

LOUDEN TRIBE

Transportation Department

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A Federally Recognized Tribe • Previously listed as Galena Village (Louden Village)

September 11, 2026

TO: Prospective Engineering Consultants

FROM: Alvin Williams, Transportation Coordinator
Louden Tribe, Galena, Alaska

RE: Request for Proposals — Professional Engineering Services

Plans, Specifications, and Estimates (PS&E) for Construction

Project 2026-2: Galena Dike Road Restoration and Improvement Project

Ladies and Gentlemen:

The Louden Tribe invites qualified professional engineering firms to submit proposals to prepare complete Plans, Specifications, and Estimates (PS&E) for construction of the Galena Dike Road Restoration and Improvement Project. This cover letter accompanies the Tribe's Request for Proposals and is intended for distribution to firms with demonstrated experience in remote Interior Alaska civil works, flood-protection embankments, airport-adjacent facilities, permafrost and cold-region geotechnics, and federal-aid tribal transportation projects.

1. Project Purpose and Setting

The Galena Dike Road is the crest roadway of the historic flood-protection embankment constructed in the 1940s to protect the Galena airfield (now Edward G. Pitka Sr. Airport) and adjacent former air-base facilities from Yukon River breakup flooding. The dike remains the community's primary high-ground refuge and the only all-weather access corridor serving the airfield. Community transportation planning has identified Dike Restoration as a standing priority. The Tribe's stated objective is to restore the structure toward original design grade or a higher water elevation due to the effects of global warming. Correct documented drainage failures and produce bid-ready construction documents.

2. Existing Baseline Survey (Already Complete)

In September 2026, Vector Surveying LLC completed a topographic and condition survey (Project 2026-1) for the Louden Tribe. That work is available to the selected consultant and includes UAV orthomosaic imagery, GNSS terrestrial survey, survey control, CAD and XML surfaces, elevation exhibits, field photography, and a statistical comparison of 649 corresponding points from the 2009 State of Alaska DCEED LiDAR dataset and the 2026 GNSS survey. Key findings the selected firm must incorporate include:

- Historical design crest elevation, converted from the original local datum using USACE documentation, is approximately 161.04 feet NAVD88.
- Mean surveyed crest elevations are 157.92 feet (2009 LiDAR) and 158.14 feet (2026 GNSS)—a difference of about +0.22 foot between epochs and roughly 2.9 feet below the estimated original design grade. Spatial variation is significant; engineering judgment is required.
- No significant exterior-slope erosion was observed. Dense vegetation, blocked and buried culverts, interior ponding (including residual water associated with the 2026 spring flood and possible seepage through permeable material), standing water in runway ditches, and deteriorated pump-house infrastructure were documented.
- A culvert at the northwest corner near the sewage treatment plant is obstructed, with standing water approximately 2.5 feet deep at the inlet invert. The corresponding outlet could not be located.
- The survey expressly did not include engineering design, hydrologic, hydraulic, geotechnical, or structural analysis. Those services are the core of this solicitation.

3. Anticipated Scope of PS&E Services

The selected consultant will use the 2026 survey as the design base map and will furnish, at a minimum:

- Civil and geotechnical evaluation of settlement, ponding, drainage deficiencies, and material condition along the dike corridor.
- Hydrologic and hydraulic analysis sufficient to support restoration of flood-protection performance, freeboard, and interior drainage, coordinated with Yukon River ordinary high water and applicable FEMA mapping.
- Preliminary through final design for raising and reconstructing the dike-road prism to an engineered design grade, including typical sections, alignment, profile, cross sections, and material specifications suited to Interior Alaska freeze–thaw and permafrost conditions.
- Drainage design: replacement or rehabilitation of blocked and missing culverts, ditch restoration, and treatment of interior ponding and seepage.
- Vegetation-management recommendations that improve vehicular sight distance and wildlife control while preserving needed slope stability.
- Complete construction plans, technical specifications, bid schedule, and engineer’s estimate of probable construction cost.
- Permitting support and agency coordination, including U.S. Army Corps of Engineers (Section 404 and Section 408 review of the historic flood-control structure), FEMA, State of Alaska DOT&PF Aviation Northern Region, FAA (airport obstruction and airspace constraints), State environmental and water-resource agencies, the City of Galena, and Louden Tribe.
- Construction-phasing recommendations that keep the airfield accessible and protect the community during Yukon River breakup.

4. Funding, Standards, and Qualifications Sought

Work is expected to be funded through the Tribe’s Federal Highway Administration Tribal Transportation Program (TTP) agreement and related sources. Deliverables must be suitable for federal-aid construction procurement. The Tribe seeks firms licensed in the State of Alaska with a Professional Engineer in responsible charge; demonstrated cold-region and remote-logistics capability; experience with USACE flood-risk-reduction and Section 408 processes; familiarity with FAA/DOT&PF aviation constraints; and a record of respectful government-to-government work with Alaska Native Tribes. Alaska Native, Native-owned, and locally knowledgeable firms are strongly encouraged to respond.

5. Proposal Submittal

Please submit proposals in accordance with the attached Request for Proposals. Unless a different date is stated in the RFP, proposals should be received at the Louden Tribal Office no later than 4:00 p.m. Alaska Time on Friday, November 11, 2026. Questions should be directed in writing to Alvin Williams: Transportation Coordinator. A pre-proposal site visit or virtual briefing may be scheduled.

The 2026 Vector Surveying LLC report and listed digital deliverables will be made available to firms that request them after acknowledging receipt of this solicitation. The Tribe reserves the right to reject any or all proposals, to waive informalities, to negotiate with the highest-ranked firm, and to cancel this solicitation if it is in the Tribe’s interest to do so.

Restoration of the Galena Dike Road is a matter of community safety, airport continuity, and tribal self-determination. The Louden Tribe looks forward to receiving proposals from firms prepared to deliver practical, permissible, construction-ready documents.

Respectfully,

Alvin Williams
Transportation Coordinator
alvin.williams@loudentribe.com
Louden Tribe
P.O. Box 244, Galena, Alaska 99741-0244

cc: Charlie Green, First Chief
Brooke Sanderson, Tribal Administrator
Luis Echenique, Grants Director
Louden Tribal Council

Enclosures / Available upon request:

1. Request for Proposals (full solicitation package)
2. Vector Surveying LLC, Project 2026-1 Galena Dike Road Survey Report (September 4, 2026), including Statistical Addendum
3. Survey Control Sheet, elevation exhibits, CAD/XML surfaces, UAV imagery index, and USACE datum correspondence