a small, protected harbor basin.

2023 DESIGN STUDY ALTERNATIVES

- 342-foot long by 45-foot wide, with 1,800-foot trestle.
- Located shoreward of the existing dock to maintain operational continuity with a sheet pile wave barrier.
- Reflected adjustments to site-specific constraints for cost optimization.
- Evaluated three different trestle construction methods — sheet pile, armor rock, and pile-supported.

Maritime Administration Grant






Aleutians East Borough (AEB) in conjunction with ADOT&PF applied for and was awarded a Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP) grant for FY 2023. The PIDP grant is for \$43,376,746 with matching funds provided by ADOT&PF.

Overall Project Budget: \$54,000,000

Efforts to Date

PND Engineers were selected and contracted for initial design services for the project.

Work began in February 2025 and the following work has been completed to date:

-  **Metoccean Analysis**
-  **Site Visit**
-  **Targeted Engagement**
-  **Geotechnical Evaluation**
-  **Site Survey**
-  **Concept Development**
-  **Update Cost Estimates**

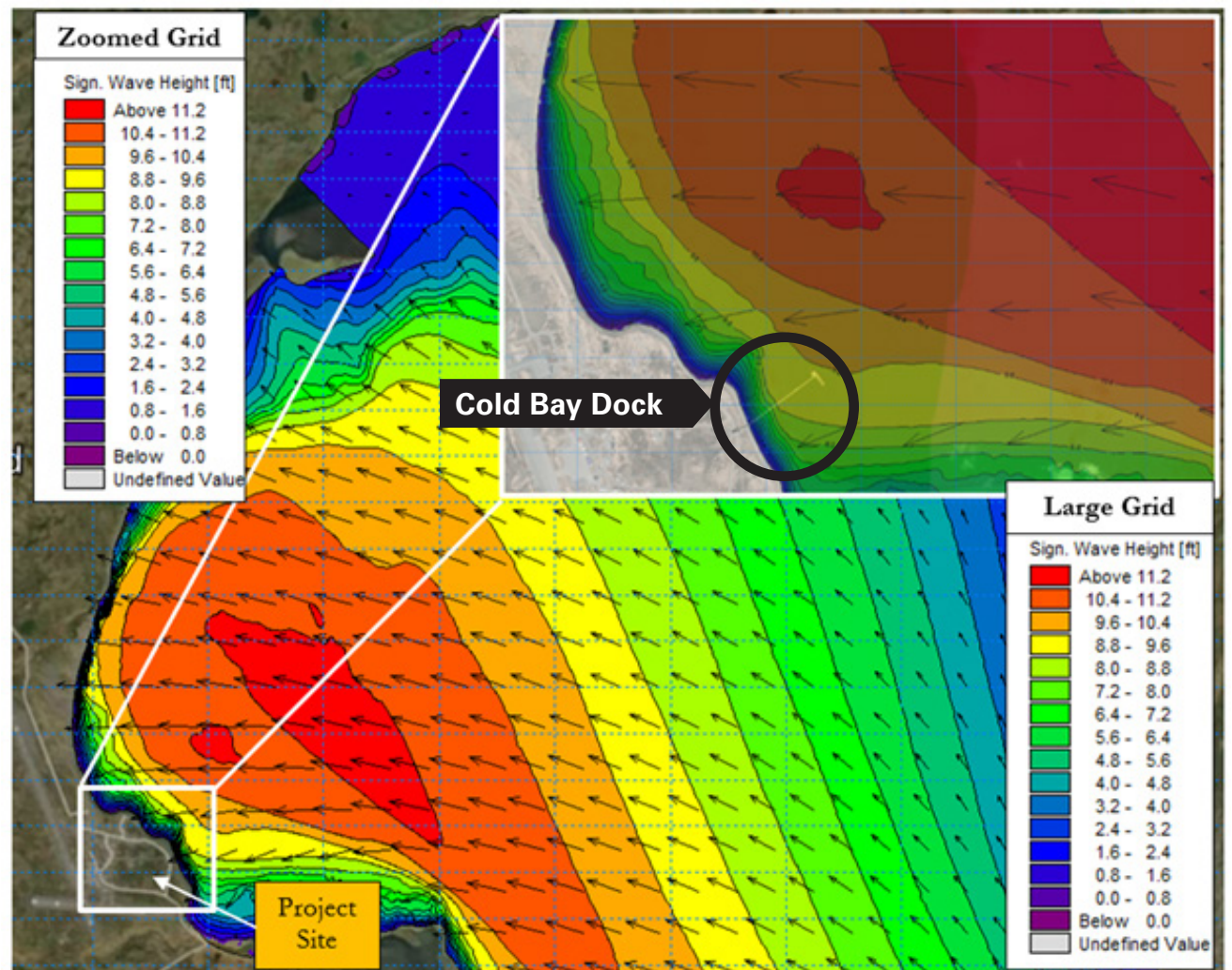
What Has Changed?



**Understanding
environmental
site conditions**



**Further
development of
concept designs
and estimates**

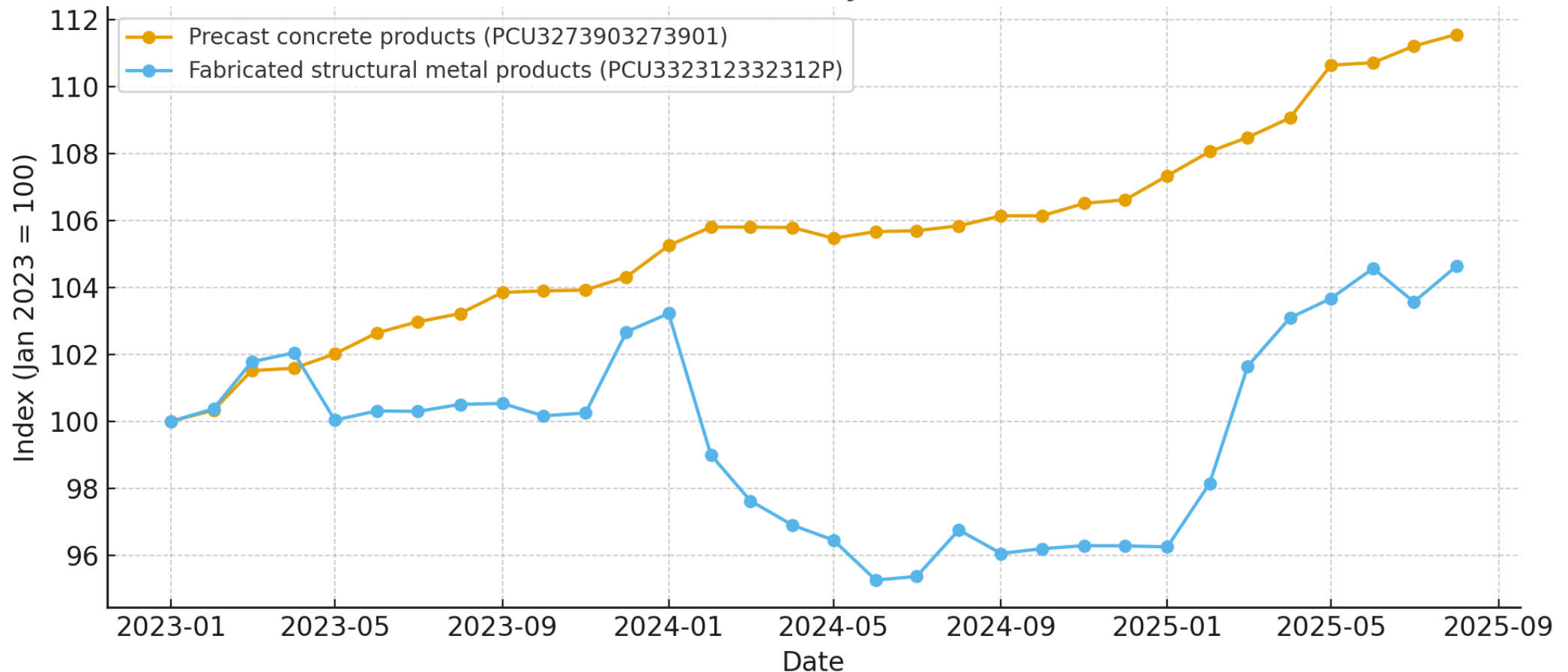


What Has Changed?

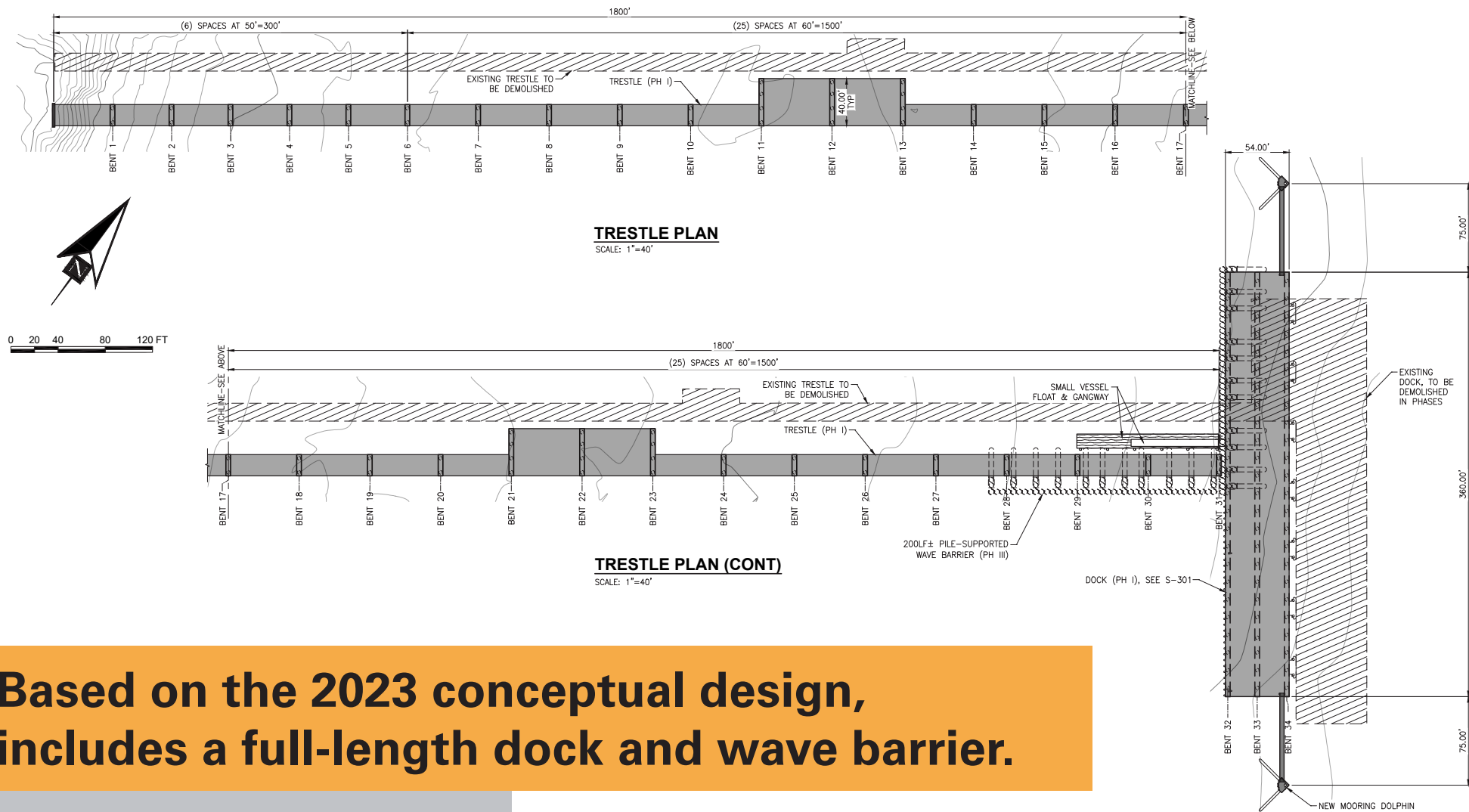


Escalating prices

Precast Concrete vs Fabricated Structural Metal Products
Relative Escalation (Jan 2023 = 100)



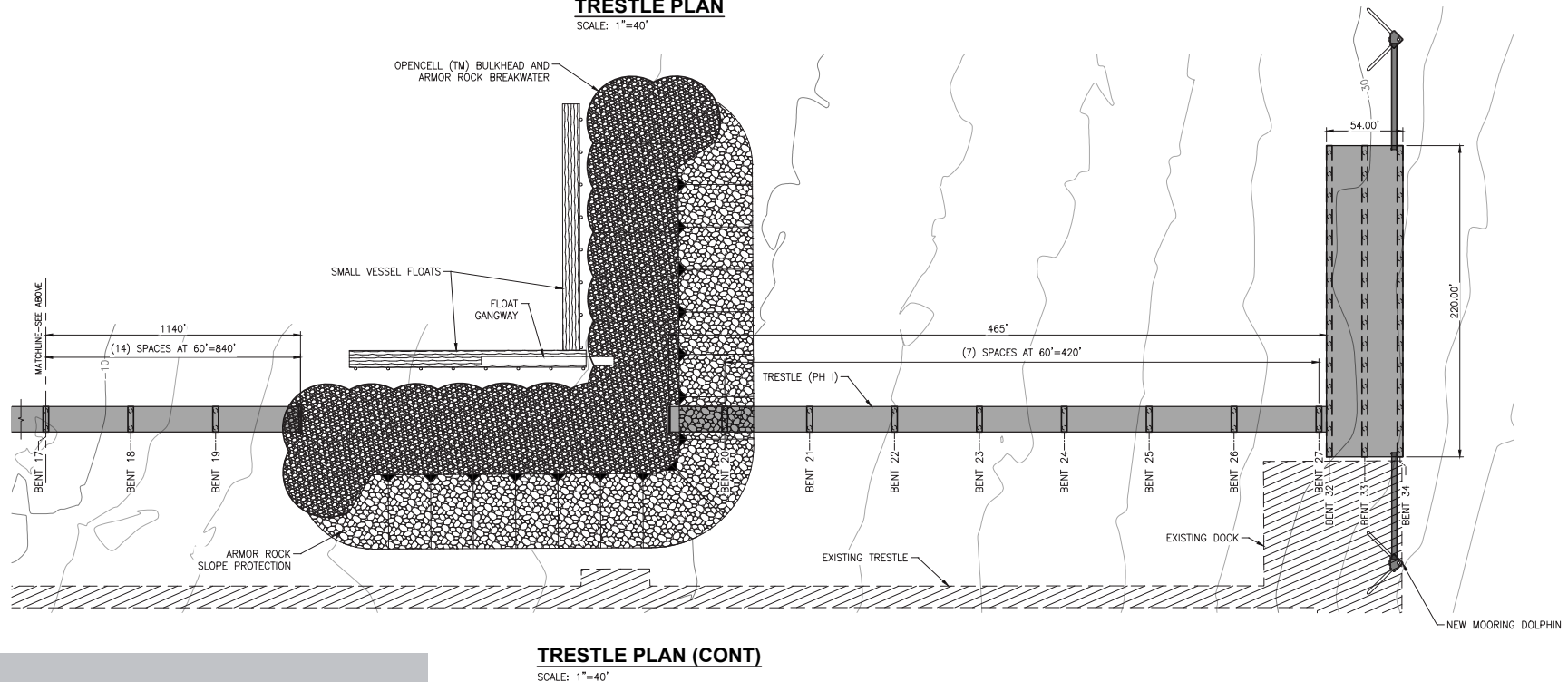
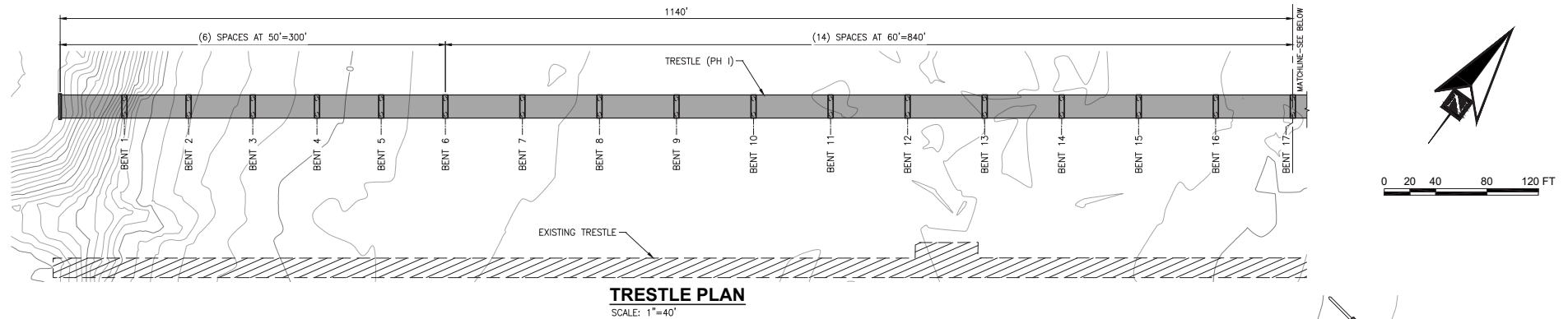
Assessed Concepts – Alternative I



Based on the 2023 conceptual design,
includes a full-length dock and wave barrier.

Estimated Cost:
\$96,910,000

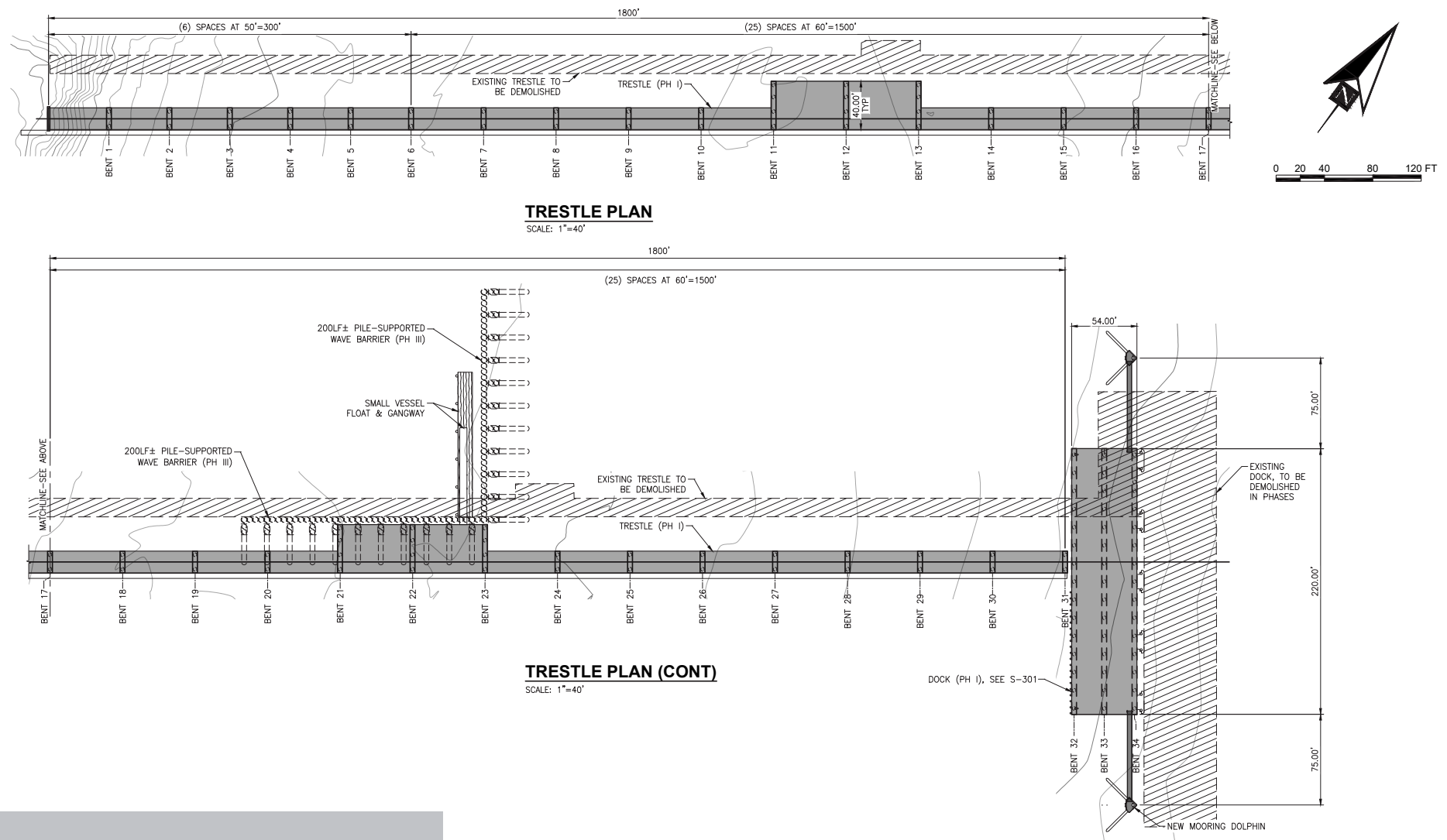
Assessed Concepts – Alternative II



Estimated Cost:
\$86,683,000

Uses an "island" harbor with rock
revetment and reduced costs.

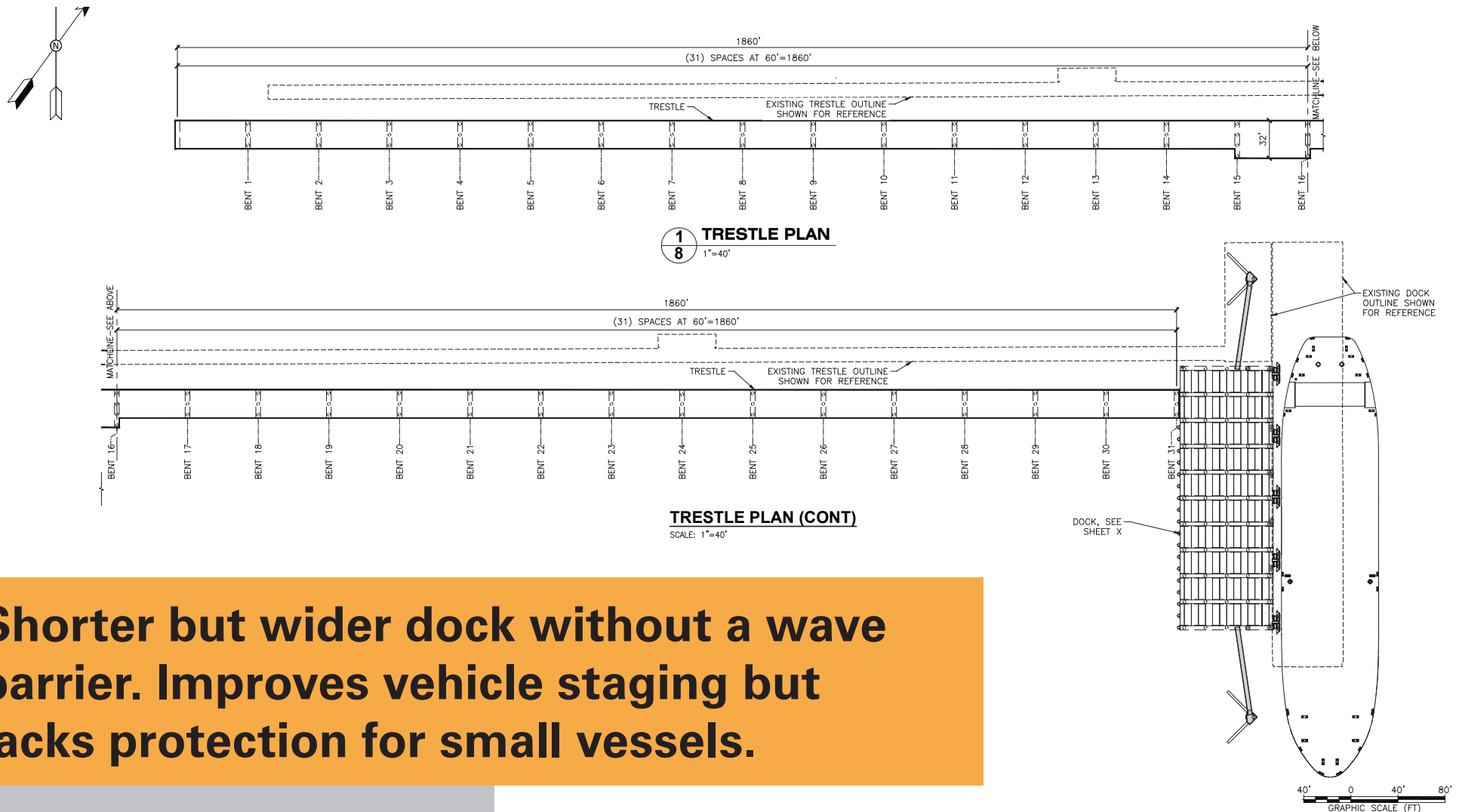
Assessed Concepts – Alternative III



Estimated Cost:
\$88,856,000

**Shortens the dock with a mid-trestle
breakwater to reduce exposure**

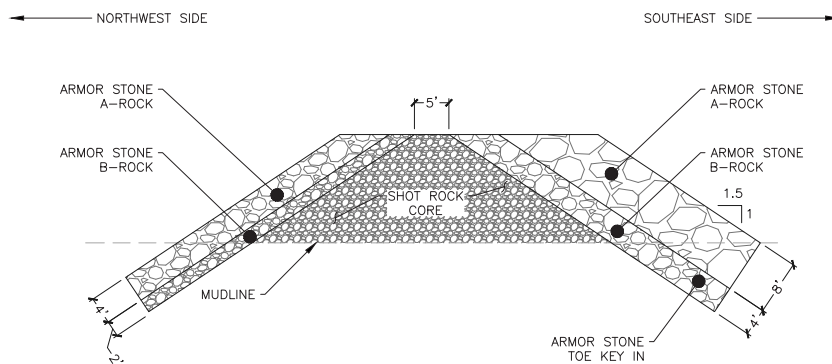
Assessed Concepts – Alternative IV



Shorter but wider dock without a wave barrier. Improves vehicle staging but lacks protection for small vessels.

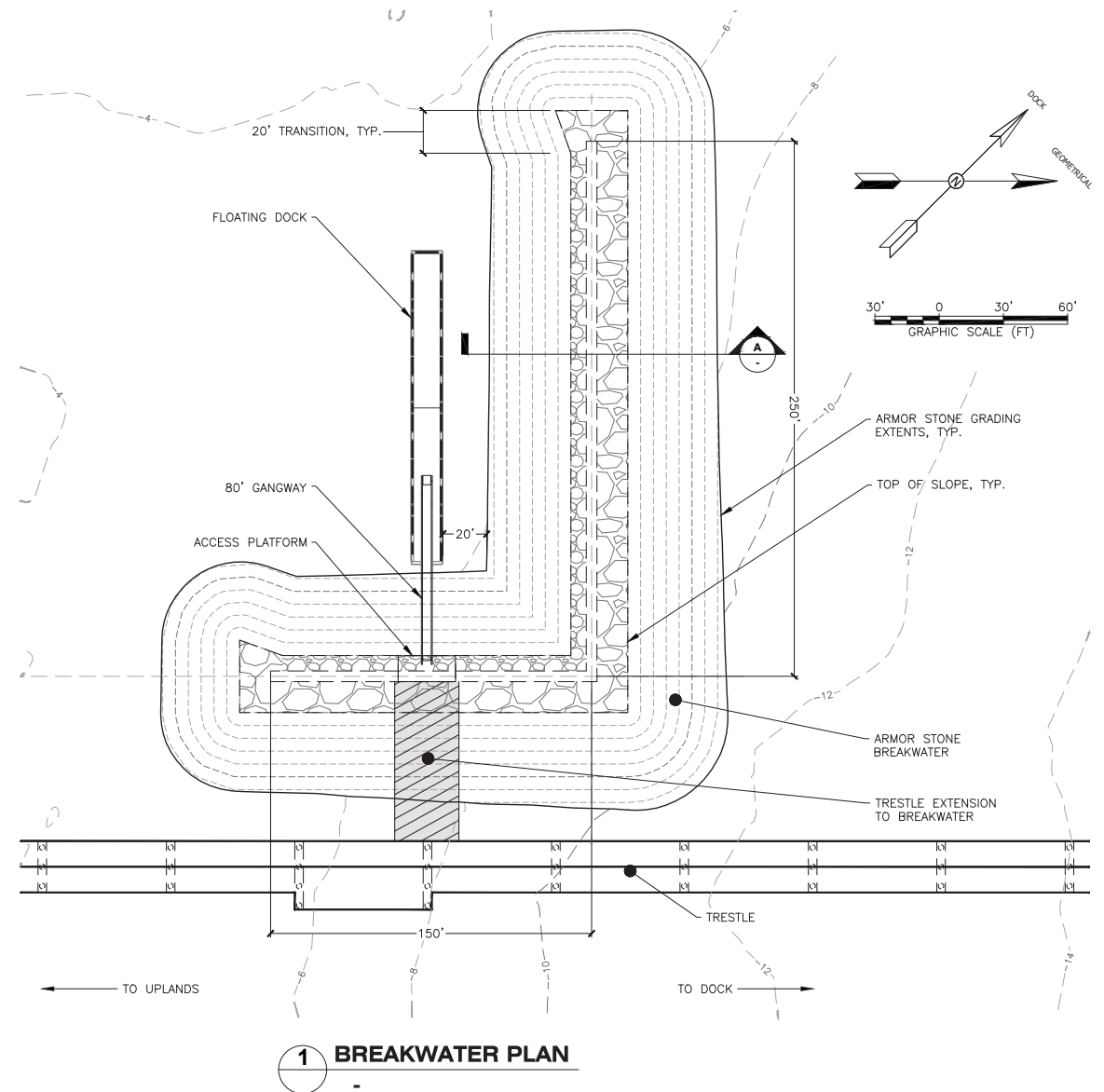
Estimated Cost:
\$68,175,000

Berm Breakwater Concept



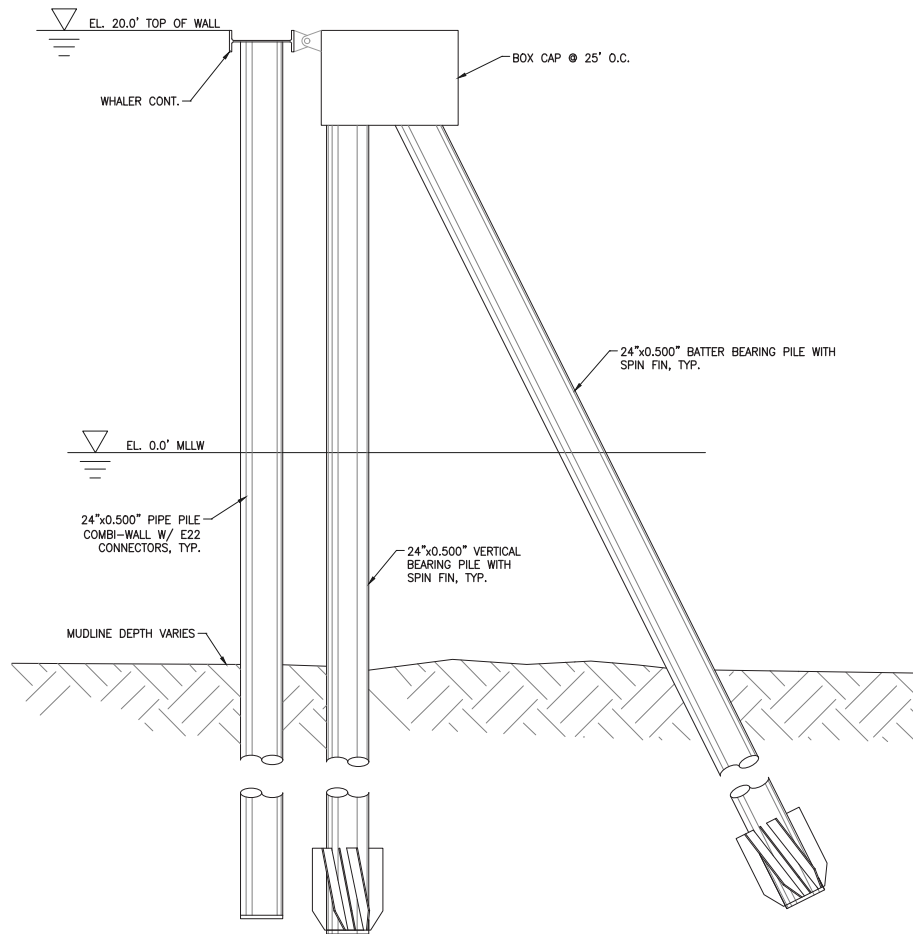
A TYPICAL BREAKWATER SECTION
NTS

Estimated Cost:
\$18,428,900

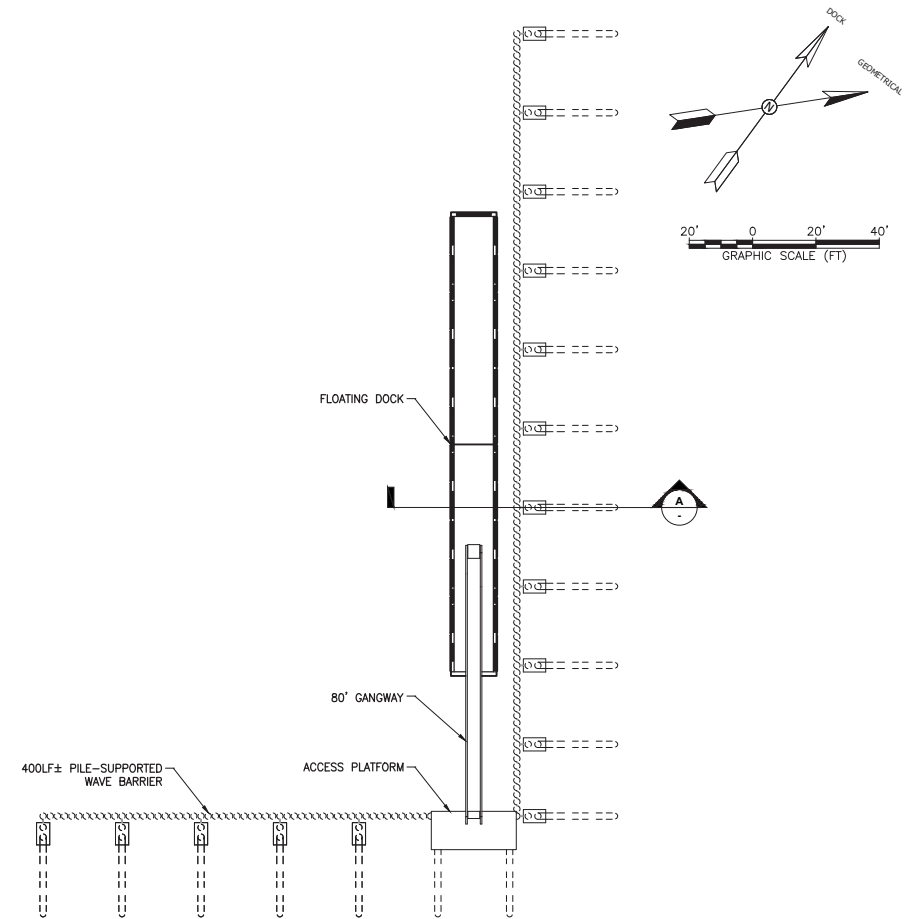


1 BREAKWATER PLAN
NTS

Sheet Pile Breakwater Concept



A TYPICAL BATTER SECTION
- NTS



1 WAVE BARRIER PLAN
- NTS

Estimated Cost:
\$17,847,200

PROPOSED WEST DOLPHIN AND CATWALK

EXISTING DOCK AND TRESTLE SHOWN FOR REFERENCE

PROPOSED DOCK

PROPOSED EAST DOLPHIN AND CATWALK

PROPOSED TRESTLE WITH 60' SPAN

HIGH TIDE LINE

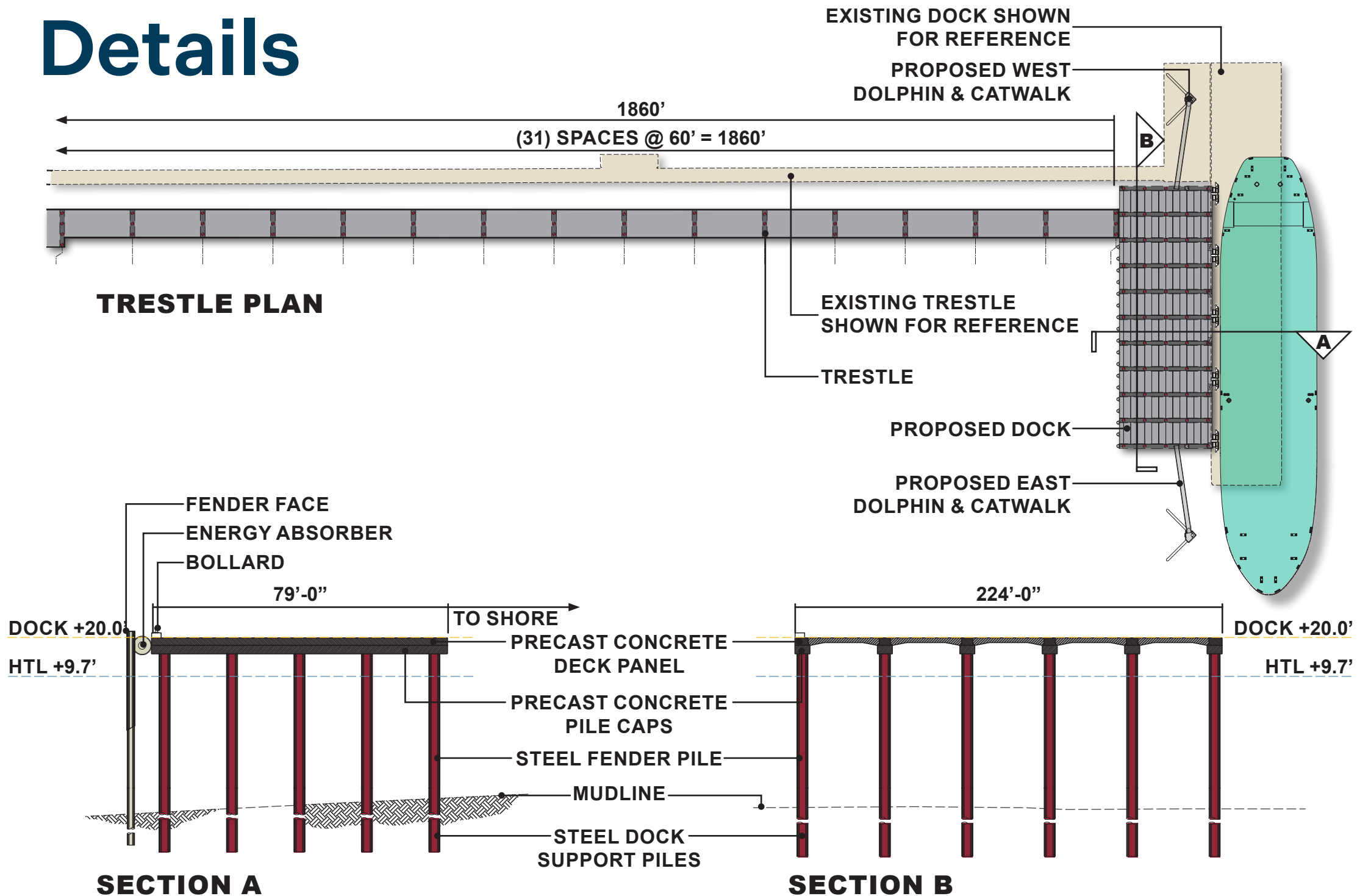
MEAN HIGH WATER

MEAN LOWER LOW WATER

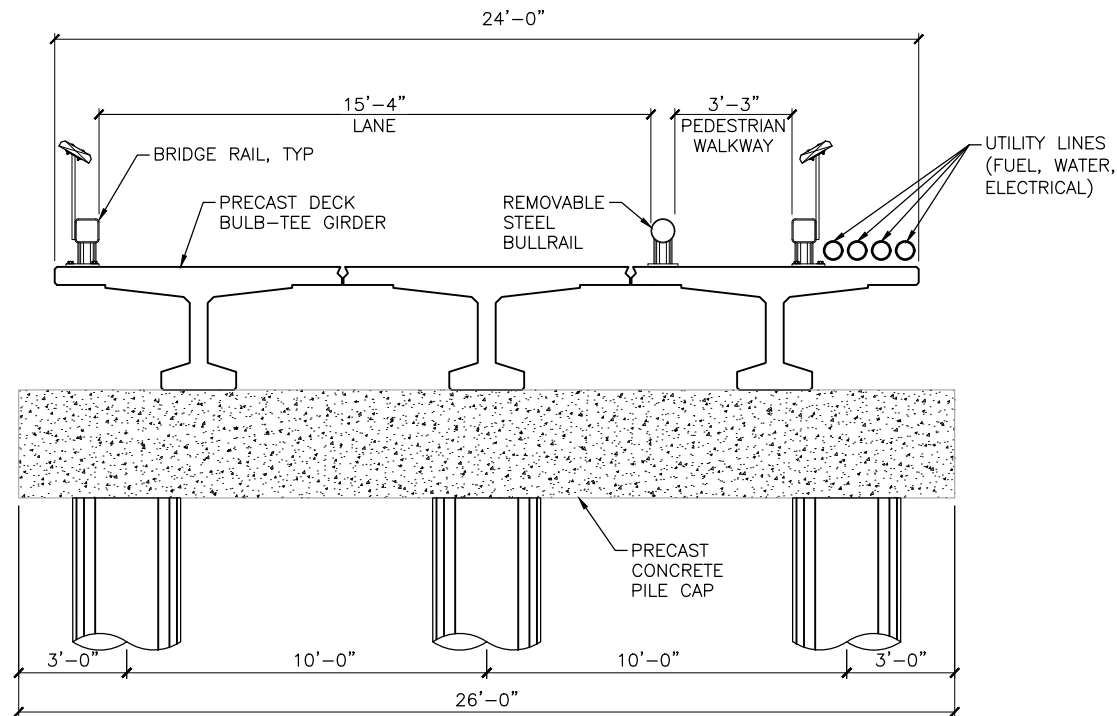
Estimated Cost:
\$68,175,000

Cold Bay AMHS Ferry Terminal Reconstruction • Second Project Scoping Meeting

Details



Details



Steel Catwalk

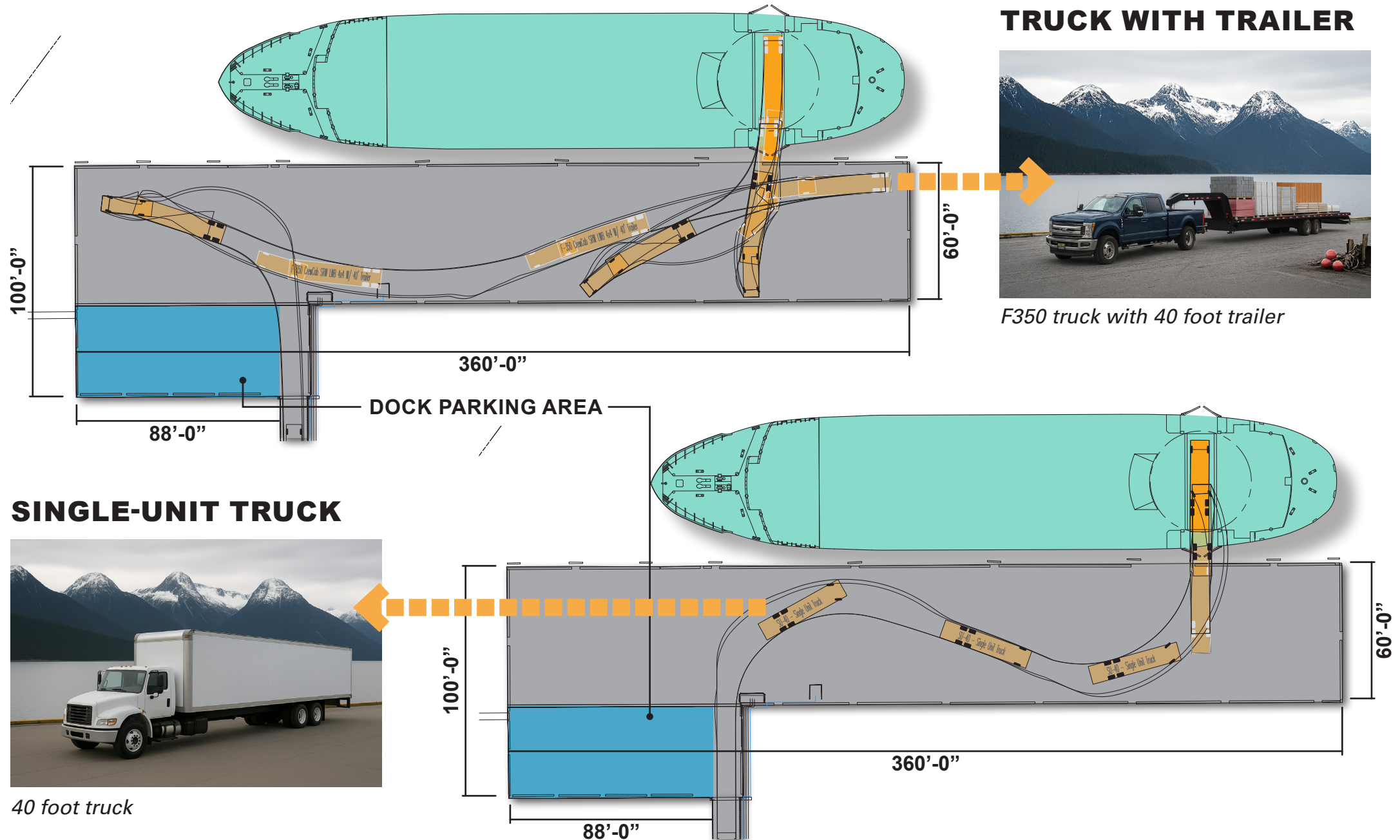


Heavy Duty Steel Fendering

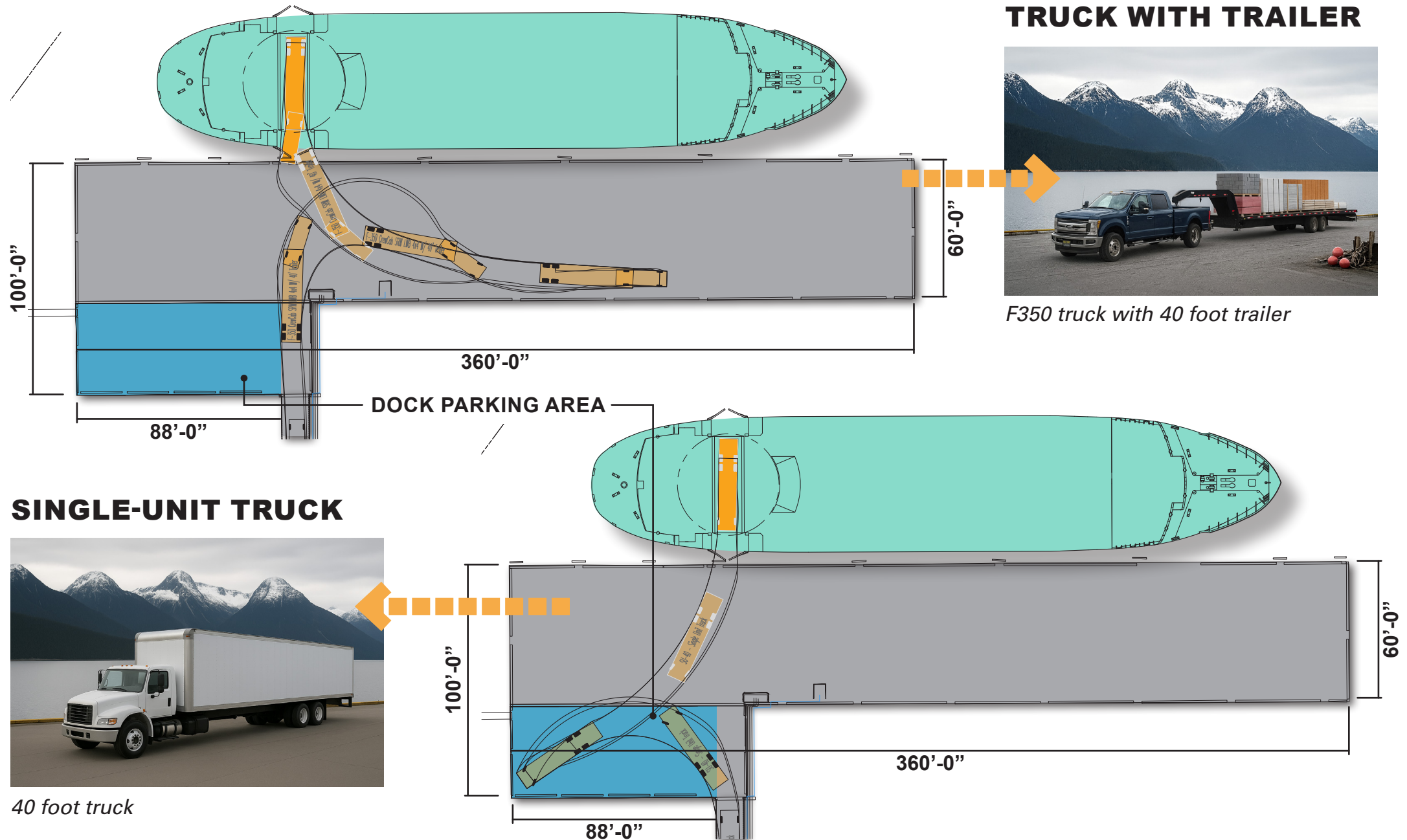


Dock Appurtenances and Catwalk

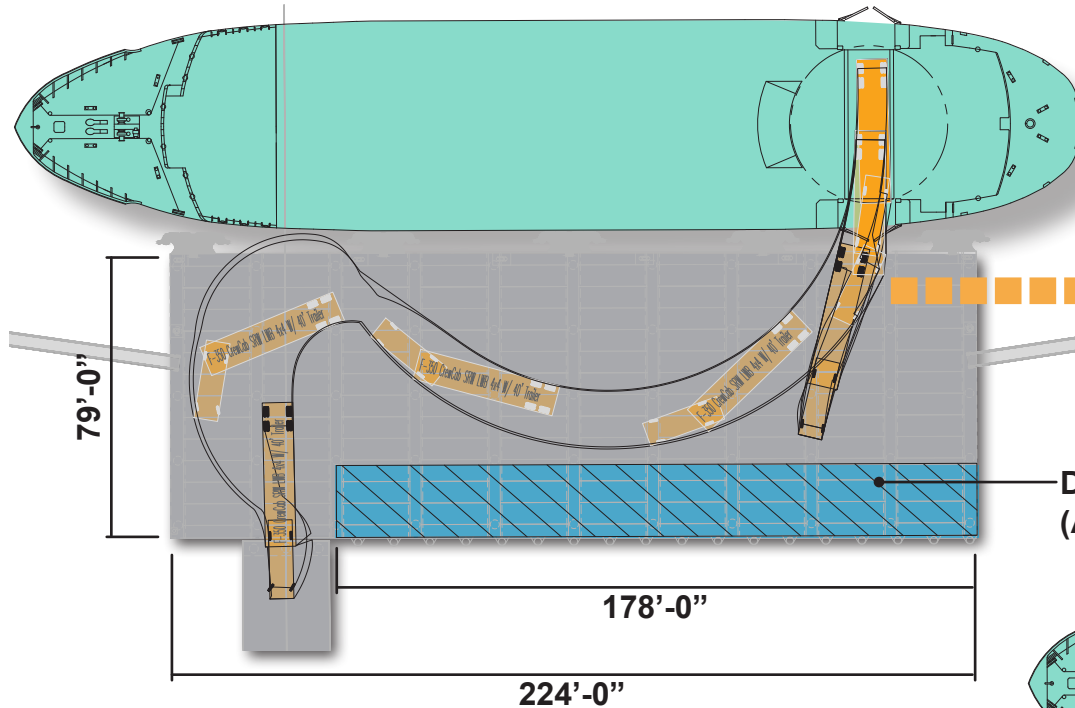
Vehicle Movement - Existing Dock



Vehicle Movement - Existing Dock



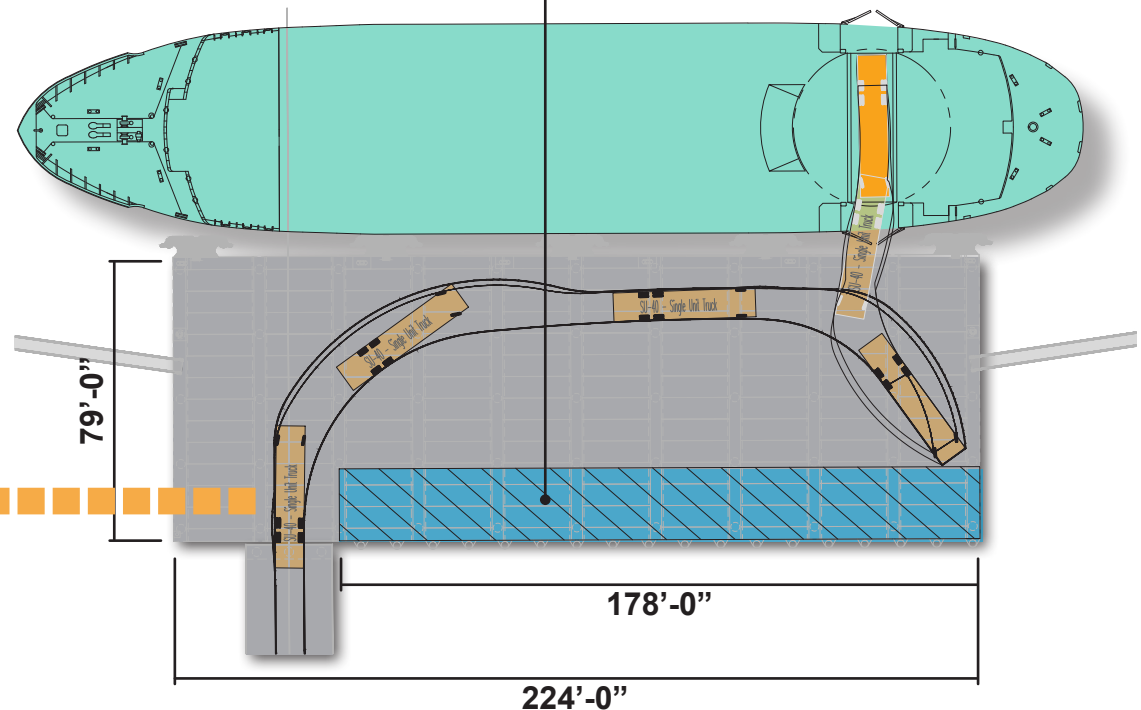
Vehicle Movement - Proposed Dock



TRUCK WITH TRAILER



F350 truck with 40 foot trailer

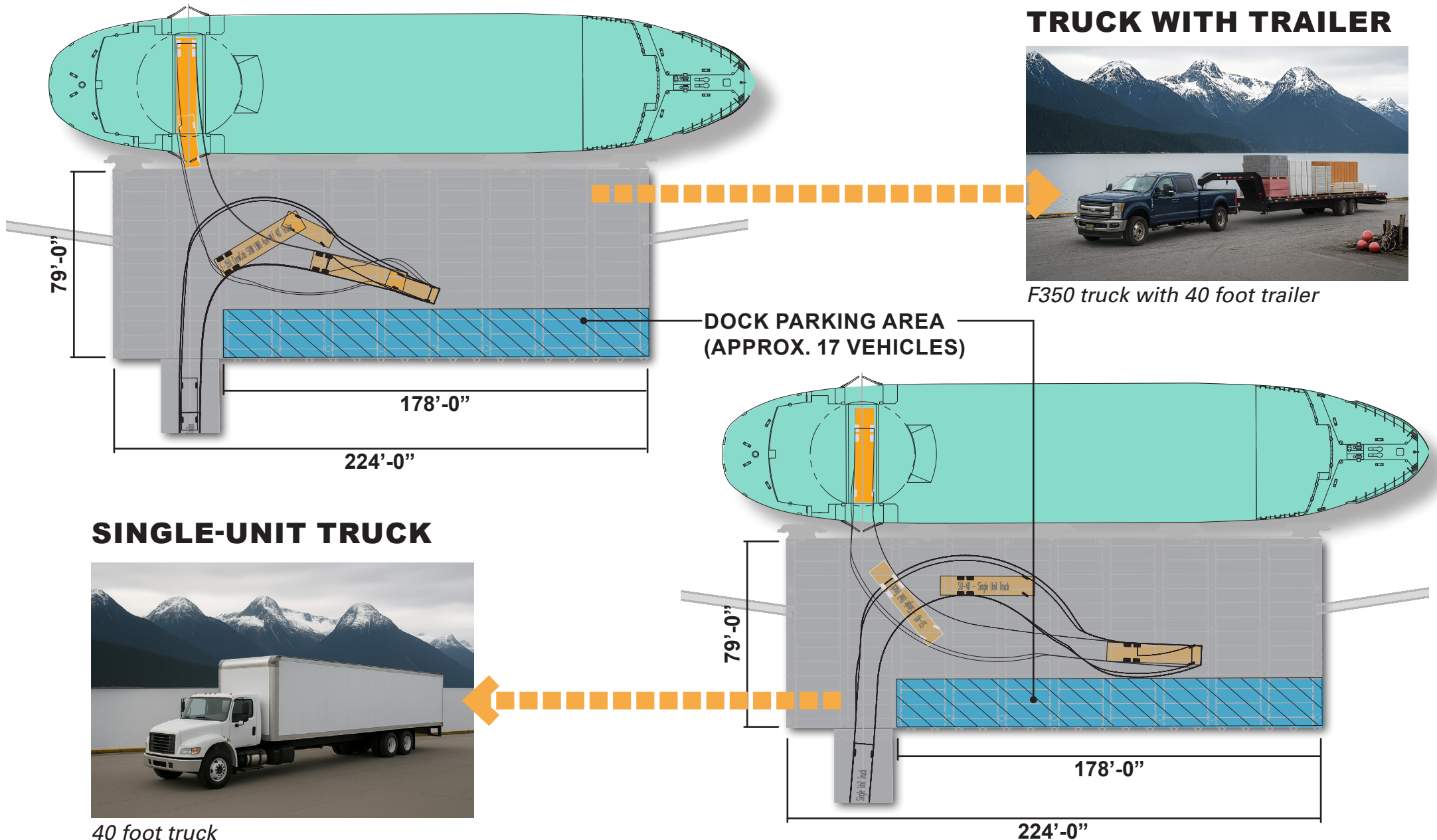


SINGLE-UNIT TRUCK



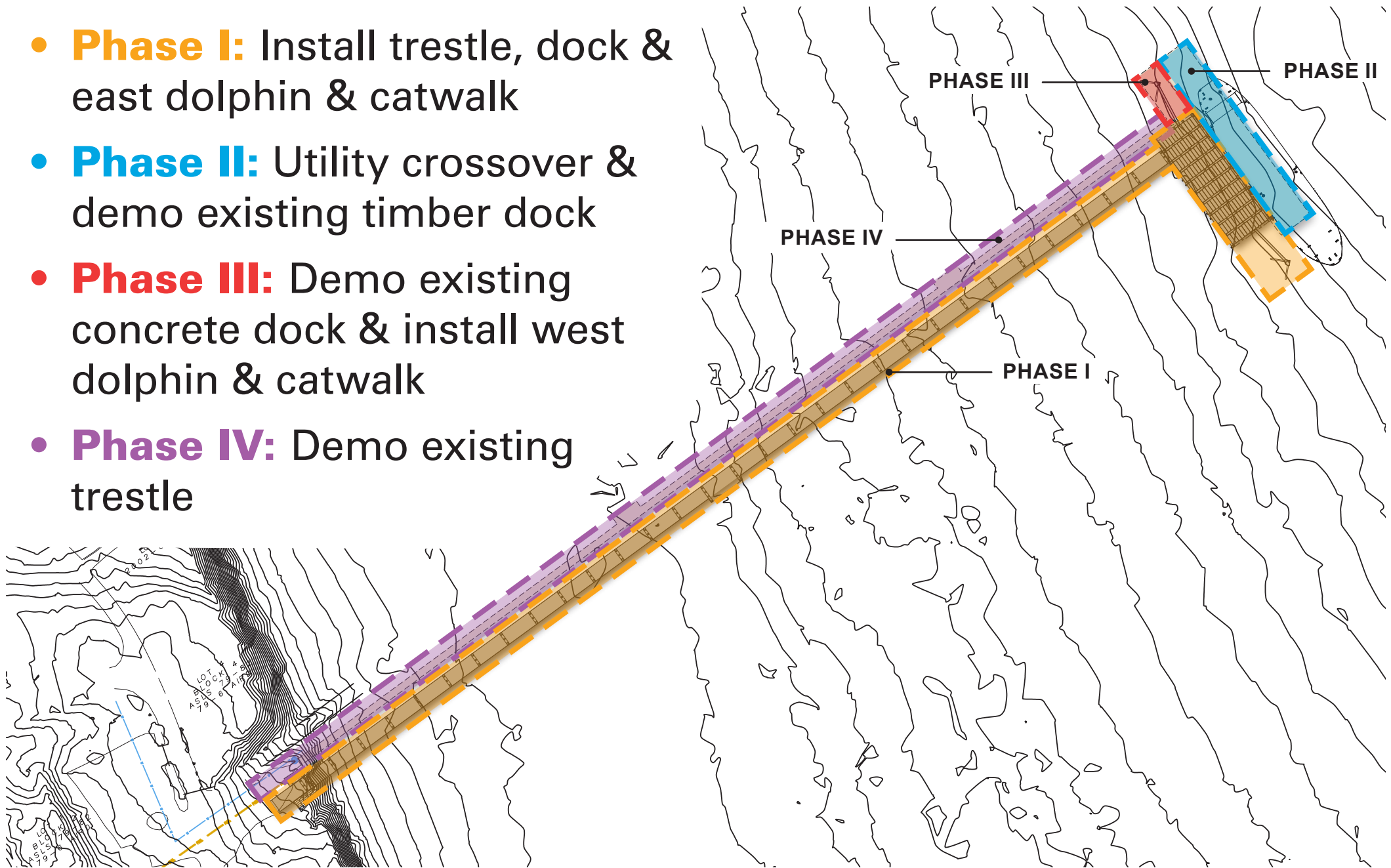
40 foot truck

Vehicle Movement - Proposed Dock



Construction Sequencing

- **Phase I:** Install trestle, dock & east dolphin & catwalk
- **Phase II:** Utility crossover & demo existing timber dock
- **Phase III:** Demo existing concrete dock & install west dolphin & catwalk
- **Phase IV:** Demo existing trestle



Environmental Assessment

Due to federal funding received from the PIDP grant MARAD awarded a National Environmental Policy Act (NEPA) assessment will be prepared for the project. As such, a National Environmental Policy Act (NEPA) assessment will be prepared.

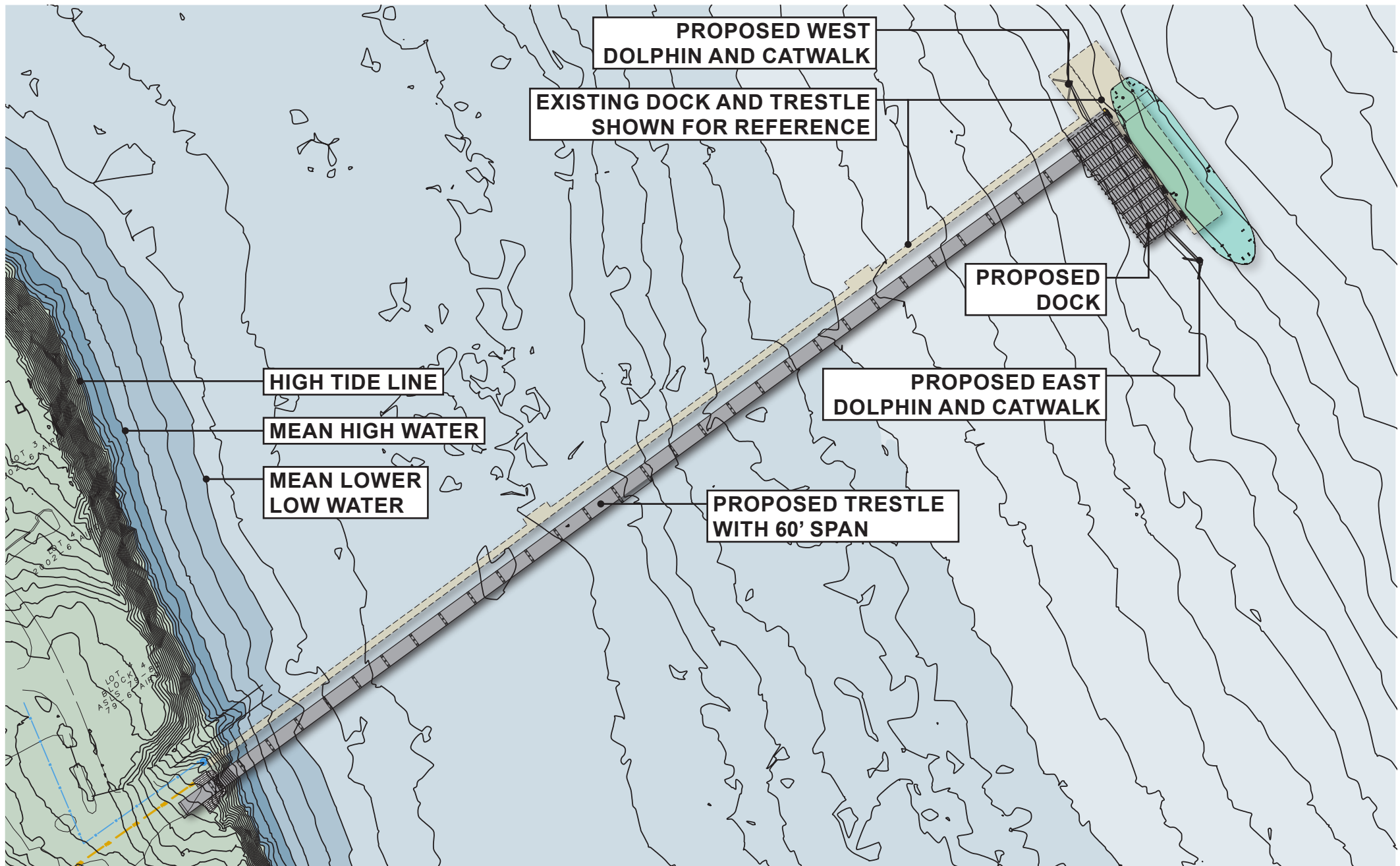
Environmental reviews in support of NEPA will include at a minimum:

- Cultural resources assessment
- Tribal consultation
- Contaminated soils management
- Impacts to public infrastructure
- Endangered species and marine mammal impacts assessment

Project Design and Permitting Timeline

- **October 28, 2025 – January 6, 2026:** DOT&PF are collecting public and agency comments following this meeting.
- **Submitted July 2025:** Endangered Species Consultations and Marine Mammal Harassment Permit Applications.
- **Spring 2026:** Federal Register publication of Marine Mammal Harassment Permit Issuance is to be determined with a 30-day comment period.
- **Pending:** Cultural Resources and Tribal Consultations.
- **Spring/Summer 2026:** U.S. Army Corps of Engineers permit application following completion of consultations.
- **Summer 2026:** Final EA publication is to be determined.
- **Spring 2027:** Design completion and bidding process begins.
- **Fall 2027:** Construction begins.

Questions?



Providing Comments

A comment period is open from October 28, 2025 through January 6, 2026.

Comments can be sent to
coldbaydock@pndengineers.com

Or made through the project website:

<https://dot.alaska.gov/sereg/projects/cold-bay-ferry-terminal/>





Thank You!

<https://dot.alaska.gov/sereg/projects/cold-bay-ferry-terminal/>

