City Manager
Lee Smith

Port Director
Joy Baker

Harbormaster
Lucas Stotts

102 Division St. • P.O. Box 281
Nome, Alaska 99762
(907) 443-6619
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Nome Port Commission
Jim West, Jr., Chairman
Charlie Lean, V-Chairman
Derek McLarty
Shane Smithhisler
Gay Sheffield
Harvey Farley
Erik Noet

NOME PORT COMMISSION AGENDA
WORK SESSION 5:30PM /REGULAR MEETING 7PM
THURSDAY, JULY 16, 2026 5:30PM
CITY HALL COUNCIL CHAMBERS

WORK SESSION – 5:30PM:

Clearing high value uplands of long-term storage to facilitate temporary staging of commodity transshipment

REGULAR MEETING – 7:00PM:

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES
- April 16, 2026 Minutes

IV. CITIZEN'S COMMENTS

V. COMMUNICATIONS
- 26.6.22 – CON WNTF Thank You Letter to Senator Sullivan
- 26.6.24 – Public Notice – Port Facility Access
- 26.7.13- Dock Walk - Vessel Traffic Update

VI. COMMISSIONER UPDATES

VII. HARBORMASTER REPORT
- 26.07.09 Harbormaster 4th QTR Report
- Dock Repair / Facility Maint. Update
- 2026 Vessel Schedule / Harbor Traffic Forecast

VIII. PROJECT MANAGER – PORT DIRECTOR REPORT
- 26.07.10 – Port Director/Project Manager Report

IX. OLD BUSINESS
- 26.5.1 – Bath House Concept (Site Plan)

X. NEW BUSINESS
- Potential Tariff 16.6 Update (driven by work session)

XI. CITIZEN'S COMMENTS

XII. COMMISSIONER COMMENTS

XIII. NEXT REGULAR MEETING
- August 20, 2026 – 5:30pm

XIV. ADJOURNMENT

Location	Stored Item	Type	Length	Width	Area	Last In Use	First Stored	Account Status
Upper IP	DREDGINATOR	Dredge	54	18	972	2012	10/12/2012	Current/Cash Only
Lower IP	DUGONG	Large Dredge Scarp	66	25	1650	2013	8/1/2014	N/A
Lower IP	Dragline Old Crane	Old Crane	20	11	220	2014	10/21/2011	Current/Net 30
Lower IP	PARABELLE	Pontoon Dredge	25	20	500	2017	11/1/2015	Current/Cash Only
SBH East Side	TUVLI 160	Barge	160	44	7040	2017	11/1/2017	Current/Cash Only
TBS	WILD ALASKAN	Dredge	48	20	960	2017	11/1/2013	Current/Cash Only
Boat Yard	BELMONT ROSE	Fishing	32	14	448	2018	11/1/2011	Current/Net 30
Lower IP	Wheel Crane (white)	Wheel Crane	35	23	805	2018	6/1/2014	Current/Cash Only
Lower IP	Old Drill Rig	Drill Rig	18	10	180	2018	6/1/2019	Current/Cash Only
Upper IP	ARGO	Dredge	45	14	630	2018	11/1/2011	Current/Net 30
Upper IP	GOLIATH (hull)+ Trailer	Dredge	32	13	416	2018	10/1/2018	Current/Cash Only
Boat Yard	PAUTNAQ	Fishing	30	10	300	2019	11/1/2016	Current/Net 30
Boat Yard	BRISTOL II	Fishing/Dredge	37	10	370	2019	11/1/2017	Current/Net 30
Lower IP	AU GRABBER (hull)	Barge Dredge Scrap	78	29	2262	2019	11/1/2013	Current/Cash Only
Lower IP	KANOSAK (LOWELL S)	Support Tug	48	11	528	2019	11/1/2019	Current/Cash Only
Upper IP	FIRST DRAFT	Dredge	33	18	594	2019	11/1/2012	Current/Cash Only
Lower IP	MISS MALIE	Supply Vessel	50	11	550	2020	11/1/2020	Current/Net 30
Snake River	Flexi Jackup	Jackup Dredge	70	60	4200	2020	6/1/2018	Current/Cash Only
Upper IP	CAT 394 Scrap (sunk)	Equipment	20	12	240	2020	6/1/2017	Current/Net 30
Lower IP	NEW HORIZON	Jackup Dredge	50	50	2500	2021	11/1/2019	Current/Net 30
Lower IP	JUDY ANN	Large Dredge	118	30	3540	2022	6/1/2015	Current/Cash Only
Lower IP	MYRTLE IRENE	Barge Dradge	126	41	5166	2023	8/1/2014	Current/Cash Only
Lower IP	CHRISTINE ROSE	Barge Dredge	84	21	1764	2023	11/1/2016	Current/Cash Only
Lower IP	Manitowoc 4100	Crane	33	10	330	2024	9/1/2013	Current/Cash Only
Lower IP	SISTER SHELLIE	Large Dredge	78	37	2886	2024	11/1/2024	Current/Cash Only
Lower IP	TUVLI II	Landing Craft	76	20	1520	2025	11/1/2016	Current/Cash Only
Boat Yard	NORTON BAY	NSEDC Fishing Tender	38	16	608	2025	11/1/2015	Current/Net 30
Lower IP	ALL IN	Large Dredge	50	14	700	2025	11/1/2014	Current/Cash Only

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Nome Port Commission
Jim West, Jr., Chairman
Charlie Lean, Vice Chairman
Derek McLarty
Shane Smithhisler
Gay Sheffield
Harvey Farley
Erik Noet

NOME PORT COMMISSION
REGULAR MEETING MINUTES
THURSDAY, APRIL 16, 2026 at 5:30 PM
COUNCIL CHAMBERS IN CITY HALL

307 Belmont St. - P.O. Box 281 - Nome, Alaska 99762

Phone (907) 443-6619 - Fax (907) 443-5345

ROLL CALL At 5:33 PM

Members Present: Smithhisler; Lean; West; Farley; Sheffield; McLarty

Members Absent: Noet

Also Present: Joy Baker – Port Director; Lucas Stotts - Harbormaster

In the Audience: Nome Nugget -Diana Haecker; Lee Smith - City Manager; Rick Spoor

APPROVAL OF AGENDA

A Motion to approve the agenda was made by Lean and seconded by Smithhisler.

At the roll call:
Aye: Lean; West; Farley; Sheffield; McLarty; Smithhisler
Nay:
The motion **CARRIED.**

APPROVAL OF MINUTES

February 19, 2026 Nome Port Commission Meeting Minutes,

A motion to approve the meeting minutes made by Lean and seconded by Smithhisler.

At the roll call:
Aye: West; Farley; Sheffield; McLarty; Smithhisler; Lean
Nay:
The motion **CARRIED.**

CITIZEN'S COMMENTS

Rick Spoor introduced himself as a local community member.

COMMUNICATIONS

A. 26.03.02 – City of Nome comments on USDOI BOEM Alaska Offshore Mineral Leasing

B. 26.03.02 – Sen. Sullivan – Alaska Experiencing Largest Military Buildup Since WWII Amid Rising Arctic Threats - KTUU
C. 26.03.05 – Alaska Sea Ice Forecast Workshop in Nome. April 16-17, 2026
D. 26.03.27 – USCG – Waterways Safety Committee Invitation May 19, 2026
E. 26.03.30 SAFE-Arctic TTX Flyer April 28-29, 2026

HM Stotts stated tomorrow is the last day of the sea ice discussion at the Northwest Camputs from 8:30am to 1pm.

May 19 Meeting for anyone interested for safety responses and training.

Lean acknowledged there bing more than one waterway safety plan for the region.

Sheffield stated the first one phased out due to lack of government funding.

Sheffield asked about additional information on tank farm expansions for being a critical refueling hub – West stated that is proprietary as the fuel companies being private.

COMMISSIONER UPDATES None

HARBORMASTER REPORT

A. Verbal Facility/Office Update
B. 06.03.25 – UAA-ADAC Arctic Roundtable, Nome
C. Dock Repair / Facility Maint. Update
D. 2026 Vessel Schedule / Harbor Traffic Forecast

HM Stotts summarized included reports. He stated he is working on the upcoming FY27 budget and working on expending funds for FY26 budget.

- Caribou Jack would like to do his food service truck at the port again. Location is undecided though he prefers that lot on the corner of the harbor across from builders.
- Cruz Marine made their repairs to the docks this winter.
- Minor maintenance and a little bit of welding/coating work on the floating docks.

Scheduling and Traffic – NOAA ship Fairweather will visit several times this season. Japanese navy training vessels will be visiting as well.

Gold prices are high so lots of inquiries about beach mining, and anticipation to buy dredges and ship dredges up. Looking at the same large vessels we have seen and same outfits as usual.

Confirmed communications that there will be additional large barges and jack up rigs as well. 80'x60' jack up rigs. Adkison says he is bringing up a jack up barge of 60-70' as well. Potential 135' vessel that has a 16' draft that is too big to be in the harbor.

Sheffield asked if the NOAA camera has been working – Stotts stated the camera is fine, but the link to the website has been troublesome but is being investigated.

McLarty asked about the large vessels coming – hoping for an organized plan for future storage.

Smithhisler asked if there are known impacts of costs from large vessels taking up cargo space and the impact on shipping customers who likely add that to their operational costs. Unknown as the carriers don't share their cost breakdowns, and also pay storage for anything staged beyond 3 days.

Farley asked about incorporating a monthly permit for docking permits as dock space is limited. There was discussion regarding that option.

PROJECT MANAGER – PORT DIRECTOR REPORT

A. 26.04.09 – Port Director/Project Manager Report

There is an open house on May 21 at Old St Joes. PND will be present to discuss additional large projects beyond the Port Expansion, as well as other development projects such as thornbush expansion. Brief presentations with Q&A on the projects.

In response to the Bath House, Sheffield asked why it is not a private project. Asked if it is a priority – PM Baker stated it is a medium priority though we are a long way from developing that project due to not currently having a funding source.

OLD BUSINESS

NEW BUSINESS

A. Project Prioritization update – this item continues to evolve. Updates will be made, with revisions brought back to the Commission.

CITIZEN'S COMMENTS None

COMMISSIONER COMMENTS

Sheffield – Glad we are all together, but my question is where are we on a Port Authority.

McLarty – Good job for the visual, familiar with most of the items, helpful to put a place to the names.

Farley – None

Lean –

A motion was made by Sheffield for adjournment at 7:12PM and seconded by McLarty.

APPROVED and SIGNED THIS 16th DAY OF JULY, 2026

_____

JIM WEST JR.
CHAIRMAN

_____

LUCAS STOTTS
HARBORMASTER

P.O. Box 281 • Nome, Alaska 99762
phone 907.443.6663 fax 907.443.5349

June 22, 2026

Senator Dan Sullivan
706 Hart Senate Office Building
Washington, DC 20510

RE: Successful Conveyance of USAF West Nome Tank Farm Property

Dear Senator,

On behalf of the City of Nome, I would like to express our sincere gratitude for your steadfast leadership and persistence over the past decade in helping secure the conveyance of the former West Nome Tank Farm property from the United States Air Force to the City of Nome.

This transfer, originally authorized by Congress in the National Defense Authorization Act for Fiscal Year 2015, represents the culmination of more than forty years of effort involving federal, state, and local partners. Since first being elected to the Senate, your office has remained engaged and committed to ensuring that the intent of Congress was ultimately fulfilled.

The conveyance process encountered numerous challenges associated with historic petroleum contamination, environmental covenants, and the establishment of long-term monitoring and access agreements required by the Alaska Department of Environmental Conservation. Resolving these issues required extensive coordination among the Air Force, state agencies, and the City, as well as considerable perseverance to navigate the legal and regulatory requirements necessary to complete the transfer.

The successful execution of the conveyance package and final transfer of the property marks a significant milestone for Nome and the region. The acquisition of this strategically located brownfield property provides the City with an important opportunity to support future industrial and maritime development, including plans to relocate and modernize tank farm operations. This will help advance community safety, improve operational efficiency, and support long-term economic development of Alaska's Arctic region.

Your dedication to this effort over the last ten years demonstrates a deep commitment to the people of Nome and to ensuring that federal commitments to Alaska communities are honored. We are grateful for your continued advocacy and for the countless hours you and your staff invested in helping move this complex project to completion.

Thank you again for your leadership, persistence, and support. We look forward to continuing to work with you on initiatives that strengthen Nome's role as the Nation's Arctic Port and advance economic opportunities for our region and the State of Alaska.

Sincerely,

CITY OF NOME

Kenneth A Hughes III
Mayor

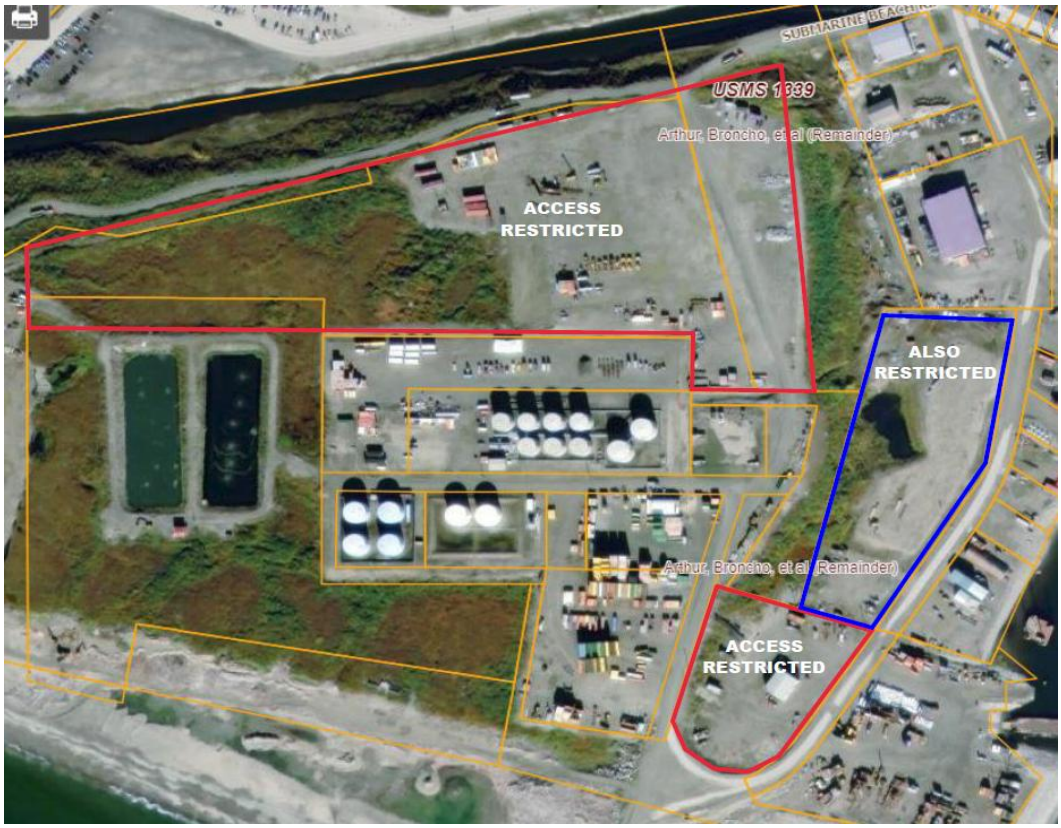
PUBLIC NOTICE
FACILITY ACCESS

The Port & Harbor advises the public and all port users that access to properties identified on the map below is now **restricted and closed to public use**. These areas have been turned over for construction of the Port of Nome Modification Project. To protect the public and ensure the efficient execution of construction, unauthorized access to these areas is strictly prohibited.

No placement of cargo, containers, vehicles, equipment, materials, or other property is permitted within the restricted areas without prior authorization. In addition, all vehicle access – whether commercial, public or other contractors – is prohibited in these areas without specific authorization.

Individuals or businesses requiring access to other industrial areas of the port to stage cargo or equipment, must first obtain approval from the Harbormaster prior to using any port property.

Port users are reminded that available laydown and staging areas are limited and must be coordinated through the Harbormaster to ensure safe operations, efficient use of port facilities, and compliance with ongoing construction requirements. The Port of Nome appreciates the public's cooperation and patience as these long-awaited improvements move forward at the facility.



Contact Harbormaster Lucas Stotts: Office: (907) 443-6619 Cell: (907) 304-1906

2026 Dock Walk – Vessel Traffic Update.

5.31 – AML- POLAR RANGER/PACIFIC TRADER, freight, arv.

6.1 – Kiewit- MAIA H/KLINKWAN, equipment, arv. LOIS H/HUNTER BAY, equipment, arv.

6.2 - AML- POLAR RANGER/PACIFIC TRADER, freight, dpt. Kiewit- MAIA H/KLINKWAN, equipment, dpt. AML – GRETA, village freight, arv.

6.3 - AML – GRETA, village freight, dpt. SVA – NORSEMAN II, research, arv. Kiewit – LOIS H/HUNTER BAY, dpt south. Kiewit – KATHERINE H/BAINBRIDGE, equipment, arv.

6.4 – Cruz – DANA CRUZ/INNOKO, equipment and gravel, arv.

6.5 - Cruz – DANA CRUZ/INNOKO, equipment and gravel, dpt. SVA – NORSEMAN II, research, dpt. Kiewit – LOIS H/BAINBRIDGE, offload equipment at Cape Nome then dpt south.

6.6 – none

6.7 – AML – GRETA, village freight, arv and dpt.

6.8 – Jackup mining vessel MARIA, arv.

6.9 – AML- GRETA, village freight, arv and dpt.

6.10 – Crowley – SESOK/165-2, stores, arv. ALAMAR- IT INTEGRITY, cable laying, arv. NOAA- FAIRWEATHER, crew leave, arv. Install Floating Docks in SBH.

6.11 – Crowley – SESOK/165-2, stores, dpt. Sea Level Assets – ARCTIC SEAL, equipment, arv. KNIK- ARCTIC BEAR/YUKON TRADER, equipment, arv and dpt.

6.12 – Sea Level Assets – ARCTIC SEAL, equipment, dpt. ALAMAR- IT INTEGRITY, cable laying, dpt.

6.13 – AML – GRETA, village freight, arv and dpt. Cruz Const. – DANA CRUZ/INNOKO, equipment, arv. USGC- ALEX HALEY, crew leave, arv. NSEDC- ALEUTIAN No 1, fishing, arv.

6.14 – Cruz Const. – DANA CRUZ/INNOKO, equipment, dpt. NSEDC- ALEUTIAN No 1, fishing, dpt.

6.15 – none.

6.16 – AML- GRETA, village freight, arv and dpt. Bristol Bay Fuels- MILLIE/LASH200, equipment, arv. NOAA- FAIRWEATHER, crew leave, dpt.

6.17 – Crowley- AURORA/QAMUN, supplies, arv and dpt. BPS- DIANE H/KUMTUX, freight, arv.

6.18 – CLAA- NOORDAM, cruise, arv and dpt. Cruz- DANA CRUZ/INNOKO, equipment, arv.

6.19 – Global Diving- PEREGRINE, fiber install, arv. Cruz- DANA CRUZ/INNOKO, equipment, dpt. ALAMAR- IT INTEGRITY, fiber install, arv. Global Diving – UNALAQ, fiber install- load cable, arv. Cruz- DANA CRUZ/INNOKO, equipment, dpt.

6.20 – AML- GRETA, village freight, arv and dpt. ALAMAR- IT INTEGRITY, fiber install, dpt.

6.21 – none

6.22 – MISS GINGER, dredge, arv. BPS- DIANE H/KUMTUX, freight, arv.

6.23 – AML- NUNANIQ, village freight, arv and dpt. CPD- SESOK/165-2, freight, arv and dpt. MISS GINGER, dredge, dpt. Brice – MARIE H/KLAMATH, equipment, arv.

6.24 – AML- GRETA, village freight, arv. AML- NUNANIQ, village freight, arv. AML- MIKE OLEARY/BERIGN TRADER, freight, arv.

6.25 – Global- PEREGRINE, fiber install, dpt. AML- GRETA, village freight, dpt. AML- MIKE OLEARY/BERIGN TRADER, freight, dpt. AML – POLAR KING/ALEUTIAN TRADER, freight, arv. Brice – MARIE H/KLAMATH, equipment, dpt. Global – UNALAQ, fiber install, dpt. MISS GINGER, mining, arv.

6.26 – Cruz- DANA CRUZ/INNOKO, equipment, arv. MISS GINGER, mining, dpt.

6.27 – AML- NUNANIQ, village freight, dpt. AML – GRETA, village freight, arv and dpt. NANA Const – Cpt FRANK MOODY/KOTZ SOUND, equipment, arv. Cruz- DANA CRUZ/INNOKO, equipment, dpt. AML – POLAR KING/ALEUTIAN TRADER, freight, dpt. AK Logistics – FISH HAWK/DM236, freight, arv.

6.28 – NANA Const – Cpt FRANK MOODY/KOTZ SOUND, equipment, dpt. Cruz- DANA CRUZ/INNOKO, equipment, arv. AK Logistics – FISH HAWK/DM236, freight, dpt.

6.29 – Global- PEREGRINE, fiber install, arv. Cruz- DANA CRUZ/INNOKO, equipment, dpt. Global – UNALAQ, fiber install, arv.

6.30 – none

7.1 – PEALGIC, mining, dpt. AML – NUNANIQ, village freight, arv and dpt. AML – GRETA, village freight, arv and dpt. NOAA – FAIRWEATHER, research, arv. SVA – NORSEMAN II, research, arv. Bristol Bay Fuels – MILLIE/LASH200, repairs, dpt. Global – PEREGRINE, fiber cable install, arv.

7.2 – Bowhead – SEAHAWK/MADISON ROSE, freight, arv. SVA – NORSEMAN II, research, dpt.

7.3 – BPS – DIANE H/KUMTUX, freight/gravel, arv.

7.4 – BPS – DIANE H/KUMTUX, freight/gravel, dpt.

7.5 –MISS GINGER, mining, dpt. Bowhead – SEAHAWK/MADISON ROSE, freight, dpt.

7.6 – no vessel movement – everyone sitting/working.

7.7 – NOAA – FAIRWEATHER, research, dpt.

7.8 – SV LIFE EXPLORER, Sail NWP, arv. PELAGIC, gold mining, arv. ALAMAR- OSHORO MARU, Japanese research vessel, arv. SVA- WOLDSTAD, research, arv. MISS GINGER, gold mining, arv.

7.9 – Brice – ALULAQ/DRIFT RIVER, equipment, arv. AML – SAM M TAALAK, village freight, arv. BPS – DIANE H/KUMTUX, equipment and gravel, dpt. SVA- WOLDSTAD, research, dpt. NIKOLA – gold mining, arv. MISS GINGER, gold mining, dpt.

7.10 – Brice – SAM B/LAB, equipment, arv and dpt. AML – SAM M TAALAK, village freight, dpt.

7.11 – MISS GINGER, gold mining, arv. ALAMAR- OSHORO MARU, Japanese research vessel, dpt.

7.12 – none

7.13 – SV TIKA, sail NWP, arv. AML – NUNANIQ, village freight, arv. AML – SAM M TAALAK, village freight, arv and dpt. AML – GRETA, village freight, arv and dpt. Cruz – SEAHAWK/MADISON ROSE, equipment charter, arv.

Memo

To:	Lee Smith – City Manager
From:	Lucas Stotts – Harbormaster
CC:	Nome Port Commission
Date:	July 9, 2026
Re:	4th Quarter Report F26

Office / Accounting

Port staff continue collection efforts for customers returning for the ice-free season, as well as those no longer utilizing Port facilities. These follow-up activities are handled alongside daily customer service and routine business operations.

Staff have also been focused on planning and budgeting activities, addressing compliance requirements, reconciling field information with account records, and updating operational statistics as part of fiscal year-end closeout. These efforts will help support upcoming fiscal planning and overall financial health.

Caitlin LeClair is working in the Port Office for the summer season, assisting with accounting, office administration, and supporting the Finance Department with a variety of projects. Alex Thomson has returned in the full-time summer position of Senior Deputy Harbormaster and continues to perform well. Lucas Marvin has also returned and was recently promoted to Seasonal Deputy Harbormaster, where he assists with day-to-day port operations with an emphasis on security and facility maintenance.

Operations

The Port of Nome's summer shipping season typically begins during the last weeks of May and reaches full operational capacity by the first week of July. Seasonal ice generally clears from offshore and the Outer Harbor during the second half of May, with the Small Boat Harbor becoming ice-free during the final week of the month.

With preparation for construction of the Port expansion project underway, the Port has adjusted to significantly reduced uplands storage capacity. The Garco shop, surrounding yard, and the entire Thornbush pad have been turned over to Kiewit for construction activities. As a result, available storage space for equipment, freight, and contractor materials is extremely limited. Port staff continue to actively manage the remaining uplands space to maintain efficient cargo movement throughout the facility.

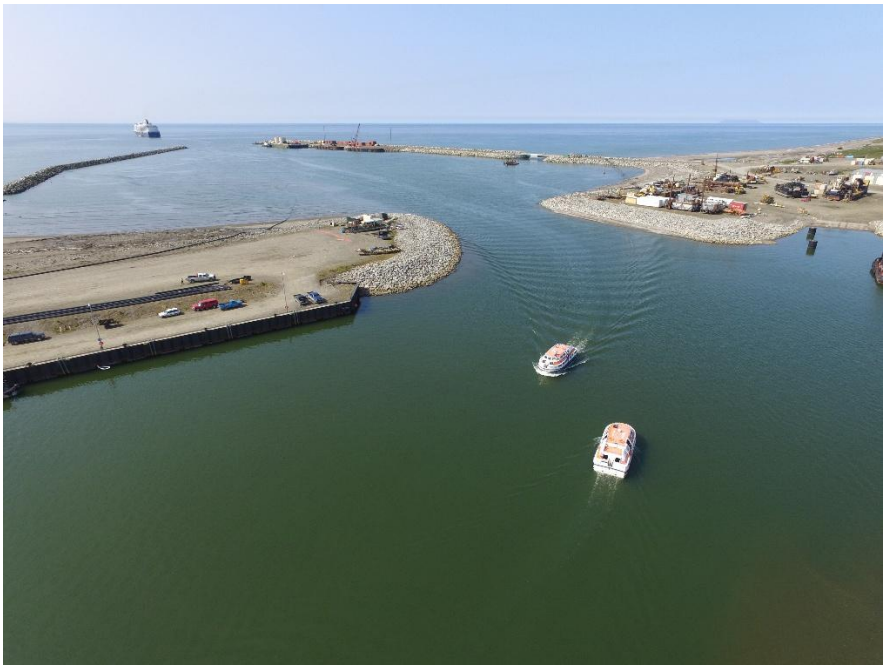
Cargo operations have started the season at a very busy pace at both the Causeway and Small Boat Harbor. Alaska Marine Lines continues to utilize the majority of available Causeway uplands space for cargo operations. As the regional transportation hub, Nome supports the movement of cargo, gravel, fuel, and heavy equipment throughout Northwest Alaska.

Brice Marine is preparing to continue major rock haul projects in Shishmaref and Utqiaġvik (Barrow), with vessels expected to call at the Port several times each week. Activity will continue to increase as the Utqiaġvik project ramps up and is expected to remain steady through freeze-up. This multi-year project includes a long-term storage lease with the Port of Nome. In addition, the Port continues to support several smaller rock and gravel projects throughout the region during the summer season.

A total of eight cruise ship calls are scheduled for Nome during the 2026 season. Approximately half of the vessels will berth at Port docks, while the remaining ships will anchor offshore due to draft limitations or maneuverability requirements. The ongoing trend toward larger cruise vessels with increased passenger capacity continues to be evident.

DOA	TOA (time)	TOD (time)	SHIP NAME	BERTH
6.18.26	8am	5pm	NOORDAM	Anchor
8.11.26	6am	10pm	ROALD AMUNDSON	Mid & WG
8.13.26	8am	2pm	HANSEATIC INSPIRATION	Anchor
8.20.26	6am	6pm	NG RESOLUTION	Mid
8.25.26	7am	5pm	SEABOURN VENTURE	Anchor
9.02.26	7am	5pm	SEABOURN VENTURE	Anchor
9.07.26	6am	10pm	FRIDTJOF NANSEN	Mid & WG
9.16.26	8am	6pm	GREG MORTIMER	Mid

(2026 Cruise Ship Schedule)



(Nome Harbor 06.18.26 NOORDAM Cruise offshore with Tenders lightering)

Maintenance:

- Completed the annual spring facility cleanup.
- Launched and installed the Small Boat Harbor floating docks for the season.
- Applied protective coatings and completed repairs to the Small Boat Harbor floating docks.
- Removed and replaced floating dock sideboards, decking, and skid plates with new materials.
- Installed new high mast lighting units at the West Gold Dock and City Dock.
- Completed repairs to the West Gold Dock from damage caused by a cruise vessel in 2024, and replaced damaged bull rail sections at City Dock through Resolve Marine.
- Continued welding, maintenance, and application of yellow protective coating to Causeway dock bull rails.
- Installed new tide gauge boards to provide staff and facility users with a visual reference for current water levels.
- Coordinated with Port customers to relocate equipment, containers, and materials from the Garco area in preparation for the Port expansion project.
- Moved containers back to Lot 5A and reorganized them into complete storage rows.
- Filled low areas in Lot 5A and the boatyard to address settling and bank sloughing.
- Performed surface grading and repaired washouts caused by heavy commercial equipment traffic and seasonal storm erosion on all facility property.
- Conducted annual maintenance on Port vehicles, including installation of new radios and handheld lighting equipment.
- Replaced remaining ring buoy lines with line bags to improve deployment distance and reduce UV exposure.
- Received and began installing two new public fish cleaning stations.
- Continued evaluating costs and project scope for filling undeveloped Port lots to improve future storage capacity.

Vehicle Status:

2010 Guardian SAR/Workboat (Good)

2010 Guardian Trailer (Good)

2012 GMC Sierra Crew Cab 4X4 (Good)

2014 FORD F250 4X4 (Good)

2014 FORD Explorer (Good)

2020 TuffBoat Work Skiff (Good)

2020 TuffBoat Work Skiff Trailer (Good)

2023 F-350 Super Duty Flatbed (New)

2025 FORD Explorer (New)

Memo

To: Lee Smith – CityManager

From: Joy L. Baker – Project Manager/Port Director JLB

CC: Mayor Hughes & Common Council; Port Commission; Planning Commission

Date: 07/10/2026

Re: Port Director/Project Manager Report – June & July 2026

Administration:

Vessel traffic has been steady, with congestion occurring due to the Westgold Dock under repair by Resolve Marine to correct damage caused by the *M/V Roald Amundsen* in late 2024. The repairs were completed on 29 June 2026 so the dock is back in service, and functioning well.

Laydown space is still extremely tight, with numerous conflicts arising that require creative solutions. The staff are doing an excellent job of resolving issues and at times, cooling down hot tempers. The Port is actively improving and expanding different areas to increase available laydown space, as well as looking at unfilled areas for development.

One of the complicated issues we are pursuing is the methodology for relocating vessels that have been in drydock too long, but occupy critical uplands needed for transshipment of cargo, equipment and gravel. The facility has always functioned with the need to have vessels in the water during the ice-free season to allow for sufficient space to move commodities throughout the region, with vessels returning to occupy the uplands during winter. Over the years, too many vessels have been left in drydock for multiple (and sometimes numerous) years, which seriously limits space needed to stage commodities. This issue will be the focus of the Port Commission Work Session on 16 July 2026.

Causeway:

Arctic Deep Draft Port – Port of Nome Modifications (USACE):

Bi-weekly meetings have begun with USACE and Kiewit in preparation for the 2026 season. Phase 2 design is proceeding and remains on schedule to bid in late 2026. Phases 1B and 3 are in still in queue, with 1B shifting into design modification in the near term. Kiewit is stockpiling armor stone for the project, while continuing to setup areas for equipment maintenance, supplies storage, and signage to limit access to project areas for safety.

Efforts continue to evaluate a variety of funding sources for subsequent phases through grant opportunities and potential partners. National and international awareness of this project continues to expand, with new parties expressing interest and requesting updates on schedule and facility availability in the future.

Local Service Facilities (LSF) Inspection Integration:

Bi-weekly meetings have begun with USACE and the Phase 1A contractor in preparation for the 2026 season. Separate meetings will continue as needed for final preparation of the Phase 2 bid package, as well as planning and engineering of subsequent phases.

U.S. DOT Maritime Administration (MARAD) – Port Infrastructure Development Program (PIDP) Grant Pre-Award:
Things are progressing with the remaining pre-award requirements for this grant. This will allow execution of the $11.25M agreement, which includes a separate funding agreement for the $1.025M passed in the FY2025 USDOT budget to supplement the PIDP award to Nome.

Petroleum Pipeline Infrastructure Upgrades:
CRW has provided concept design and a rough cost estimate to replace/upgrade the existing fuel lines that run from the city dock header to above-ground terminus valves on the upper industrial pad. A meeting is scheduled with the potential funding agency on 14 July 2026 to share the concepts and rough costs. We are hopeful this project is accepted and funding will be available for all design/engineering costs, and potentially cover construction. A 65% design package is expected by Oct 2026, and will be reviewed with the existing tank farm operators.

Port Waste Reception Facility – Incinerator Phase:
This project remains in the feasibility phase, but we are collaborating with Kawerak and a few research centers to assist with updating the incinerator component of the existing 2018 report. This effort will allow for volumes of the community landfill waste to be assessed for determining "waste to energy" options to incorporate into the study, along with the Port's needs to properly incinerate regulated waste from foreign vessels. Planning continues with our community partners…

Harbor:
Inner Harbor CAP 107 Study (Deepen/Widen the Inner Basin):
This project has been terminated by the Alaska District, as there are no program funds available at the time to move forward with a General Investigation (GI) Study. A GI study essentially means starting over, even though significant progress had been made under the CAP 107 study, before an impasse was reached on future ownership of the east and south sheet pile walls in the Small Boat Harbor. This project conflict has been elevated to the Congressional Delegation, and we are hopeful that a path forward will be identified soon.

Snake River Moorage Facility:
PND continues with repeat of the NEPA effort as required by MARAD, which is estimated to be complete in Aug/Sep 2026, followed by execution of the grant agreement. The pre-award application submitted to MARAD was approved, and City Admin is reviewing the PND contract to allow design to begin and proceed concurrently with NEPA. The project schedule remains on track for releasing a bid package in Jan 2027, with construction to begin in June 2027.

Harbor Bathhouse/Laundry Facility:
The City Engineer has recently shared concept drawings and a rough cost estimate for this laundry and shower facility, projected to be located behind the harbor office on Belmont St. An overview of this new information will be shared at the Open House on 21 May 2026, and provided to the Port Commission in a work session at the 16 July 2026 meeting.

Port Industrial Pad:
West Nome Tank Farm (WNTF) - Property Conveyance:
The City Engineer has completed the grading plan to level out the lower elevations of this property for use immediate use during the 2026 and 2027 seasons. Although long-term development will include relocating the NJU tank farm from the upper Industrial Pad, the site is critically needed to accommodate near-term laydown needs in support of port operations. Notification to ADEC/USAF has been prepared (as required in the conveyance agreement) and waiting the final grading plan to submit. Site work should begin in Aug 2026.

Petroleum Pipeline Infrastructure Upgrades:
Same as project shown under Causeway.

Thornbush Laydown Site Development (TBS):

The City Engineer recently submitted a USACE permit to develop up to 5 acres portion on the west end of the TBS property during the 2026 season to serve as laydown for rock staging. An unfilled tract adjacent to this site, and a majority of the developed pad has been allocated to Kiewit for dredge disposal and project staging for Phase 1A.

Port Rd. Improvements (ADOT Project cost-shared with City):

This state STIP project has been postponed to approximately 2030 to avoid conflicting with the heavier truck traffic during the port expansion, and to facilitate a more productive repair following the project.

FEMA DR4672 Merbok Recover Projects:

Seawall Repairs:

Storm repairs to the east end of the Nome Seawall have been budgeted by FEMA, and will be bid out to local contractors to perform the work. A bid package is being developed using the SOW prepared by FEMA inspectors, and verified by City Engineers. Advertising should occur in June/July 2026, with work completed by 31 Aug 2026.

Causeway Road/3 Docks Repairs:

Additional road/dock repairs are anticipated to be performed after break-up to replace lost material along the road and all 3 Causeway docks. This will meet the scope of work identified from storm damage, reduce future loss, and improve both the subsurface and surfacing in the busiest traffic areas on the Causeway. Work is anticipated to occur once the material piles thaw in June 2026.

Causeway Utilities (under bridge) Repairs:

Update; NJUS has finished repairing all utility runs under the bridge, with the exception of the fiber conduit. The conduit will be installed in the next few months when the fiber is onsite and can be pulled simultaneously.

Italics reflects information with no change from last report. Additional information available on request.

Basic Information

A. Award Facts

Agency Name: U.S. Department of Homeland Security (DHS),
Federal Emergency Management Agency (FEMA),
Grant Programs Directorate (GPD),
Homeland Security Preparedness Division (HSPD),
Transportation Infrastructure Security Branch (TISB),
Port Security Grant Program (PSGP)

Assistance Listing Number: 97.056

Notice of Funding Opportunity (NOFO) Title: Fiscal Year (FY) 2026 Port Security Grant Program (PSGP)

Finding Opportunity Number: DHS-26-GPD-056-00-99

Announcement Type: Initial

Expected Award Range: $18,000-$3,500,000

Expected Total Funding: $95 million

Anticipated Number of Awards: 200

B. Executive Summary

The FY 2026 PSGP prioritizes funding toward terrorism prevention, response, recovery and mitigation, based on port area risk. This is achieved through the implementation of Area Maritime Transportation Security Plans and facility security plans among port authorities, facility operators, and state and local government agencies required to provide port security services, as well as training public safety personnel under section 70132 in Title 46 of the U.S. Code.

Have questions? See Contacts and Support

Key Dates

Projected Application Start Date: June 24, 2026

Projected Application End Date: July 24, 2026

Anticipated Funding Selection Date: No later than August 23, 2026

Anticipated Award Date: No later than September 30, 2026

Projected Period of Performance Start Date: September 01, 2026

Projected Period of Performance End Date: August 31, 2029

Budget Period:
September 01, 2026 – August 31, 2029

A. Basic Information

SUMMARY OVERVIEW OF KEY INFORMATION: United States Marine Highway Program (USMHP) Discretionary Grant Opportunity	
Topic	**Description**
Federal Agency Name	Maritime Administration (MARAD)
Funding Opportunity Title	Fiscal Year (FY) 2026 United States Marine Highway Program (USMHP)
Announcement Type	This is the announcement for the FY 2026 round of USMHP grants.
Funding Opportunity Number	MARAD-USMH-693JF725R000009
Assistance Listing Number	20.816 United States Marine Highway Grants
Funding Details	Pursuant to the Consolidated Appropriations Act, 2026 (Pub. L. 119-75, February 3, 2026), $5 million has been appropriated for the USMHP. Please note that MARAD will retain up to 3 percent ($150,000) of these funds for grant administration and oversight. An additional $5,922,270 in unexpended prior-year USMHP funding is available. MARAD plans to include these funds in the FY 2026 funding opportunity for eligible projects. Therefore, up to $10,772,270 is available for award in FY 2026. Additional unobligated prior year USMHP funds may also be made available and awarded under this solicitation to eligible projects. If this Notice of Funding Opportunity (NOFO) does not result in the award and obligation of all available funds, MARAD may publish additional solicitations. There is no maximum or minimum award size under the USMHP. All applications must be submitted through Grants.gov. Applicants may find complete instructions on how to register and apply at Grants.gov. If applicants experience difficulties during registration or the application process, they should use the help resources available on Grants.gov, such as the Customer Support Hotline at 1-800-518-4726 or email.
Key Dates	Applications Due: August 31, 2026, at 11:59:59 pm Eastern Daylight Time.
Executive Summary	The USMHP provides funding support for Marine Highway Transportation Projects or components of projects that: 1) provide a coordinated and capable alternative to landside transportation; mitigate or relieve landside congestion; promote Marine Highway Transportation; or use vessels documented under 46 U.S.C. chapter 121; and 2) develop, expand, or promote Marine Highway Transportation or shipper use of Marine Highway Transportation.
Agency Contact Information	Email mh@dot.gov or call Fred Jones at 202–366–1123. Due to the competitive nature of the program, MARAD cannot accommodate individual questions or meeting requests to discuss specific project ideas during the application submittal period. MARAD posts Frequently Asked Questions as well as information about informational webinars at https://www.maritime.dot.gov/grants-finances/marine-highways/frequently-asked-questions-us-marine-highway-program-usmhp and

PROGRAM SUMMARY

The Port of Nome Bathhouse is a single-story public facility designed to provide seasonal access to bathing, restroom, laundry services and related support functions for port users. The building is intended to operate primarily from late spring through early fall, with limited winter use focused on maintaining minimal heat in select interior spaces. The updated design reflects a compact and efficient layout organized around a central circulation spine, with individual bathing and restroom rooms accessed from a common corridor, as shown in the current floor plan.

DESIGN CRITERIA

The project is designed in accordance with currently adopted codes and standards with amendments and revisions by the authority having jurisdiction, including but not limited to:

- International Building Code - 2021
- International Mechanical Code - 2021
- Uniform Plumbing Code - 2021
- ASHRAE 62.1-2019
- NFPA 70 – National Electrical Code
- NFPA 101 – Life Safety Code
- IEEE NESC National Electrical Safety Code
- Illuminating Engineering Society Lighting Handbook
- NESC – National Electrical Safety Code

The building is designed for durability in a coastal Alaskan environment, including exposure to wind, moisture, and salt air.

CIVIL

EXISTING SITE CONDITIONS

LOCATION

The proposed location of the new bathhouse and laundry facility (bathhouse) will be on a portion of the 1.72-acre parcel known as Tract B, Nome Small Boat Harbor Subdivision as shown on Plat 2000-8, Section 26, Township 11 South, Range 34 West, Kateel River Meridian.

Lat: 64°30'9.79"N, Long: 165°25'15.43"W.

The proposed location for the structure is northeast of the Harbor Master's office and associated storage containers, in the northwest corner of the lot near the intersection of Belmont Street and Seppala Drive. Zoning of this parcel is Commercial.

The site is currently occupied by various stored materials.

DRAINAGE

The existing topography of the proposed bathhouse site is relatively flat gradually sloping from the northwest to southeast. The proposed drainage scheme for the facility will retain the existing drainage patterns of the area to the extent possible.

FLOODPLAIN

The site is currently located in the Zone AE flood zone which has a base flood elevation established as 15 feet according to the Panel 43 Flood Insurance Rate Map. As such, it would be prudent to plan for a finished floor elevation of at least 1-foot above the base flood elevation, or 16 feet.

Chapter 11.50 of the Nome Code addresses Floodplain Regulations and the required floodplain development permit.

Since the site of the proposed facility is within the floodplain, two alternatives exist to maintain the facility finished floor above the base flood elevation. The first incorporates localized fill placement to increase the fill pad so that the finished floor will be 1-foot above the base flood elevation. The second alternative would elevate the structure on a post and pad foundation like the existing Harbor Master's office. Due to floor structural framing and subfloor utility routing, we would expect the finished floor to be approximately 3 to 4 feet above exterior grade. A post and pad foundation as described would require stairs and ADA accessible ramps to reach the finished floor.

The conceptual site plan incorporates the first configuration utilizing fill placement to raise the finished floor elevation.

The exterior fuel storage tank will be anchored to a concrete slab capable of resisting buoyancy in the event of flood and all fittings for fill and venting will be elevated to prevent inundation by flood water.

SOILS

A geotechnical investigation has not been conducted for this project and is recommended for future phases of design.

WATER AND SANITARY SEWER UTILITIES

Existing water and sanitary sewer utilities are buried in the Belmont Street right-of-way. The water main nearest to the property is 6 inches in diameter, and the gravity sewer main near the project site is 8 inches in diameter.

The water service design for the new facility will likely incorporate a buried 6” x 12” arctic HDPE chase that contains a 2” HDPE supply line and 1” HDPE return line as well as a 5 W/ft heat trace line for freeze recovery in a 1-inch conduit. The water service will require a circulation pump within the facility to circulate water to prevent freezing, which is the proven method in the city system.

The sewer service is proposed as a buried 4”x12” arctic HDPE pipe with a yard cleanout that will extend above the base flood elevation.

Arctic HDPE used in Nome typically has a 16-gauge corrugated aluminum jacket with 3.0 to 4.0 lbs/ft^3 closed cell urethane insulation.

In the event an elevated structure placed on a post and pad foundation is desired, water and sewer utilities will be designed with flexible connections between the building piping and buried piping to account for differential movement. Nome Joint Utility System (NJUS) standard detailing will be implemented.

PARKING / ACCESS

The number of parking spaces will be determined by the occupancy of the facility, and the site configuration will place accessible stalls and accessible pedestrian routes in accordance with the Americans with Disabilities Act (ADA).

AGENCY COORDINATION / PERMITS

CITY OF NOME / NOME JOINT UTILITY

Design of all civil / site features will meet the requirements of the Nome City Ordinance (NCO 5.10) and approval for all utility connections will be obtained from NJUS.

City permits anticipated for this project include:

- Fill and excavation permit
- Floodplain development permit
- Nome building permit

ARCHITECTURE

The building footprint is rectangular in shape (approximately 26'-6" x 44'-6" per the plan) and is organized to maximize functional efficiency and user privacy.

Key planning elements include:

- Arctic entry to the laundry facility
- A pass-through janitor space providing access to the mechanical/electrical room
- Multiple private shower/restroom rooms located along both sides of the corridor
- All doors on the long sides of the building, providing building service panels/systems and drainage unencumbered by entries/exits on the short sides of the building
- Clearly defined entry points aligned with exterior door locations shown on elevations (Sheet A401)

This layout supports straightforward circulation, ease of maintenance, and controlled access.

BUILDING FORM AND MASSING

The building form is simple and utilitarian, consisting of a single-story volume with a sloped shed roof. The roof slope is designed to facilitate snow shedding and drainage while maintaining a low-profile structure appropriate for the site context and efficient use of materials. The exterior elevations express a consistent rhythm of door openings along the long sides of the building, reinforcing the modular organization of interior spaces.

STRUCTURAL AND ENVELOPE CONCEPT

The original concept described a concrete wall structure ; however, the updated design transitions to a wood-framed wall system, significantly revising the building envelope approach.

EXTERIOR WALL ASSEMBLY

The exterior walls are constructed as:

- 2x6 wood-framed stud walls filled with batt insulation (R-13) and lined with vapor retarder on the interior side
- Exterior sheathing with infiltration barrier
- Continuous semi-rigid mineral wool exterior insulation (R-10) on slotted horizontal fiberglass girts (sub-framing)
- Exterior metal panel cladding with exposed fasteners for ease of replacement

This assembly provides:

- Improved thermal performance via continuous insulation
- Reduced thermal bridging
- Durable, low-maintenance exterior finish suitable for coastal exposure

The use of fiberglass girts provides a thermally efficient attachment system for metal panels while minimizing conductive heat loss.

ROOF SYSTEM

The roof system is constructed using a wood-framed structure, which may consist of trusses or rafters, supporting a roof sheathing layer with an ice and water shield fully lapped underlayment and concealed fastener metal roofing system. The sloped configuration improves drainage and reduces snow accumulation, contributing to the overall longevity and performance of the building envelope. The roof assembly is coordinated with the wall system to provide a continuous and effective thermal and moisture barrier.

INTERIOR WALL CONSTRUCTION

Interior partitions are constructed using wood stud framing with a pressure-treated sole plate at the base to resist moisture exposure at the floor interface. The walls are sheathed with ½" plywood backing to provide impact resistance, structural rigidity, and support for wall-mounted fixtures and accessories. A fiber-reinforced plastic (FRP) finish is applied as the final interior surface. This assembly provides a high level of durability, impact resistance, and moisture protection, making it well suited for wet environments such as showers and restrooms. The FRP finish also supports graffiti resistance and ease of cleaning, reducing long-term maintenance requirements.

INTERIOR FINISHES

Interior finishes are selected to prioritize durability, hygiene, and ease of maintenance. Wall surfaces consist of FRP panels over ½" plywood backing to provide a resilient and washable surface. Floor finishes are slip-resistant tile and designed to perform in wet conditions, consistent with the functional requirements of bathing and restroom facilities. Ceiling materials are painted moisture-resistant gypsum board and appropriate for high-humidity environments. Interior color selections are anticipated to be light in tone to enhance visibility, cleanliness, and overall user comfort.

OPENINGS AND HARDWARE

All doors are located along the long sides of the building. This configuration allows building service operations and site drainage to function without interference from ingress and egress at the short ends of the structure. Exterior doors provide direct access to individual rooms, supporting efficient circulation and reducing the need for shared interior spaces. Doors and frames are designed of insulated fiberglass to be corrosion-resistant and suitable for a coastal environment, with heavy-duty hardware selected to withstand frequent public use.

MECHANICAL

MECHANICAL SYSTEM SUMMARY

The building will be provided with a water heater, electric radiant heat panels, individual exhaust, and stainless steel plumbing fixtures. The building is intended to have seasonal operation.

The building heat will include electric radiant panels for each shower, toilet room and laundry room.

The ventilation system will consist of individual exhaust fans for each toilet or shower room.

Domestic water heating will be two oil fired water heaters with 125-gallon storage tanks.

The building will not be sprinklered.

Controls will be electric/electronic for equipment and zone control.

DESIGN CONDITIONS

Winter Outdoor design temperature -20.6 degrees F per 2025 ASHRAE Handbook of Fundamentals. Seasonal low outdoor temperature is 29°F per May Monthly Climatic Design Conditions.

Monthly Climatic Design Conditions per 2013 ASHRAE Handbook of Fundamentals

	May	June	July	August	September
Average Temperature	36.8°F	47.7°F	52.6°F	51.8°F	45.1°F
Standard Deviation	7.66°F	6.80°F	4.68°F	4.56°F	5.60°F

Indoor heating design temperature 72 degrees F.

Heat loss calculations will be performed per 2025 ASHRAE Handbook of Fundamentals.

UTILITY REQUIREMENTS

Water: A 2” water service is required for domestic purposes. Domestic water is estimated to be 88 GPM peak. Water pressure available to the site is estimated to be at least 45 psi static.

Sanitary Sewer: A 4” sanitary sewer is required for the project which will discharge to city sewer.

COOLING

Mechanical cooling is not required for occupant comfort or provided for this project.

VENTILATION

Mechanical ventilation is not required or provided for this project except for exhaust as discussed below.

EXHAUST VENTILATION

Exhaust ventilation systems will be as follows:

- 50 CFM exhaust fan with timer switch.
- Each shower room and toilet room will have an individual exhaust fan.

SUPPLY AIR SYSTEMS

Mechanical room combustion air and laundry room makeup air through gravity openings with hoods.

HEATING

Each shower and toilet room will have a 750 watt 24x48 electric radiant panel.

The laundry room shall be heated by a 5 KW ceiling mounted cabinet unit heater.

The mechanical room will be heater by a 5 KW unit heater.

TEMPERATURE CONTROLS

Analog electric/electronic controls for heating units and exhaust fans generally consisting of line voltage thermostats and timers.

PLUMBING

Total domestic water demand is 88 GPM requiring a 2" domestic service. The water pressure available is 45 psi. Domestic water mains and connections to public fixtures will be Type L copper.

Sanitary soil, waste and vent piping will be cast iron with no-hub fittings.

Water closets and lavatories will be stainless steel penal-ware. Lavatories will be provided with individual thermostatic mixing valves. Floor drains will be provided in mechanical room, laundry room, toilet rooms and shower rooms. Showers will have coin operated timers.

Domestic hot water will be generated with two fuel oil fired water heaters, equal to PVI Maxim 20L 125A-MXO, 199 MBH, 125 gallons storage. Water heaters will be provided with expansion tank and thermostatic mixing.

Hot water piping will be insulated with 1/2 inch insulation. Cold water piping will be insulated with 1 inch insulation and vapor barrier jacket.

Air compressor for seasonal blow down of piping will be provided.

FUEL PIPING

All fuel piping shall be above ground, provide Schedule 40, ASTM A53 black iron piping.

Provide Tigerloop Ultra de-aerator with filter for each water heater.

Above-ground 500 gallon double wall fuel tank and 25 gallon day tank with duplex pumps.

FIRE PROTECTION

The building will not be sprinklered.

ELECTRICAL

Load calculations based on the building footprint and proposed equipment show that a 120/208V, 3-Phase, 400A service is required to provide 25% spare capacity for the Nome Bath house and Laundry Facility. This load is calculated using worst case mechanical loads for HVAC and plumbing, expected washer and dryer loads, heat trace loads, interior and exterior lighting load, and receptacle load.

Electrical service utility is Nome Joint Utility System located at 1226 Port Rd in Nome, AK with Customer Service Office phone number of 907-443-6310. Current NJUS supplied electrical meters have a maximum rating of 200A. For services exceeding 200A, NJUS requires that a metering package be provided and installed by the electrical contractor. The metering package will consist of a Form 9S, 3-Phase, 4-wire, transformer rated (CT) meter; 13-jaw, NEMA 3R meter base with ring type meter socket; as well as CT cabinet with 10-point test switch. NJUS requires that the intended components of the metering package be submitted to them for approval prior to ordering and must be done so as soon as possible to avoid project delays. Additionally, a 400A main disconnect will be provided in a NEMA 3R enclosure connected to ground via NEC approved grounding electrode conductors, intersystem bonding termination, connection to building steel and metal water service where practicable per NEC, and ground-neutral bond within the disconnect enclosure. The service equipment will be installed on the west exterior wall facing Belmont Street with the overhead utility line running from pole mounted transformers on the other side of Belmont Street. The overhead electrical service lateral will be extended from the Belmont Street pole mounted transformers to a new building mounted overhead, through-eave service mast with a minimum conduit size of 3”.

GENERAL POWER

The main power connection will be extended from the main disconnect to a 400A, 120/208V, 3-phase, 4-wire panelboard provided in the mechanical space. The 400A panelboard will be for connecting the heating load, the dryer load, and to a 225A, 120/208V, 3-phase, 4-wire branch panelboard. The 225A branch panelboard will provide power to all other mechanical equipment, heat trace, lighting load, and receptacle load. Individual circuit grounding will be provided by separate grounding conductor runs in the same conduit with the circuit conductors. Minimum requirements for interior branch circuits will be #12 AWG conductors. #10 AWG conductors will be provided for 20A circuits, with radial lengths in excess of 75 feet.

IMC conduit with a minimum size of ½” will be used for interior branch circuits. The final connection to mechanical equipment will consist of 3’ of flexible metallic conduit. Connections to pumps or other mechanical equipment subject to water spray will be provided with liquid tight flexible metallic conduit.

20 amp, heavy duty receptacles will be provided throughout the building at 24 inches above the finished floor as required for convenience or to serve specific appliances and as shown on the drawings. Additionally, combination receptacle/USB charging ports are recommended in the receptacle adjacent to the waiting area in the laundry.

GFCI receptacles with 5mA ground fault trip ratings will be provided for interior receptacles adjacent to a water source and on the building exterior, we have accounted for one exterior receptacle to power the change machine. Exterior GFCI receptacles will be mounted in cast boxes, listed for wet locations, with spring loaded “in-use” gasketed covers.

Receptacles for other than 20 amp, 120 volt circuits will be provided from dedicated circuits, with ampere ratings, voltage ratings and grounding configurations to meet the specific requirements of the equipment to be connected such as the washers and dryers.

Connections to heat trace will be provided with a 30mA Ground Fault Equipment Protection (GFEP) circuit breaker sized for the load served with a maximum GFEP circuit breaker rating of 30A. Self-regulating heat trace will be provided in the water service arctic duct and as required for other areas as determined by other disciplines.

LIGHTING

Switches will be 20 amp, heavy duty, silent type located at entries inside the controlled area at a height of 48" above the floor. Switches at doors will be located adjacent to the open swing. We recommend a standard snap switch to control the lights in the mechanical/electrical space and prison grade occupancy sensors located in the bathrooms and showers. Note the exhaust fans will be controlled with the lighting with a delayed off.

General area illumination will be provided with surface mounted LED fixtures with a color rendering index greater than 80. Interior lighting levels will be provided in accordance with IESNA guidelines.

Currently our plan shows exterior LED wall packs located over each door. Exterior fixtures will be building-mounted, photocell-controlled, wet and salt spray rated, LED with a cutoff distribution to control glare. We provided enough exterior lighting to illuminate the path of egress.

Emergency lighting will be provided by wall mounted fixtures with twin lamp heads and nickel cadmium back-up batteries in the mechanical/electrical space and emergency ballast fixtures in the bathrooms and showers. In the event of a power outage, emergency lighting fixtures will provide an average illumination of 1 f.c. and a minimum illumination of 0.1 f.c. along routes of building egress.

Egress routes and building exits will be indicated by illuminated exit signs. Exit signs will be furnished with battery back-up and Light Emitting Diodes. In accordance with current IBC, a remote emergency lamp connected to an interior mounted battery back-up unit will be provided to illuminate the exterior immediately outside of the building exit.

TELECOMMUNICATIONS

Conduit and wiring for Communications/Data System to Category 5e standards will be designed and terminated back at a common terminal board.

SECURITY

Locations for four IP CCTV cameras that will be terminated back at a common terminal board shown adjacent to the panelboard.

HMS Project No.: 26023-R1

CONCEPT DESIGN COST SUMMARY

	Material	*Labor*	*Total*
01 - SITE WORK			
Site Preparation and Improvements	$ 27,569	$ 21,930	$ 49,499
Site Mechanical	49,124	15,796	64,920
Site Electrical	4,044	6,491	10,535
02 - SUBSTRUCTURE	48,038	34,338	82,376
03 - SUPERSTRUCTURE	13,682	8,826	22,508
04 - EXTERIOR CLOSURE	73,102	38,544	111,646
05 - ROOF SYSTEMS	24,073	21,546	45,619
06 - INTERIOR CONSTRUCTION	73,152	48,192	121,344
07 - CONVEYING SYSTEMS	0	0	0
08 - MECHANICAL	185,652	116,670	302,322
09 - ELECTRICAL	69,329	61,394	130,723
10 - EQUIPMENT	20,080	1,867	21,947
11 - SPECIAL CONSTRUCTION	0	0	0
SUBTOTAL DIRECT WORK:	*$ 587,845*	*$ 375,594*	*$ 963,439*
12 - GENERAL REQUIREMENTS			575,266
SUBTOTAL:			*$ 1,538,705*
13 - CONTINGENCIES			541,625
TOTAL ESTIMATED CONSTRUCTION COST:			***$ 2,080,330***
COST PER SQUARE FOOT:			*$ 1,891.21 /SF*
GROSS FLOOR AREA:			*1,100 SF*

User: DSQUIER Apr 21, 2026 - 3:44pm
Drawing: C:\USERS\SQUIERDAVID\ONEDRIVE - BRISTOL INDUSTRIES, LLC\COMPANIES - 32114064 T064 BATH HOUSE\ACAD-DESIGN_CIVIL DESIGN\32114064_SITEPLAN - 4-21-26.DWG - Layout: C100
Xrefs: 32114064_XREF_NEWPLATSLOTSBLOCKS_NAD83_Z8.DWG 32114064_XREF_TTBK.DWG - Images: (DIESEL evaluation failed)

REVISIONS				REVISIONS			
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

Project No. 32114064

Bristol ENGINEERING SERVICES COMPANY, LLC
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PROJECT NO.: 26-0002.00

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PRELIMINARY
NOT FOR
CONSTRUCTION

PORT OF NOME BATHOUSE PROJECT

CONCEPT SITE PLAN

SHEET NO.
C100
FULL-SIZE PRINT ON 22 X 34

SCALE: 1"=20'	DESIGNED: DES	CHECKED: JGB	DRAWN: DES	DATE: 04.15.26	SHEET OF