



## PUBLIC NOTICE

Alaska Department of Environmental Conservation (DEC)  
Wastewater Discharge Authorization Program/§401 Certification  
555 Cordova Street, Anchorage AK9501-2617  
Phone: 907-269-6285 | Email: [DEC-401Cert@alaska.gov](mailto:DEC-401Cert@alaska.gov)

# Notice of Application for State Water Quality Certification

**Public Notice (PN) Date:** April 4, 2024  
**PN Expiration Date:** April 25, 2024

**PN Reference Number:** POA-2024-00058 v1.0  
**Waterway:** Sawmill Cove

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into waters of the United States, in accordance with Section 401 of the Clean Water Act (CWA), must also apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA and the Alaska Water Quality Standards (18 AAC 70). The scope of certification is limited to the water quality-related impacts from the activity subject to the Federal license or permit (40 CFR 121.3, 18 AAC 15.180).

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps of Engineers' PN Reference Number indicated above has been received<sup>1</sup> for the discharge of dredged and/or fill materials into waters of the United States (WOTUS), including wetlands, as described below, and shown on the project figures/drawings. The public notice and related project figures/drawings are accessible from the DEC website at <https://dec.alaska.gov/water/wastewater/>.

To comment on the project or request for a public hearing with respect to water quality, submit comments electronically via the DEC public notice site at <https://water.alaskadec.commentinput.com?id=UGBaAF5Q8> on or before the public notice expiration date listed above.

**Applicant:** City and Borough of Sitka, Michael Harmon, 100 Lincoln Street, Room 201, Sitka, AK 99835, (907) 747-1807; [michael.harmon@cityofsitka.org](mailto:michael.harmon@cityofsitka.org).

**Agent:** PND Engineers, Inc., Brenna Hughes, 1506 W. 36th Ave., Anchorage, AK 99503; (907) 561-1011 2773; [bhughes@pndengineers.com](mailto:bhughes@pndengineers.com).

**Project Name:** Gary Paxton Industrial Park Vessel Haul Out

**Dates of the proposed activity is planned to begin and end:** 10/1/2024 to 09/30/2024.

**Location:** The proposed activity is located within Section 3, T. 56 S, R. 64 E, Copper River Meridian, in Sitka, Alaska. Project Site (Latitude, Longitude): 57.048087, -135.22909.

**Purpose:** The applicant's stated purpose is to construct a vessel haul-out facility within the Gary Paxton Industrial Park (GPIP) with a capacity to haul-out vessels within the Sitka Fleet for repair and refurbishment.

**Proposed Work:** The proposed project will construct a 150-ton capacity vessel haul out pier, a queueing float, a vessel haul out ramp, and an uplands shipyard area with vessel storage, vehicle parking and a vessel washdown pad. Work also includes water, storm water, wastewater, and electrical improvements.

The proposed project will take place in multiple phases, due to funding limitations. Phase 1 of the project is planned to commence in 2024 and will consist of the construction of the following elements:

- 150-ton Vessel Haul out Piers
- Expanded Uplands to include Storm Water Collection & Treatment
- Vessel Washdown Pad

<sup>1</sup> Reference submission number: HQ1-Q244-XRN3V; Received: 3/4/2024 9:17:42 AM

**Excavation & Fill Quantities:**

	Project Total	Below HTL (EL =12.8')	Below MHW (EL=9.2')	Below MLLW (EL=0.0)
Expanded Uplands (acre)	1.13	0.65	0.54	0.28
Expanded Uplands Shot Rock (CY)	11972	4366	2118	64
Expanded Uplands Base Course (CY)	800	374	252	34
Expanded Uplands Armor Rock (CY)	5090	3250	2580	1285
Haul out Pier (acre)	0.06	0.06	0.06	0.06
Haul out Ramp (acre)	0.49	0.44	0.42	0.36
Haul out Ramp Shot Rock (CY)	4060	1850	1180	286
Haul out Ramp Base Course (CY)	450	234	185	100
Haul out Ramp Armor Rock (CY)	3730	2354	1988	840
Deck over (acre)	0.05	0.05	0.05	0.05
Queuing Float (acre)	0.02	0.02	0.02	0.02
Approach Dock (acre)	0.01	0.01	0.01	0.01
Gangway (acre)	0.01	0.01	0.01	0.01

**Pile Quantities:**

	Construction Method	Project Total	Below HTL (EL=12.8')	Below MHW (EL=9.2')	Below MLLW (EL=0.0')	Max Piles Per Day	Mins./ (Strikes) 1Per Pile	Days of Effort
Haul out Pier Support Pile (36" steel pipe)	Vibratory	20	20	20	20	2	60	20
	Impact	20	20	20	20	2	2000	20
Haul out Pier Batter Pile (36" steel pipe)	Vibratory	4	4	4	4	2	120	10
	Impact	4	4	4	4	2	3000	10
Haul out Pier Fender Pile (24" steel pipe)	Vibratory	6	6	6	6	4	30	6
Template Pile (24" steel pipe or equivalent)	Vibratory Installation & Removal	52	52	52	52	8	30	6
Deck over Support Pile (36" steel pipe)	Vibratory	9	9	9	9	3	60	18
	Impact	9	9	9	9	3	2000	9
Queuing Float Pile (24" steel pipe)	Vibratory	4	4	4	4	4	60	5
	Impact	4	4	4	4	1	250	1
Approach Dock Pile (16" steel pipe)	Vibratory	6	6	6	6	6	60	10
	Impact	6	6	6	6	1	250	10
Approach Dock Batter Pile (16" steel pipe)	Vibratory	1	1	1	1	1	60	2
	Impact	1	1	1	1	1	500	2
Template Pile (24" steel pipe or equivalent)	Vibratory Installation & Removal	32	32	32	32	8	20	16

The construction of the following additional project elements will occur when funding becomes available.

- Queueing Float, Approach Dock & Gangway
- Deck Over (pile-supported deck area)
- Vessel Haul Out Ramp
- North Boat Yard (Uplands Shipyard) to include Vehicle Parking and a Boat Yard
- Pile Anodes

Timing of future phases is still to be determined and will be based on the availability of funding. Vibratory pile-driving equipment will likely utilize an APE 200-6 or similar hammer. Impact driving will likely utilize a

Delmag D62 or similar hammer. Due to the scope and size of the project, it is anticipated a single crane barge will be utilized for the project and no simultaneous pile driving will be necessary.

MOBILIZATION: Mobilization to the project site will depend on the contractor selected to perform the work. Major equipment and materials associated with construction will most likely be mobilized to the project site from Juneau or another Southeast Alaska location or from Seattle. As the timeline associated with future phases of project construction is currently unknown, it is possible that a different contractor, or a different mobilization route will occur for subsequent construction phases. Regardless of the project phase, all project vessels will comply with all pertinent regulations, including protocols for marine mammal impact avoidance.

EXPANDED UPLANDS: Construction will commence with the expansion of the uplands to facilitate construction of the pile-supported 150-ton haul out piers. Uplands filled expansion is required to allow for the placement of the 150-ton haul out piers in water sufficiently deep to allow for boat haul out operations to occur regardless of the level of the tide and to prevent the need for dredging and dredging maintenance over the life of the facility.

Earthen materials used to construct the expanded uplands will consist of three primary components, listed in order of decreasing average particle size: armor rock, shot rock borrow (bulk fill), and crushed aggregate base course. All fill materials will be free of contaminants and will contain a minimal amount of fine particulate to prevent turbidity and sedimentation impacts to the extent feasible. Fill materials will be obtained from a local source to the extent possible; ultimate materials source will be dependent on the contractor selected to perform construction.

Bulk fill will be placed directly on the existing ground surface. When possible, materials will be placed in the dry during low tidal conditions, however, initial fill operations are planned to continue regardless of the level of tide. The bulk fill material will be delivered to the project site by trucks which will end-dump the material into on-site stockpiles for spreading. Bulk fill placement and spreading will be accomplished by track-mounted excavator, bulldozer, or motor grader. Above MLLW, material will be placed in lifts of specified thickness. Each lift of material will be compacted with a vibratory drum roller compactor; all compaction operations will be performed when the tide is below the elevation of the work. As each lift of bulk fill material is placed, armor rock will be concurrently placed to protect the embankments from erosion during construction. As with the bulk fill materials, armor rock will be delivered to the project site by trucks and end-dumped into on-site stockpiles. Armor rock will be individually handled, manipulated, and placed on the bulk fill side slopes by a track-mounted excavator, or crane.

A layer of base course will be placed atop the expanded uplands area and compacted, using similar methods to the placement of bulk fill materials. The surface course will provide a smooth and level surface for vehicles and trailers to traverse.

STORM WATER IMPROVEMENTS: Storm water improvements consisting of storm drain catch basins, utility holes, and associated piping will be installed to control storm water within the expanded uplands. The uplands will be graded to facilitate storm water drainage towards the catch basins installed in various locations throughout the site. All collected storm water will be filtered through a sediment basin and an oil-water separator prior to being discharged via outfall into Sawmill Cove.

**150-TON BOAT HAULOUT PIERS:** Construction of the 150-ton boat haul out pier infrastructure will begin following substantial completion of the expanded uplands fill placement, although some pile-driving may occur prior to fill placement, depending upon contractor means and methods. Installation of the piers will occur primarily from a marine-based crane barge although some piles may be placed from a shore-based crane, if accessible.

Haul out piers support piles, both vertical and batter, will be installed primarily with a vibratory hammer. It is anticipated that the largest size vibratory hammer used for the project will be an APE 200-6 or comparable vibratory hammer from another manufacturer, such as ICE. Following vibratory installation, piles will be proofed with an impact hammer in order to achieve design bearing capacity. A Delmag D-62 diesel impact hammer or equivalent is anticipated to be used for impact pile driving.

The contractor will install temporary template piles (up to 24" diameter pipe piles or equivalent) to facilitate accurate installation of permanent piles, with temporary piles being removed following permanent pile installation. Anticipated quantities of template piles to be used are outlined within Table 2. Temporary piles will be installed and removed using vibratory methods only. Temporary template piles will only be necessary for vertical support piles; batter piles will be installed utilizing permanent vertical support piles as a template.

After all piles are installed, piles will be cut off at the specified elevation and permanent steel pile caps will be welded to the piles. Precast concrete deck panels will be set on top of the steel pile caps. Cast-in-place (CIP) closure pours and grout placement within the keyways between individual panels will connect all deck panels together. Additional pier appurtenances such as bull rail, handrail, and safety ladders will also be installed.

Following construction of the pier superstructures, 24" diameter fender piles will be installed with a vibratory hammer. Fender piles will be equipped with UHMW pile rub strips to protect the pier against impact from vessels using the haul out.

The 150-ton haul out piers have been designed with a 300-ton hoist capacity and expanded pier width to allow for future expansion.

**VESSEL WASHDOWN PAD & UTILITY BUILDING:** A permanent vessel washdown pad will be installed adjacent to the expanded uplands. A heated piping system will be incorporated into the concrete pad to prevent snow and ice from accumulating.

The washdown pad will be equipped with drainage for vessel wash water. The drainage system will collect wash water used for vessel cleaning in a catch basin incorporated into the washdown pad and send it to a storm filter system containing a grit chamber for filtration of the effluent. All wash water will be discharged into the Sitka municipal sewer. The estimated maximum daily flow into the CBS sewer collection system is estimated at 2,000 gallons per day (GPD) when a single pressure washer is used 8 hours continuously during a workday. This daily flow will increase to 4,000 GPD if two pressure washers are used continuously for cleaning larger vessels during an 8-hour day. Piping and treatment infrastructure is based on these usage estimates.

A 960-square foot utility building will be installed on-site, adjacent to the vessel washdown pad, which will house the water treatment equipment and hydronic boilers for the heat piping system.

**DECKOVER:** A 32' x 60' deck over, consisting of pile-supported precast deck panels, is planned to be installed in between the 150-ton haul out piers to create additional level working space. The deck over will provide for a workspace close to the lifting slot during and will improve the overall safety of personnel during vessel haul out operations.

The deck over will be constructed via the same design used for the 150-ton haul out piers, with pile supported precast concrete panels. Vertical 36" diameter steel pipe pile will be installed primarily with a vibratory hammer and proofed with an impact hammer to achieve design capacity. Temporary template piles (up to 24" diameter pipe piles

or equivalent) will be used by the Contractor to facilitate accurate installation of permanent piles, with temporary piles being removed following permanent pile installation.

**QUEUEING FLOAT, APPROACH DOCK & GANGWAY:** A queueing float will be installed adjacent to the 150-ton haul out pier to provide vessel moorage for those waiting to utilize vessel haul out services and to provide safe and convenient water access.

A 10 x 80' queueing float will be installed, moored in place using up to 4 each 24" diameter piles. Float piles will be installed by vibratory hammer only. No template piles are anticipated to be required; the permanent queueing float will be used as a template with piles driven directly through the pile hoops present on the float.

An aluminum gangway will be installed to provide access between the expanded uplands and the queueing float. The gangway will be connected to a 10' x 40' approach dock extending from the shoulder of the uplands. The approach dock will be supported by 7 each 16" diameter piles. Approach dock support piles, both vertical and batter, will be installed primarily with a vibratory hammer. Following vibratory installation, piles will be proofed with an impact hammer to achieve design bearing capacity. Temporary template piles (up to 24" diameter pipe piles or equivalent) will be used by the Contractor to facilitate accurate installation of permanent piles, with temporary piles being removed following permanent pile installation.

**BOAT HAULOUT RAMP:** A gravel-surfaced boat haul out ramp will be installed to the east of the haul out pier to allow for launch and removal of trailered vessels within the Gary Paxton Industrial Park. Construction of the 150-ton haul out pier is planned to occur in a region with an existing gravel ramp that currently is used by CBS as a vessel and barge haul out. The future boat haul out ramp can also be used to load and unload barges.

Construction of the new haul out ramp will utilize similar procedures to those used to construct the expanded uplands area, as detailed within section 6.2. Bulk fill will be placed directly on the existing ground surface. When possible, materials will be placed in the dry during low tidal conditions, however, initial fill operations are planned to continue regardless of the level of tide. The bulk fill material will be delivered to the project site by trucks which will end-dump the material into on-site stockpiles for spreading. Bulk fill placement and spreading will be accomplished by track-mounted excavator, bulldozer, or motor grader. As bulk fill material is placed, armor rock will be concurrently placed to protect the embankments from erosion during construction. As with the bulk fill materials, armor rock will be delivered to the project site by trucks and end-dumped into on-site stockpiles. Armor rock will be individually handled, manipulated, and placed on the bulk fill side slopes by a track-mounted excavator, or crane. A layer of surface course will be placed atop the boat haul out ramp and compacted, using similar methods to the placement of bulk fill materials.

**PILE ANODES:** Pile anodes will be installed on all steel piles associated with the project to provide passive corrosion protection to extend the life of the piles.

Anodes will be welded to each pile, offset from one another by 120 to 180-degree patterns, depending on pile diameter. The anodes will be spaced on approximately 20' centers between MLLW and the seafloor. The number of anodes per pile will vary depending on water depth and pile diameter, ranging from 2 to 9 anodes per pile. Anodes will measure approximately 6"x6"x60" in size and will weigh approximately 220 pounds each.

**NORTH BOAT YARD:** Existing CBS-owned uplands lots will be improved to create the North Boat Yard which will provide boat storage and work areas as well as vehicle parking. Existing property will be improved via the placement of rock subbase materials and an 8" thick layer of graded and compacted crushed aggregate base course material.

The North Boat Yard will be graded to facilitate storm water drainage towards catch basins installed in various locations throughout the site. Additional storm water improvements will be connected to storm water infrastructure already installed during the construction associated with the expanded uplands. All storm water will be filtered through a sediment basin and an oil-water separator prior to discharge via an outfall.

**Applicant Proposed Mitigation:** The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material.

- a. **Avoidance:** - Spill containment equipment and materials will be readily available should any releases occur.
  - All hazardous materials and debris will be stored above the high tide line (HTL) and secured to prevent being blown offshore.
  - All chemicals and petroleum products will be properly stored to prevent spills. Petroleum products, cement, chemicals, or other deleterious materials will not be allowed to enter surface waters.
  - Fueling and vehicle maintenance will not occur within 100 feet of water bodies and wetlands, except as required to maintain barge or vessel-based equipment. A spill prevention plan will be developed to prevent potential hazardous material discharges from these activities.
  - The contractor will check for leaks regularly on any equipment, hoses, and fuel storage that occur at the project site.
- b. **Minimization:** The project will result in a loss of tidelands and waters of the U.S. adjacent to the existing facilities in an industrialized area. Project impacts were minimized to the extent possible by reusing a site already in use as a commercial boat ramp.
- c. **Mitigation:** A compensatory mitigation plan will be developed with USACE to offset unavoidable impacts from fill placed in waters of the US.

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After reviewing the application, the Department will evaluate whether the activity will comply with applicable water quality requirements (any limitation, standard, or other requirement under sections 301, 302, 306, and 307 of the CWA, any Federal and state laws or regulations implementing those sections, and any other water quality-related requirement of state law). The Department may certify (or certify with conditions) with reasonable assurance the activity and any discharge that might result will comply with water quality requirements. The Department also may deny or waive certification.

The permit application and associated documents are available for review. For inquiries or to request copies of the documents, contact [dec-401cert@alaska.gov](mailto:dec-401cert@alaska.gov), or call 907-269-6285.

### **Disability Reasonable Accommodation Notice**

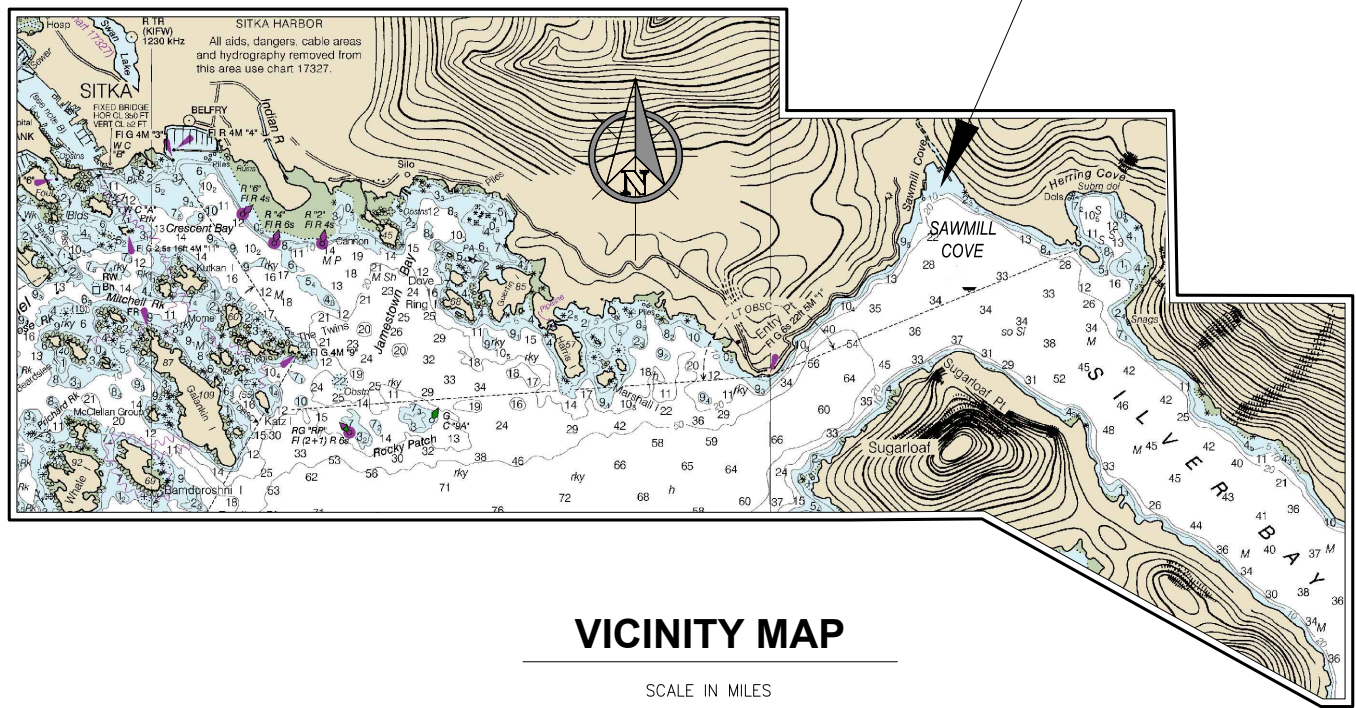
The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Megan Kohler at 907-269-4198 or TDD Relay Service 1-800-770-8973/TTY or dial 711 prior to the expiration date of this public notice to ensure that any necessary accommodations can be provided.





**LOCATION MAP**

**PROJECT LOCATION**



**VICINITY MAP**



MAP FROM:  
NOAA CHART 17326,  
BARANOF ISLAND  
CRAWFISH INLET TO SITKA

**PURPOSE:**  
CONSTRUCTION OF A VESSEL  
HAULOUT PIER FACILITY

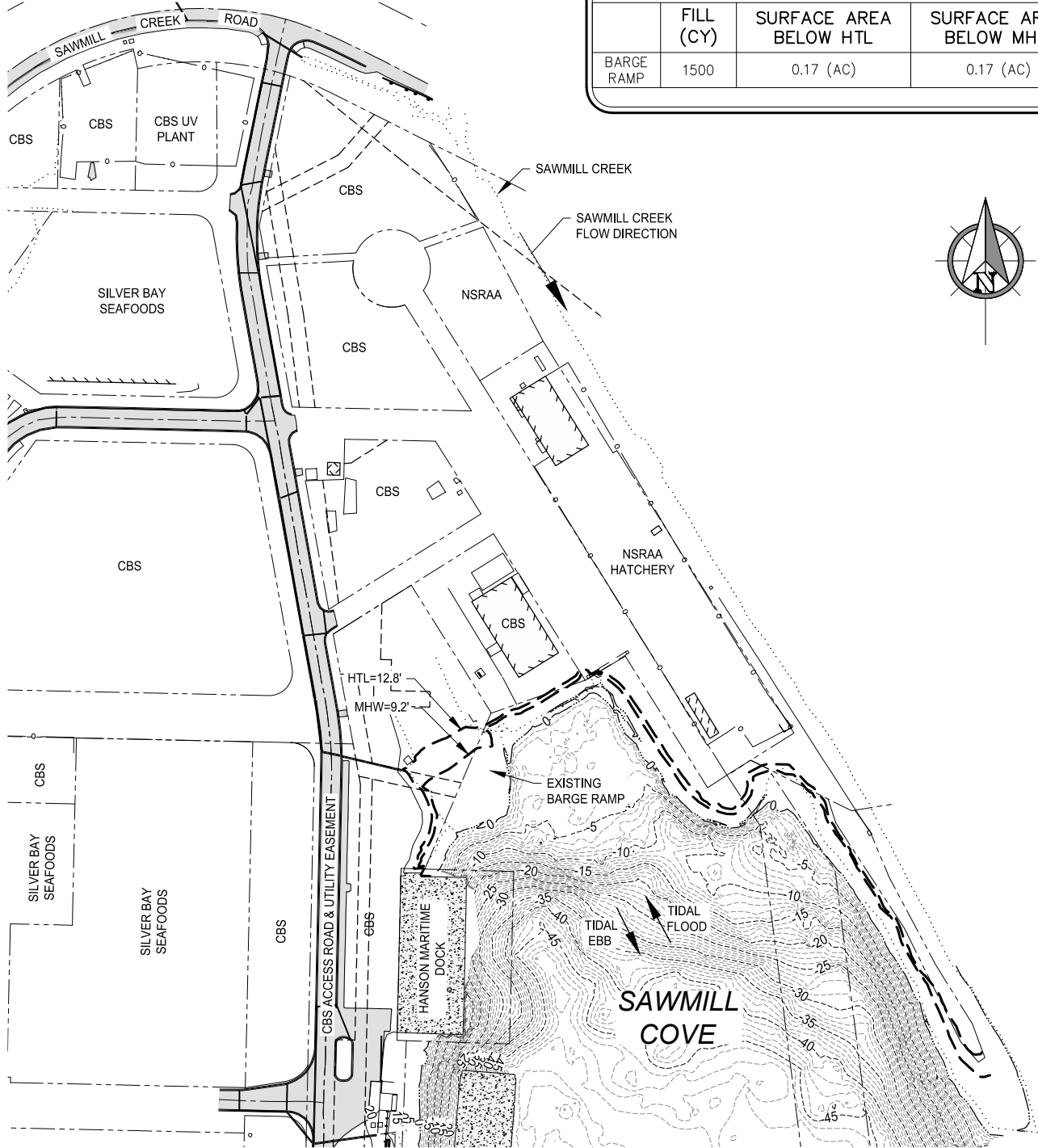
**VICINITY MAP**

**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

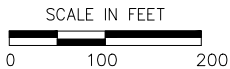
**DATUM:**  
MLLW = 0.0'  
HTL = 12.8'  
MHW = 9.2'

APPLICANT: CITY & BOROUGH OF SITKA  
FILE NO.: POA-2024-00058  
WATERWAY: SAWMILL COVE IN SILVER BAY  
PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
LAT.: 57.0476°N LONG.: 135.2296°W  
DATE: JANUARY 2024

EXISTING BARGE RAMP QUANTITIES TABLE			
	FILL (CY)	SURFACE AREA BELOW HTL	SURFACE AREA BELOW MHW
BARGE RAMP	1500	0.17 (AC)	0.17 (AC)



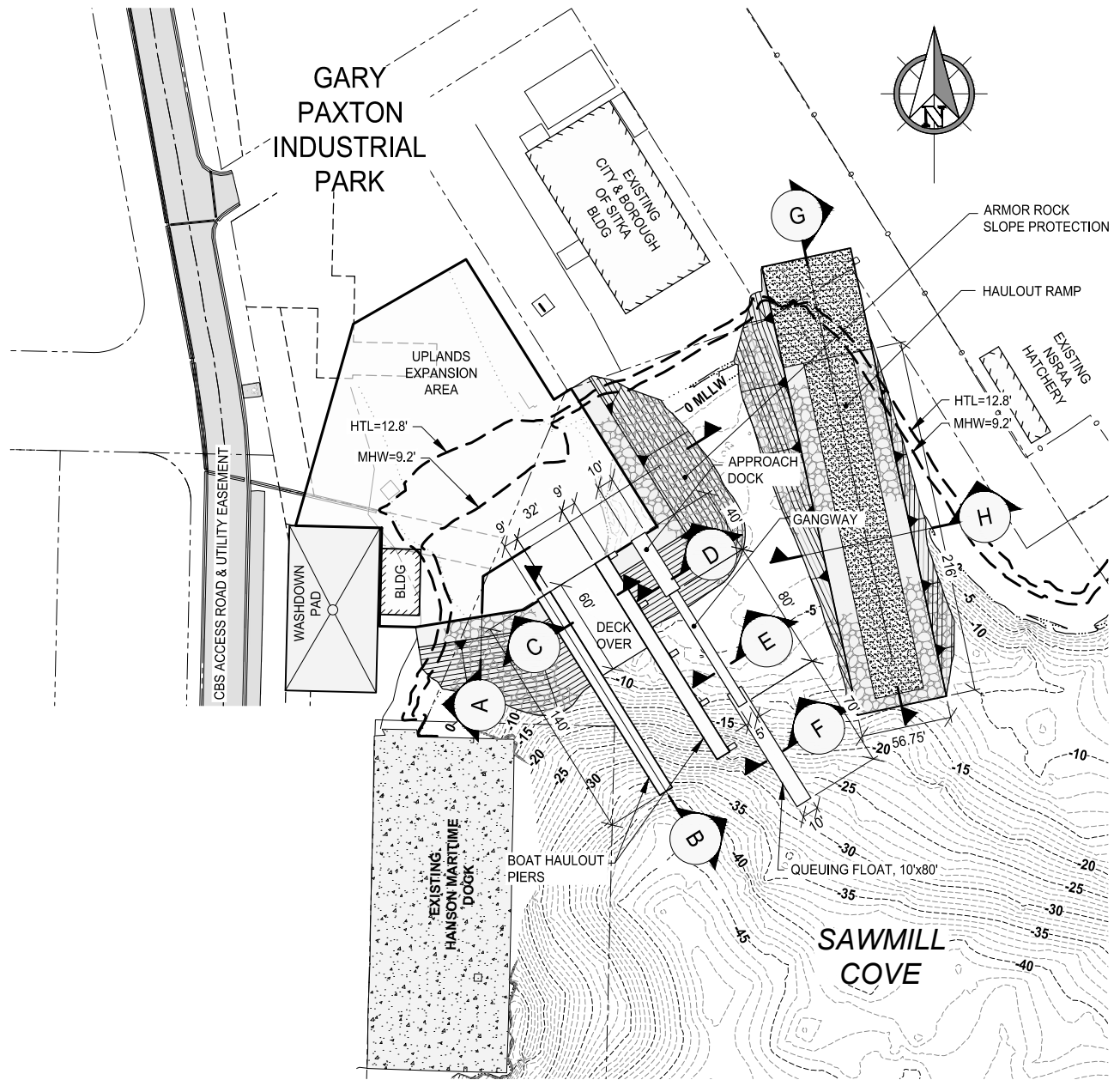
**EXISTING CONDITIONS**



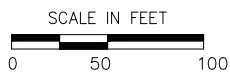
**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

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 DATE: JANUARY 2024 PND#: 232023.09 SHEET **2** of **12**





**SITE PLAN**



**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

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<b>PHASE 1 FILL &amp; COVERAGE QUANTITIES</b>				
	PROJECT TOTAL	BELOW HTL (EL=12.8')	BELOW MHW (EL=9.2')	BELOW MLLW (EL=0)
EXPANDED UPLANDS (ACRE)	1.13	0.65	0.54	0.28
EXPANDED UPLANDS SHOT ROCK (CY)	11972	4366	2118	64
EXPANDED UPLANDS BASE COURSE (CY)	800	374	252	34
EXPANDED UPLANDS ARMOR ROCK (CY)	5090	3250	2580	1285
HAULOUT PIER (ACRE)	0.06	0.06	0.06	0.06

<b>PHASE 1 PILE QUANTITIES</b>					
	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL (EL=12.8')	BELOW MHW (EL=9.2')	BELOW MLLW (EL=0)
HAULOUT PIER SUPPORT PILE (36" STEEL PIPE)	VIBRATORY & IMPACT	20	20	20	20
HAULOUT PIER BATTER PILE (36" STEEL PIPE)	VIBRATORY & IMPACT	4	4	4	4
HAULOUT PIER FENDER PILE (24" STEEL PIPE)	VIBRATORY	6	6	6	6
TEMPLATE PILE (24" STEEL PIPE OR EQUIVALENT)	VIBRATORY INSTALLATION & REMOVAL	52	52	52	52

**PHASE 1 QUANTITY TABLES**

**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

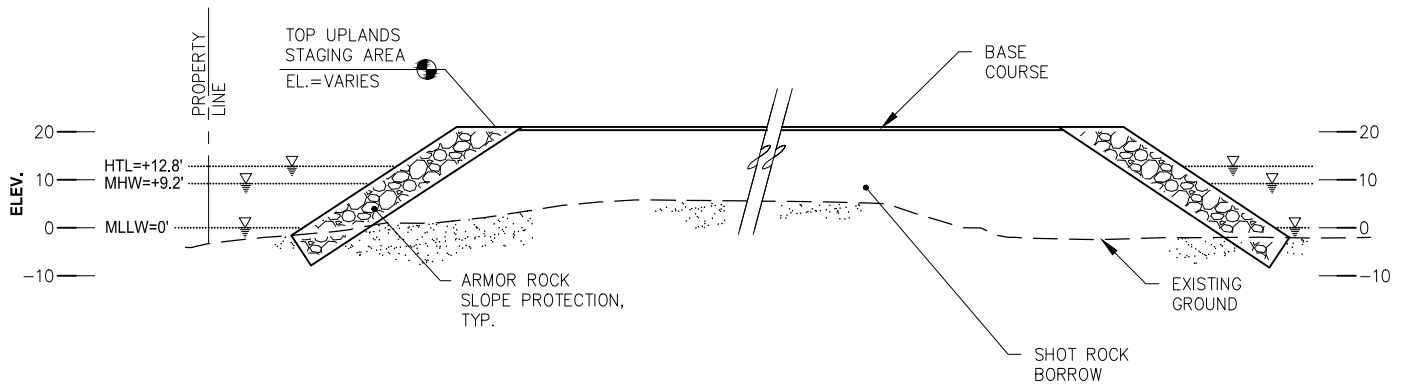
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 DATE: JANUARY 2024 PND#: 232023.09 SHEET **4** of **12**

<b>FUTURE FILL &amp; COVERAGE QUANTITIES</b>				
	PROJECT TOTAL	BELOW HTL (EL=12.8')	BELOW MHW (EL=9.2')	BELOW MLLW (EL=0)
HAULOUT RAMP (ACRE)	0.49	0.44	0.42	0.36
HAULOUT SHOT ROCK (CY)	4060	1850	1180	286
HAULOUT BASE COURSE (CY)	450	234	185	100
HAULOUT ARMOR ROCK (CY)	3730	2354	1988	840
DECKOVER (ACRE)	0.05	0.05	0.05	0.05
QUEUING FLOAT (ACRE)	0.02	0.02	0.02	0.02
APPROACH DOCK (ACRE)	0.01	0.01	0.01	0.01
GANGWAY (ACRE)	0.01	0.01	0.01	0.01

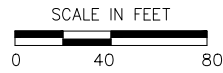
<b>FUTURE PILE QUANTITIES</b>					
	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL (EL=12.8')	BELOW MHW (EL=9.2')	BELOW MLLW (EL=0)
DECKOVER SUPPORT PILE (36" STEEL PIPE)	VIBRATORY & IMPACT	9	9	9	9
QUEUING FLOAT PILE (24" STEEL PIPE)	VIBRATORY & IMPACT	4	4	4	4
APPROACH DOCK PILE (36" STEEL PIPE)	VIBRATORY & IMPACT	6	6	6	6
APPROACH DOCK BATTER PILE (36" STEEL PIPE)	VIBRATORY & IMPACT	1	1	1	1
TEMPLATE PILE (36" STEEL PIPE)	VIBRATORY INSTALLATION & REMOVAL	32	32	32	32

**FUTURE QUANTITY TABLES**

<b>GARY PAXTON INDUSTRIAL PARK VESSEL HAULOUT</b>
APPLICANT: CITY & BOROUGH OF SITKA FILE NO.: POA-2024-00058 WATERWAY: SAWMILL COVE IN SILVER BAY PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN LAT.: 57.0476°N LONG.: 135.2296°W DATE: JANUARY 2024 PND#: 232023.09 SHEET <b>5</b> of <b>12</b>

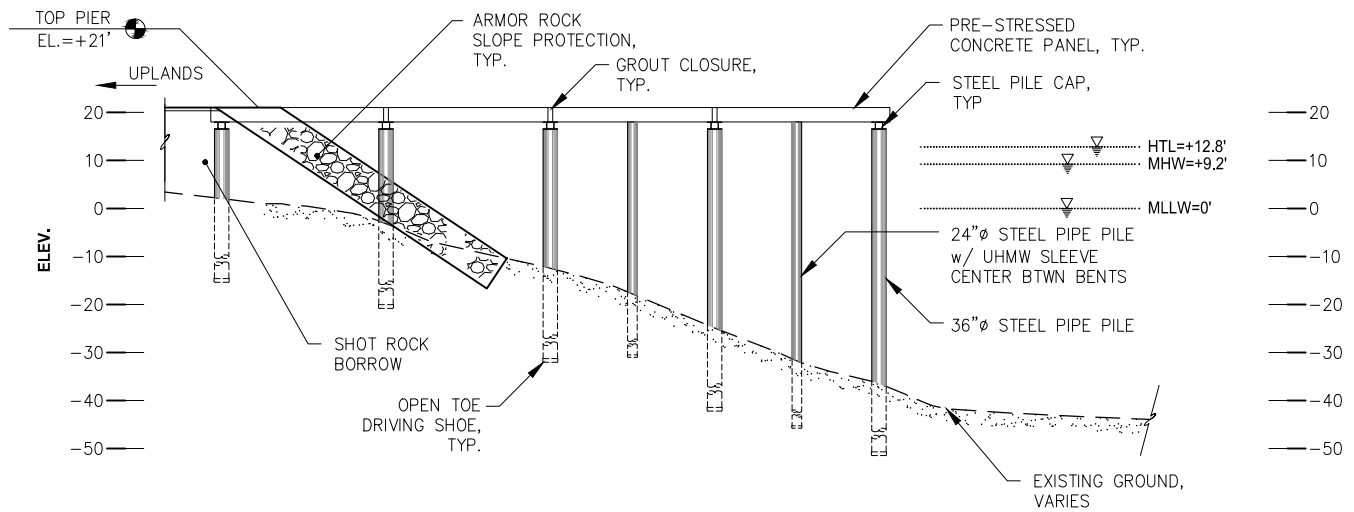


**A UPLANDS EXPANSION AREA SECTION**

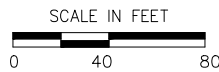


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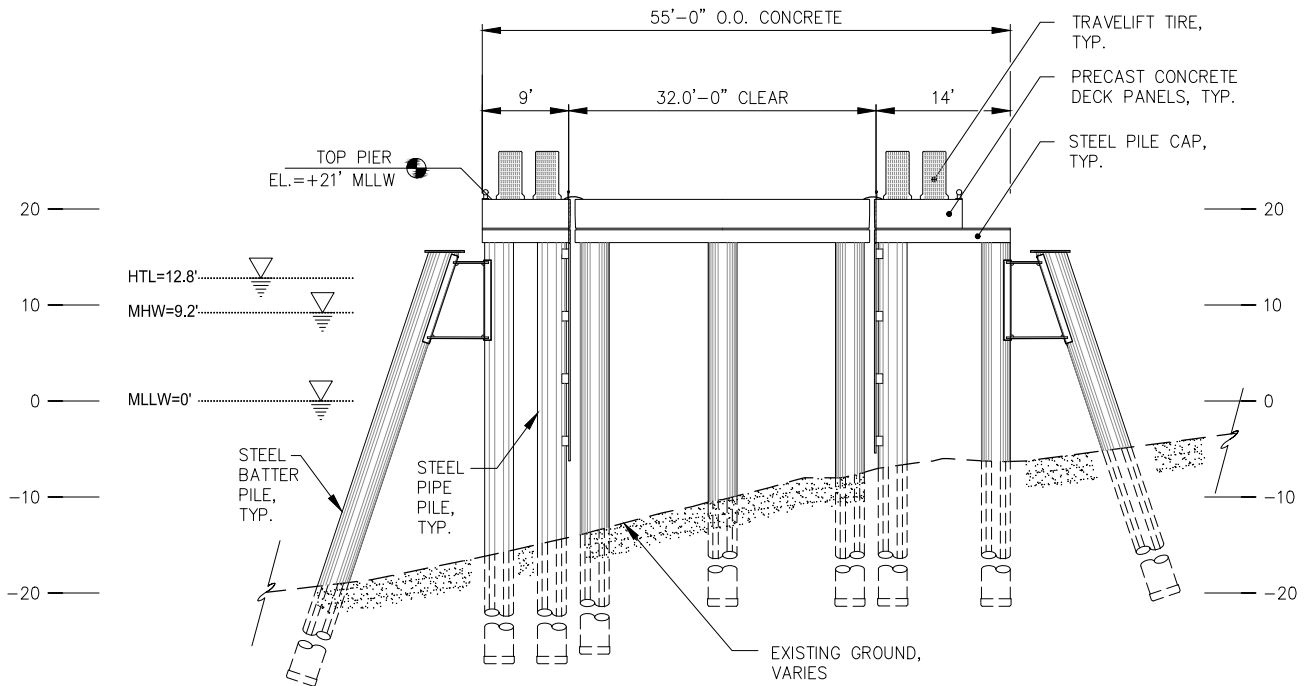


**B HAULOUT PIER & EMBANKMENT ELEVATION**



**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

APPLICANT: CITY & BOROUGH OF SITKA  
 FILE NO.: POA-2024-00058  
 WATERWAY: SAWMILL COVE IN SILVER BAY  
 PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
 SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
 LAT.: 57.0476°N LONG.: 135.2296°W  
 DATE: JANUARY 2024 PND#: 232023.09 SHEET 7 of 12

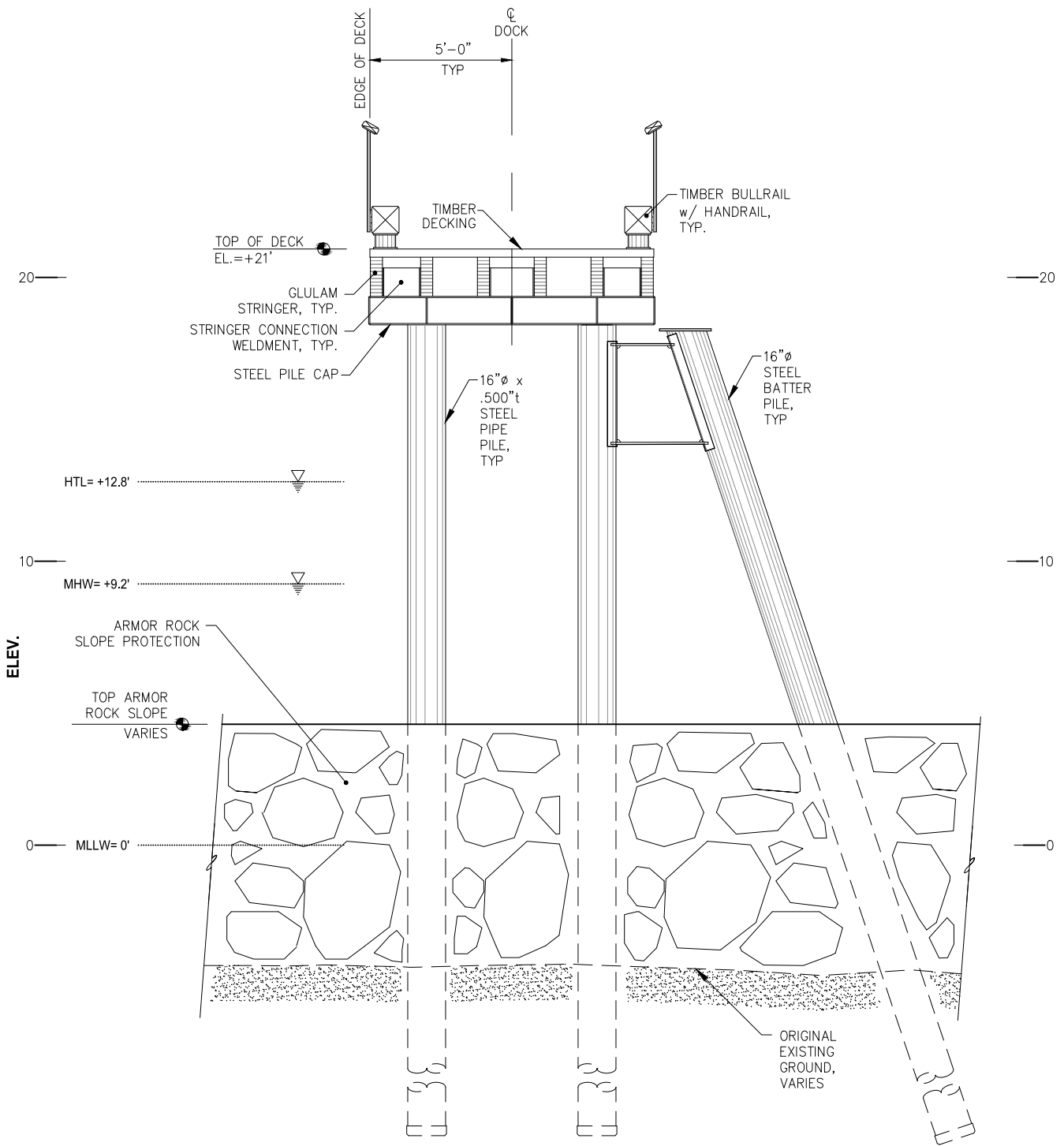


**C BOAT HAULOUT PIER & DECK OVER  
TYPICAL SECTION**

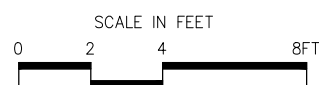


**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

APPLICANT: CITY & BOROUGH OF SITKA  
 FILE NO.: POA-2024-00058  
 WATERWAY: SAWMILL COVE IN SILVER BAY  
 PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
 SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
 LAT.: 57.0476°N LONG.: 135.2296°W  
 DATE: JANUARY 2024 PND#: 232023.09 SHEET **8** of **12**



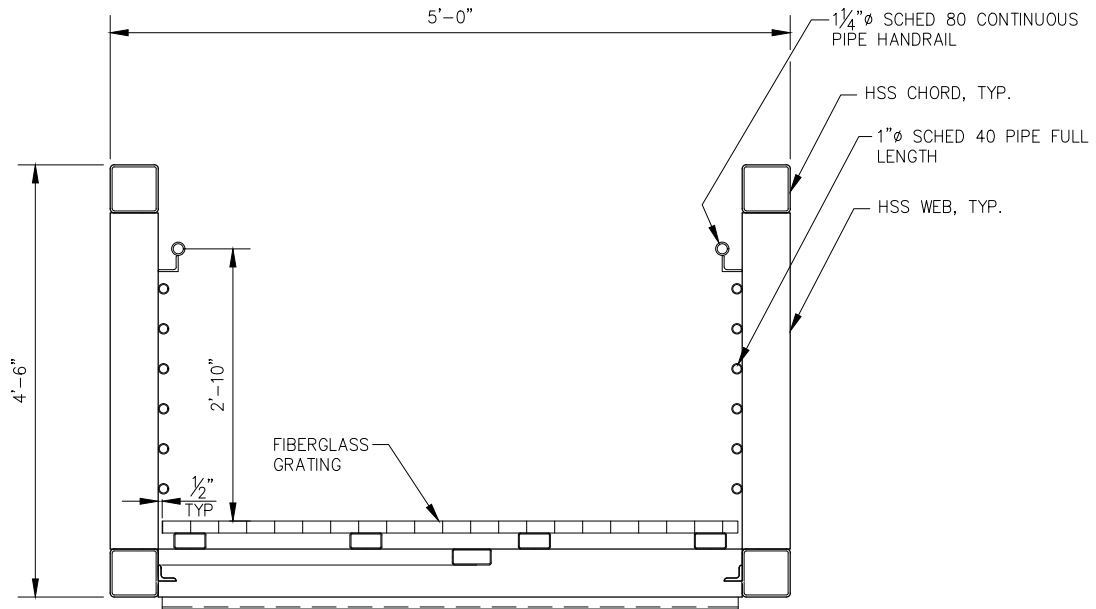
**D APPROACH DOCK  
TYPICAL SECTION**



**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

APPLICANT: CITY & BOROUGH OF SITKA  
 FILE NO.: POA-2024-00058  
 WATERWAY: SAWMILL COVE IN SILVER BAY  
 PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
 SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
 LAT.: 57.0476°N LONG.: 135.2296°W  
 DATE: JANUARY 2024 PND#: 232023.09 SHEET **9** of **12**

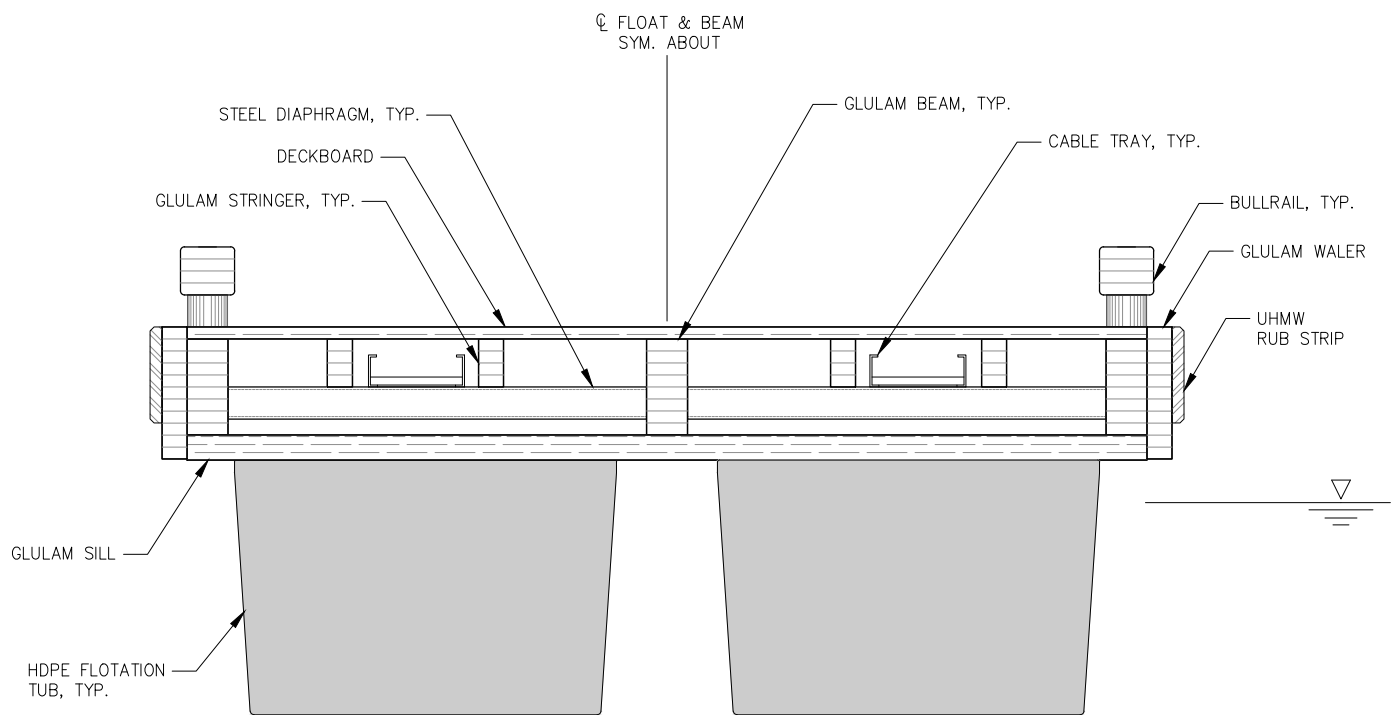




**E** **GANGWAY**  
**TYPICAL SECTION**

**GARY PAXTON INDUSTRIAL PARK**  
**VESSEL HAULOUT**

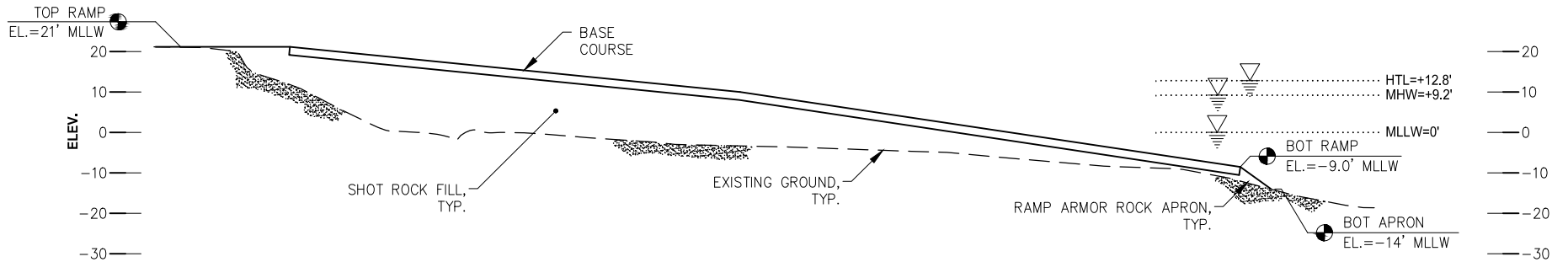
APPLICANT: CITY & BOROUGH OF SITKA  
 FILE NO.: POA-2024-00058  
 WATERWAY: SAWMILL COVE IN SILVER BAY  
 PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
 SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
 LAT.: 57.0476°N LONG.: 135.2296°W  
 DATE: JANUARY 2024 PND#: 232023.09 SHEET **10** of **12**



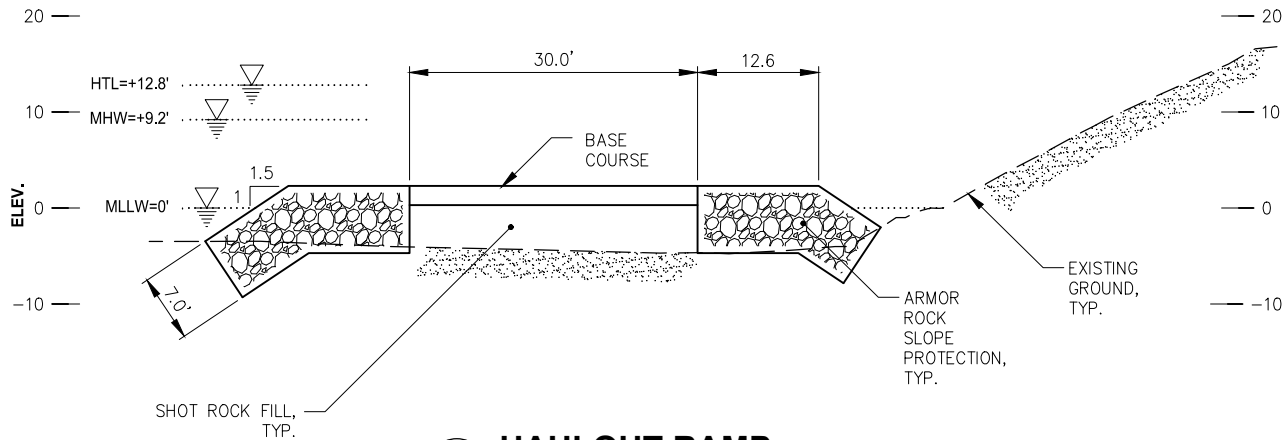
**F MOORING FLOAT  
TYPICAL SECTION**

**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

APPLICANT: CITY & BOROUGH OF SITKA  
 FILE NO.: POA-2024-00058  
 WATERWAY: SAWMILL COVE IN SILVER BAY  
 PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
 SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
 LAT.: 57.0476°N LONG.: 135.2296°W  
 DATE: JANUARY 2024 PND#: 232023.09 SHEET 11 of 12



**G HAULOUT RAMP ELEVATION**



**H HAULOUT RAMP SECTION**



**GARY PAXTON INDUSTRIAL PARK  
VESSEL HAULOUT**

APPLICANT: CITY & BOROUGH OF SITKA  
 FILE NO.: POA-2024-00058  
 WATERWAY: SAWMILL COVE IN SILVER BAY  
 PROPOSED ACTIVITY: VESSEL HAULOUT PIER FACILITY CONSTRUCTION  
 SEC. 3 T. 56S R. 64E M COPPER RIVER MERIDIAN  
 LAT.: 57.0476°N LONG.: 135.2296°W  
 DATE: JANUARY 2024 PND#: 232023.09 SHEET 12 of 12