



# **Juneau Access Improvements Project Final Supplemental Environmental Impact Statement**

## **2017 Revised Alternatives Descriptions**

**Prepared for:**

**Alaska Department of Transportation  
& Public Facilities  
6860 Glacier Highway  
Juneau, Alaska 99801-7999**

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## 1. Alternative 1 – No Action

Alternative 1 – No Action includes a continuation of mainline ferry service in Lynn Canal and incorporates two Day Boat Alaska Class Ferries (ACFs) previously programmed for construction by the Alaska Marine Highway System (AMHS). The AMHS would continue to be the (National Highway System) NHS route from Juneau to Haines and Skagway, and no new roads or ferry terminals would be built. In addition to the Day Boat ACFs, programmed improvements include improved vehicle and passenger staging areas at the Auke Bay and Haines Ferry Terminals to optimize traffic flow on and off the Day Boat ACFs as well as expansion of the Haines Ferry Terminal to include a new double bow berth to accommodate the Day Boat ACFs. Alternative 1 – No Action is not a direct continuation of 2017 ferry service. Rather, it is a continuation of the AMHS's *current plan* and reflects the most likely AMHS operations in the absence of any capital improvements specific to the Juneau Access Improvements (JAI) Project.

Mainline service would include two round trips per week in summer and one per week in winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing. During summer, one Day Boat ACF would make one round trip between Auke Bay and Haines six days per week, and one would make two round trips per day between Haines and Skagway six days per week. The Day Boat ACFs would not sail on the seventh day because the mainliner is on a similar schedule. In winter, ferry service in Lynn Canal would be provided primarily by the Day Boat ACFs three times per week. The *M/V Malaspina* would no longer operate as a summer day boat in Lynn Canal.

## **2. Alternative 1B – Enhanced Service with Existing AMHS Assets**

Alternative 1B includes all of the components of Alternative 1 – No Action, but focuses on enhancing service using existing AMHS assets without major initial capital expenditures. Similar to Alternative 1, Alternative 1B includes: a continuation of mainline ferry service in Lynn Canal; the AMHS would continue to be the NHS route from Juneau to Haines and Skagway; no new roads or ferry terminals would be built; and in addition to the Day Boat ACFs, programmed improvements include improved vehicle and passenger staging areas at the Auke Bay and Haines Ferry Terminals to optimize traffic flow on and off the Day Boat ACFs as well as expansion of the Haines Ferry Terminal to include a new double bow berth to accommodate the Day Boat ACFs. Service to other communities would remain the same as Alternative 1 – No Action. Alternative 1B keeps the *M/V Malaspina* in service after the second Day Boat ACF is brought online to provide additional capacity in Lynn Canal. Also included as part of Alternative 1B is a 20 percent reduction in fares for trips in Lynn Canal.

Mainline service would include two round trips per week in summer and one per week in winter, with Auke Bay-Haines-Skagway-Haines-Auke Bay routing. During summer, the *M/V Malaspina* would make one round trip per day, 5 days per week on a Skagway-Auke Bay-Skagway route. On the sixth day, the *M/V Malaspina* would sail on the Skagway-Auke Bay-Haines-Skagway route, and on the seventh day, it would sail that route in reverse (Skagway-Haines-Auke Bay-Skagway). One Day Boat ACF would make one round trip between Auke Bay and Haines 7 days per week. The other Day Boat ACF would make two round trips per day between Haines and Skagway 6 days per week; it would not sail on the seventh day because the mainliner would be on a similar schedule. In winter, ferry service in Lynn Canal would be provided primarily by the Day Boat ACFs three times per week.

### **3. Alternative 2B – East Lynn Canal Highway to Katzehin, Shuttles to Haines and Skagway**

Alternative 2B would construct the East Lynn Canal Highway (50.8 miles, including 47.9 miles of new highway and upgrade to 2.9 miles of the existing Glacier Highway) from Echo Cove around Berners Bay to a new ferry terminal 2 miles north of the Katzehin River. Ferry service would connect Katzehin to Haines and Skagway. Ferry service between Katzehin and Haines/Skagway would use the Day Boat ACFs. The Haines-Skagway shuttle service would continue to operate in summer using a new conventional monohull ferry (Day Boat ACF). Mainline ferry service would end at Auke Bay and no longer operate in Lynn Canal. The Skagway Ferry Terminal would be modified to include a new end berth to accommodate the new Katzehin-Skagway Day Boat ACF. This alternative assumes the following improvements will have been made independent of the JAI Project before Alternative 2B would come on-line: two Day Boat ACFs, improved vehicle and passenger staging areas at the Haines Ferry Terminal to optimize traffic flow on and off the Day Boat ACFs, and expansion of the Haines Ferry Terminal to include two new double bow berths.

During summer, one Day Boat ACF would make eight round trips per day between Haines and Katzehin, a second Day Boat ACF would make six round trips per day between Skagway and Katzehin, and the Haines Skagway shuttle ferry would make two trips per day. During winter, one Day Boat ACF would make six round trips per day between Haines and Katzehin, and a second Day Boat ACF would make four round trips per day between Skagway and Katzehin. The Haines-Skagway shuttle would not operate; travelers going between Haines and Skagway would travel to Katzehin and transfer ferries.

#### **4. Alternative 3 – West Lynn Canal Highway**

Alternative 3 would upgrade/extend the Glacier Highway (5.2 miles, including 2.3 miles of new highway and upgrade to 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay. New ferry terminals would be constructed at Sawmill Cove in Berners Bay and at William Henry Bay on the west shore of Lynn Canal, and the Skagway Ferry Terminal would be modified to include a new end berth. A new 38.9-mile highway would be constructed from the William Henry Bay Ferry Terminal to Haines with a bridge across the Chilkat River/Inlet connecting into Mud Bay Road. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. Mainline ferry service would end at Auke Bay. This alternative assumes the following improvements will have been made independent of the JAI Project before Alternative 3 would come on-line: two Day Boat ACFs, improved vehicle and passenger staging areas at the Haines Ferry Terminal to optimize traffic flow on and off the Day Boat ACFs, and expansion of the Haines Ferry Terminal to include two new double bow berths.

During summer, two Day Boat ACFs would make six round trips per day between Sawmill Cove and William Henry Bay (total of 12 trips each direction), and the Haines-Skagway shuttle ferry would make six round trips per day. During winter, one Day Boat ACF would make four round trips per day between Sawmill Cove and William Henry Bay, and the Haines-Skagway shuttle ferry would make four round trips per day.

## **5. Alternatives 4A through 4D – Marine Alternatives**

All four marine alternatives would include continued mainline ferry service in Lynn Canal with a minimum of two trips per week in summer and one per week in winter with Auke Bay-Haines-Skagway-Haines-Auke Bay routing. Each marine alternative includes a new conventional monohull shuttle that would make two round trips per day between Haines and Skagway six days per week in summer and a minimum of three round trips per week between Haines and Skagway in winter. The AMHS would continue to be the NHS route from Juneau to Haines and Skagway. These alternatives assume the following improvements will have been made independent of the JAI Project before the alternative comes on-line: improved vehicle and passenger staging areas at the Auke Bay and Haines Ferry Terminals to optimize traffic flow on and off the Day Boat ACFs and expansion of the Haines Ferry Terminal to include new double bow berths.

### **5.1 Alternative 4A – Fast Vehicle Ferry Service from Auke Bay**

Alternative 4A would construct two new fast vehicle ferries (FVFs). No new roads would be built for this alternative, and the Auke Bay Ferry Terminal would be expanded to include a new double end berth. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. The *M/V Malaspina* would no longer operate as a summer day boat in Lynn Canal, and the Day Boat ACFs would no longer operate in Lynn Canal. The FVFs would make two round trips between Auke Bay and Haines and two round trips between Auke Bay and Skagway per day in summer. During winter, one FVF would make one round trip between Auke Bay and Haines and one round trip between Auke Bay and Skagway each day. Mainline ferry service between Auke Bay and Haines/Skagway would continue, with a minimum of two weekly trips estimated in summer and one in winter.

### **5.2 Alternative 4B – Fast Vehicle Ferry Service from Berners Bay**

Similar to Alternative 4A, Alternative 4B would construct two new FVFs. This alternative would upgrade/extend Glacier Highway (5.2 miles, including 2.3 miles of new highway and 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay where a new ferry terminal would be constructed. The Auke Bay Ferry Terminal would be expanded to include a new double end berth. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. The *M/V Malaspina* would no longer operate as a summer day boat in Lynn Canal, and the Day Boat ACFs would no longer operate in Lynn Canal. In summer, the FVFs would make two round trips between Sawmill Cove and Haines and two round trips between Sawmill Cove and Skagway per day. During winter, one FVF would make one round trip between Auke Bay and Haines and one round trip between Auke Bay and Skagway each day. Mainline ferry service between Auke Bay and Haines/Skagway would continue, with a minimum of two weekly trips estimated in summer and one in winter.

### **5.3 Alternative 4C – Conventional Monohull Service from Auke Bay**

Alternative 4C would use Day Boat ACFs to provide additional ferry service in Lynn Canal. No new roads would be built for this alternative. The Auke Bay Ferry Terminal would be expanded to include a new double end berth, and the Skagway Ferry Terminal would be modified to include a new end berth to accommodate the Day Boat ACF. A new conventional monohull ferry would be constructed and would operate between Haines and Skagway. In summer, one Day

Boat ACF would make one round trip per day between Auke Bay and Haines, and one Day Boat ACF would make one round trip per day between Auke Bay and Skagway. During winter, one Day Boat ACF would alternate between a round trip to Haines one day and a round trip to Skagway the next day. Mainline ferry service between Auke Bay and Haines/Skagway would continue, with two weekly trips estimated in summer and one in winter.

#### **5.4 Alternative 4D – Conventional Monohull Service from Berners Bay**

Alternative 4D would use Day Boat ACFs to provide additional ferry service in Lynn Canal. This alternative would upgrade/extend Glacier Highway (5.2 miles, including 2.3 miles of new highway and 2.9 miles of the existing Glacier Highway) from Echo Cove to Sawmill Cove in Berners Bay where a new ferry terminal would be constructed. The Auke Bay Ferry Terminal would be expanded to include a new double end berth, and the Skagway Ferry Terminal would be modified to include a new end berth. This alternative includes construction of a new conventional monohull ferry that would operate between Haines and Skagway. In summer, the Day Boat ACFs would make two trips per day between Sawmill Cove and Haines and two trips per day between Sawmill Cove and Skagway. During winter, a Day Boat ACF would operate from Auke Bay, alternating between a round trip to Haines one day and to Skagway the next day. Mainline service from Auke Bay to Haines/Skagway would continue, with two weekly trips estimated in summer and one in winter.