Our Mission

The mission of the Alaska Marine Highway System is to provide safe, reliable, and efficient transportation of people, goods, and vehicles among Alaska communities, Canada, and the "Lower 48," while providing opportunities to develop and maintain a reasonable standard of living and high quality of life, including social, education, and health needs.

The Alaska Marine Highway System has been operating year-round since 1963, with regularly scheduled passenger and vehicle service to 33 communities in Alaska, plus Bellingham, Washington, and Prince Rupert, British Columbia. There are currently eleven vessels in the AMHS fleet, additional ferries have been planned.

During the past ten years the Alaska Marine Highway System has carried an average of 312,000 passengers and 98,000 vehicles per year.

View Our Welcome Aboard Video

Watch our welcome aboard video to learn more about travel aboard Alaska Marine Highway ferries.

Alaska Marine Highway System
7559 North Tongass Highway
Ketchikan, Alaska 99901-9101
Tel: 907-465-3941 || Fax: 907-465-8824
Toll-Free: 1-800-642-0066

Article 03. ALASKA MARINE TRANSPORTATION ADVISORY BOARD Sec. 19.65.110. Alaska Marine Transportation Advisory Board. There is established in the Department of Transportation and Public Facilities the Alaska Marine Transportation Advisory Board.

Sec. 19.65.180. Powers, duties, and functions. (a) After the commissioner of transportation and public facilities has considered one or more candidates for the position of director or deputy commissioner of the Alaska marine highway system, the commissioner shall confer with the board regarding that candidate or those candidates before making an appointment to that position. The selection of those candidates shall be without regard to political affiliation.

(b) The board may establish volunteer regional advisory committees. The purpose of the advisory committees is to provide recommendations to the board regarding concerns from the region of the members who constitute the advisory committee.

(c) The board may issue reports and recommendations and shall, in cooperation with the Department of Transportation and Public Facilities, prepare and submit to the department and the governor for review a strategic plan that includes the mission, core values, objectives, initiatives, and performance goals of the Alaska marine highway system.

(d) The board may receive information from the department as the board considers necessary to carry out its duties.

Sec. 19.65.190. Staff. The department shall provide staff for the board.

Sec. 19.65.195. Definition. In AS 19.65.110 - 19.65.195, "board" means the Alaska Marine Transportation Advisory Board.

DOT&PF Strategic Plan

Purpose

Keep Alaska Moving through service and infrastructure.

To do this we:

- Provide for the safe and efficient movement of people and goods
- Provide statewide access and connectivity
- Provide access for exploration and development of Alaska's resources

Core Values

- ***Integrity:*** Ensure honesty, dependability, loyalty and a high ethical standard
- ***Excellence:*** Personal and department commitment to continually improve individual, team, and organizational knowledge, performance, and methods to provide quality service and products
- ***Respect:*** Positive regard for colleagues and customers

DOT&PF Vision Statement

- We will strengthen our efficiencies and effectiveness at planning, designing, constructing, operating and maintaining all modes of transportation.
- We will strengthen our transparency, accountability, innovation and quality of service.
- We will work as a team, maintaining strong, healthy communications internally and externally.
- We will promote service based management of state-owned transportation assets and facilities.
- We will expand the reach of the transportation system to serve the needs of all Alaskans

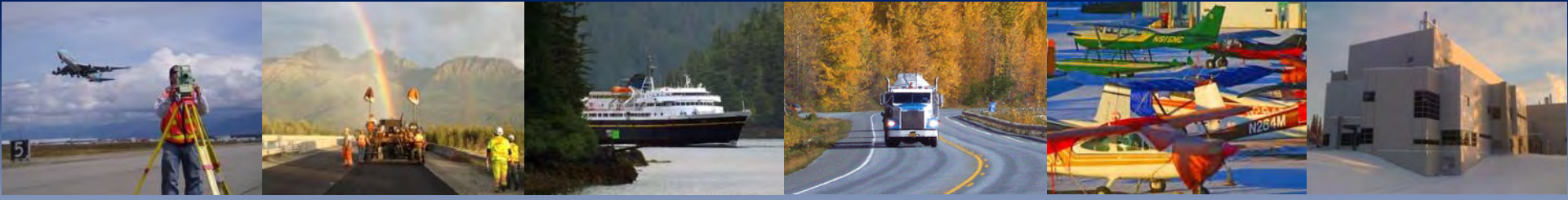
Strengths

- Strong work ethic
- Experience, expertise, knowledge
- Dedicated workforce
- Reasonable, responsible problem-solvers
- Quantity and quality of assets
- Interesting challenges
- Opportunity for growth
- Pride of accomplishment
- Good people
- Willing to lead

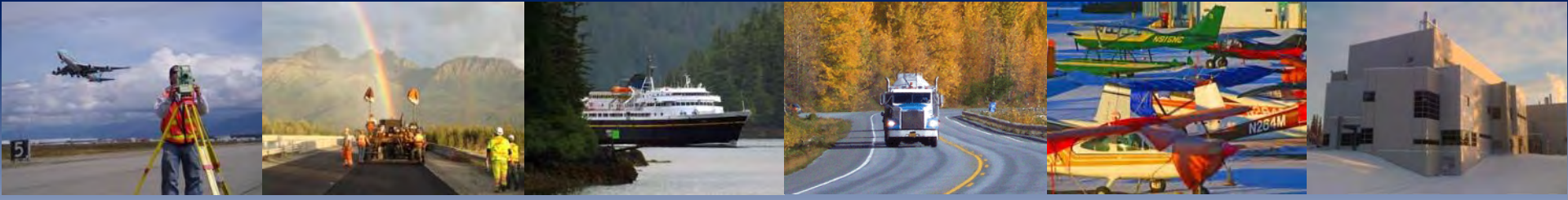
Alaska Department of Transportation & Public Facilities

TUSTUMENA REPLACEMENT

Presentation
May 2014

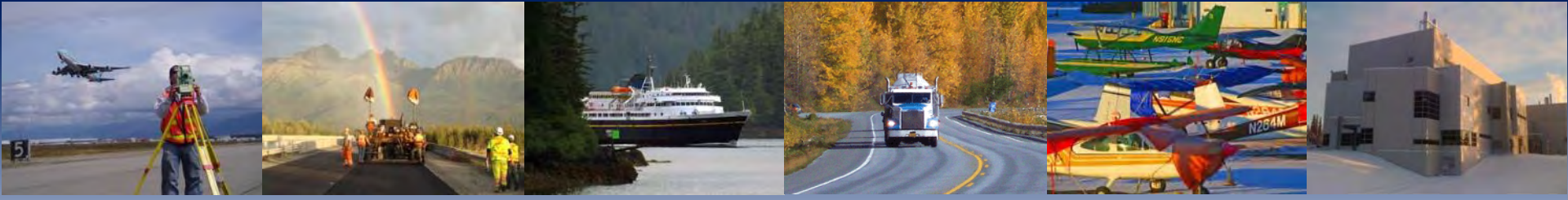


M/V Tustumena – Replacement Vessel



Agenda

- Why replace the Tustumena?
- What is the status of the Tustumena?
- What is the replacement vessel design schedule?
- How will the replacement vessel look and feel?
- Your questions



Why replace the Tustumena?

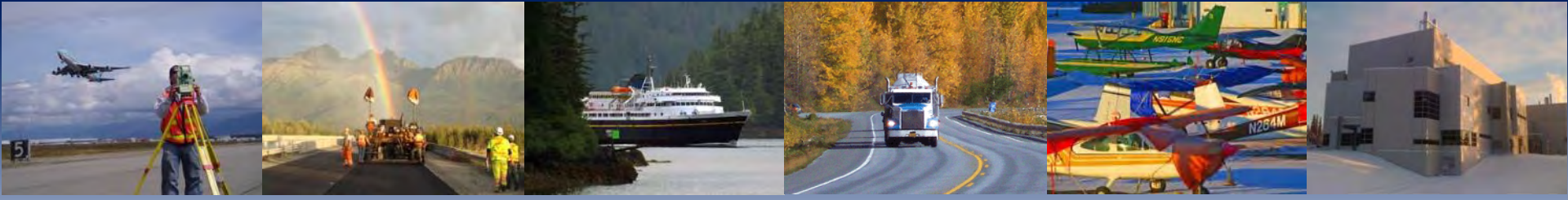
It's time.

Age: **50** years old

Capacities: **36** Vehicles (720 Lane Feet)

174 Passengers

http://static.panoramio.com



Why replace the Tustumena?

Increased Capacity.

Ongoing Traffic Analysis

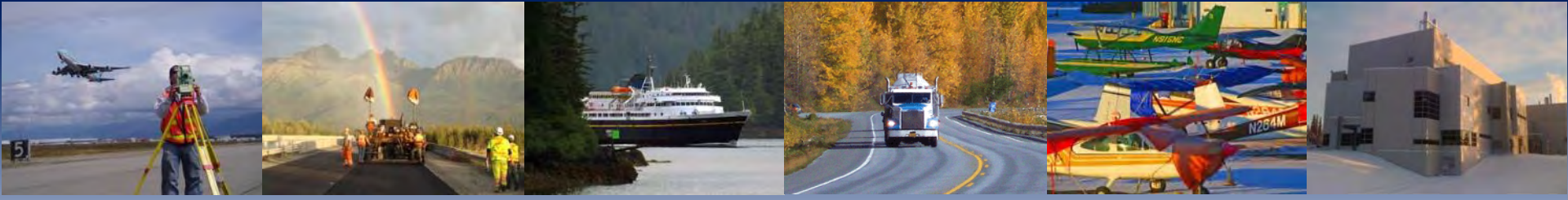
1 vessel system

3 service areas

(1) Homer-Seldovia:
Current schedule is effective

(2) Homer-Kodiak:
Possible unmet traffic demand

(3) Homer-Aleutian:
- Kodiak-Chignik
- Akutan-Dutch Harbor



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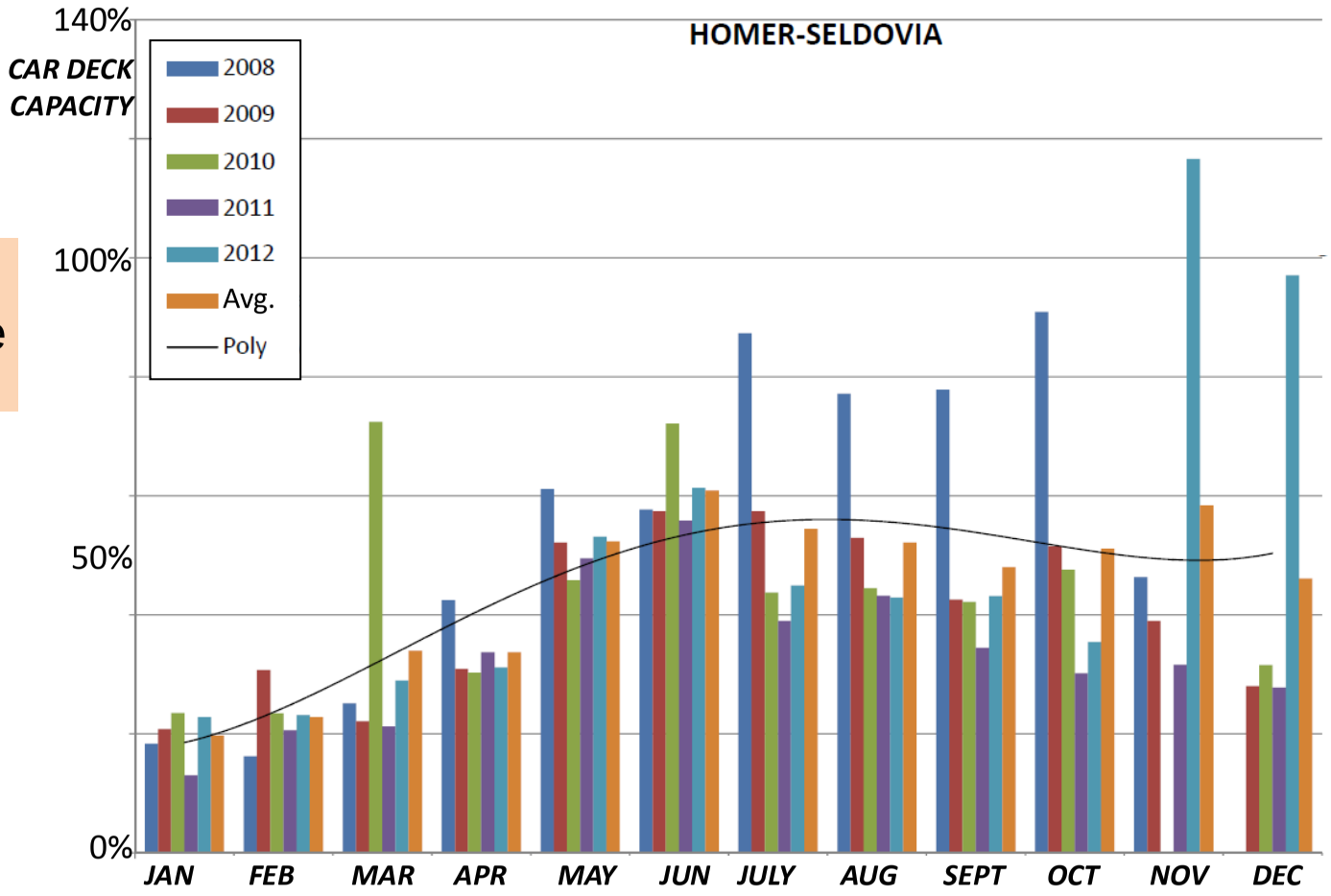

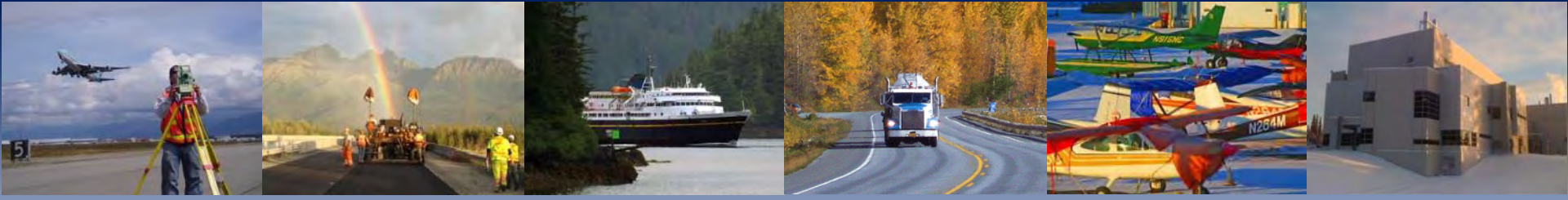

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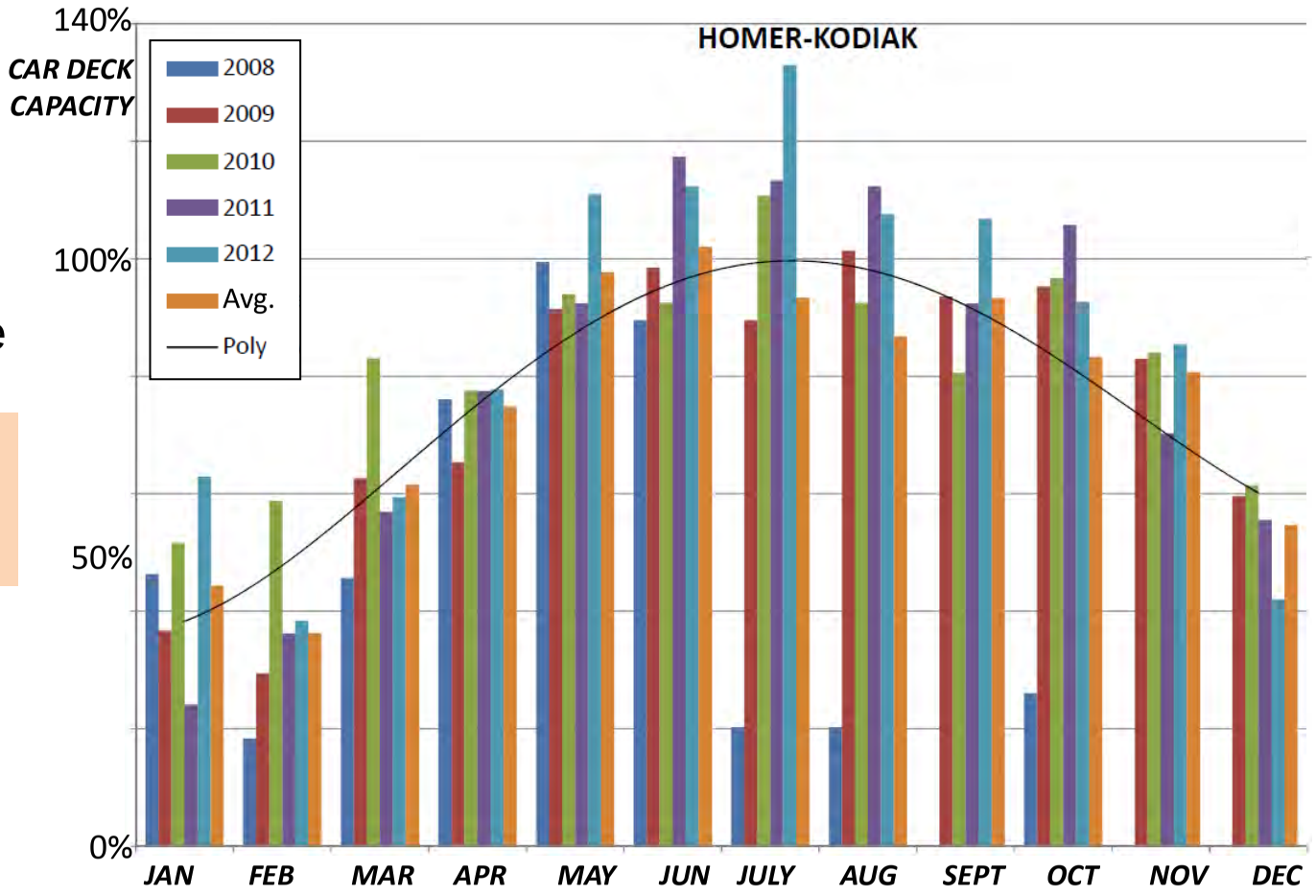

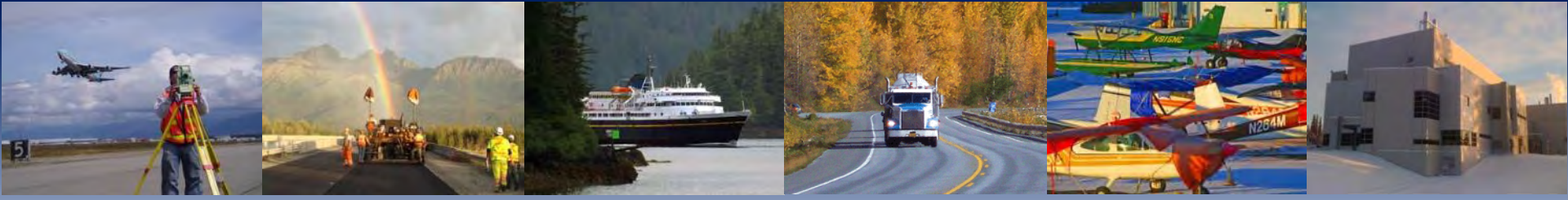

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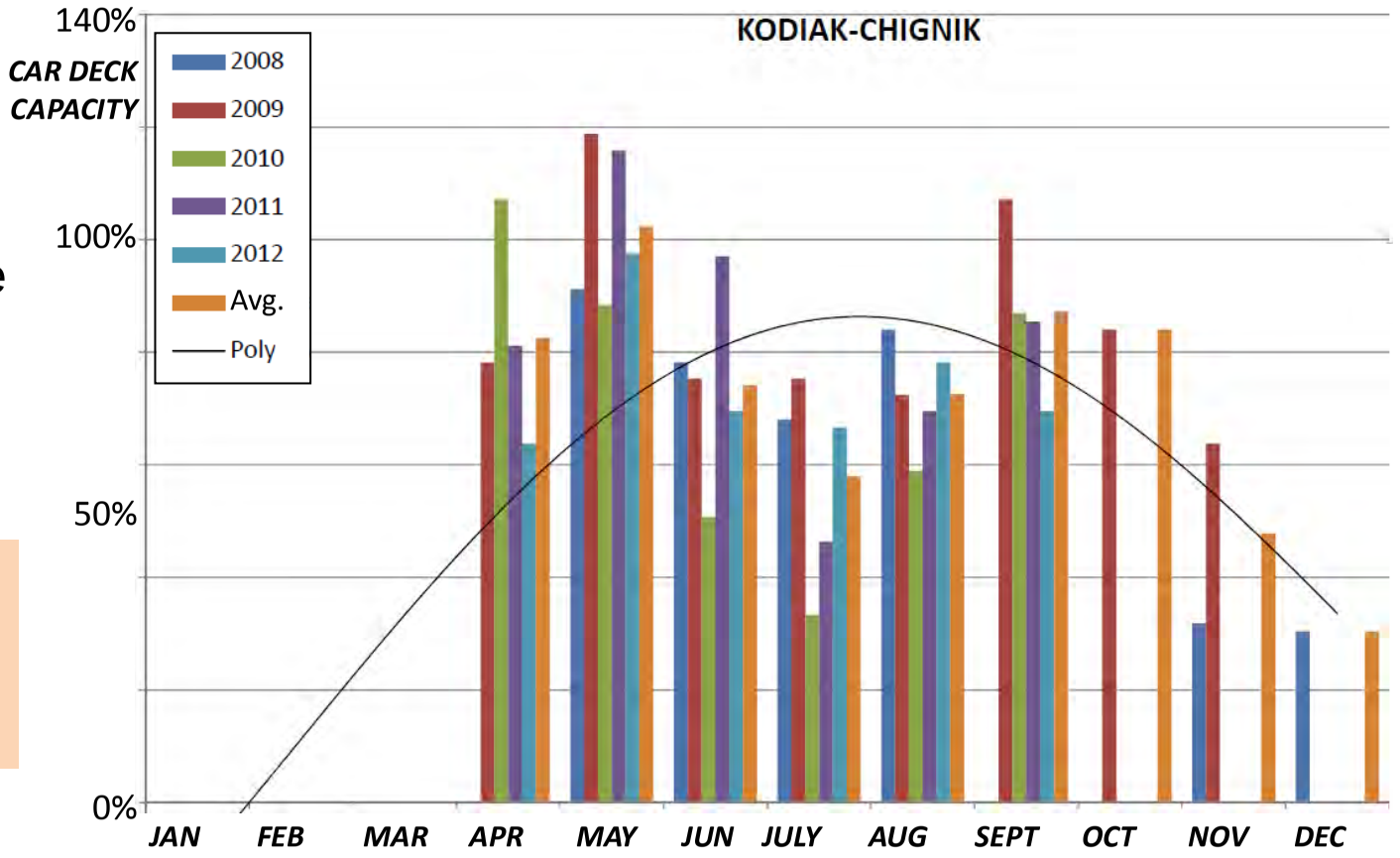

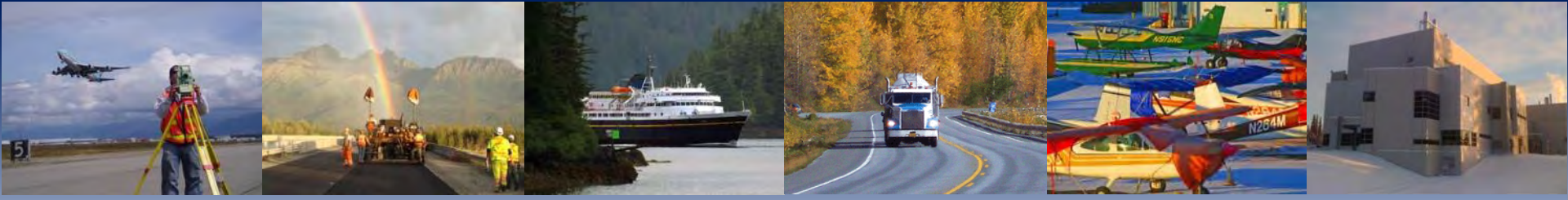

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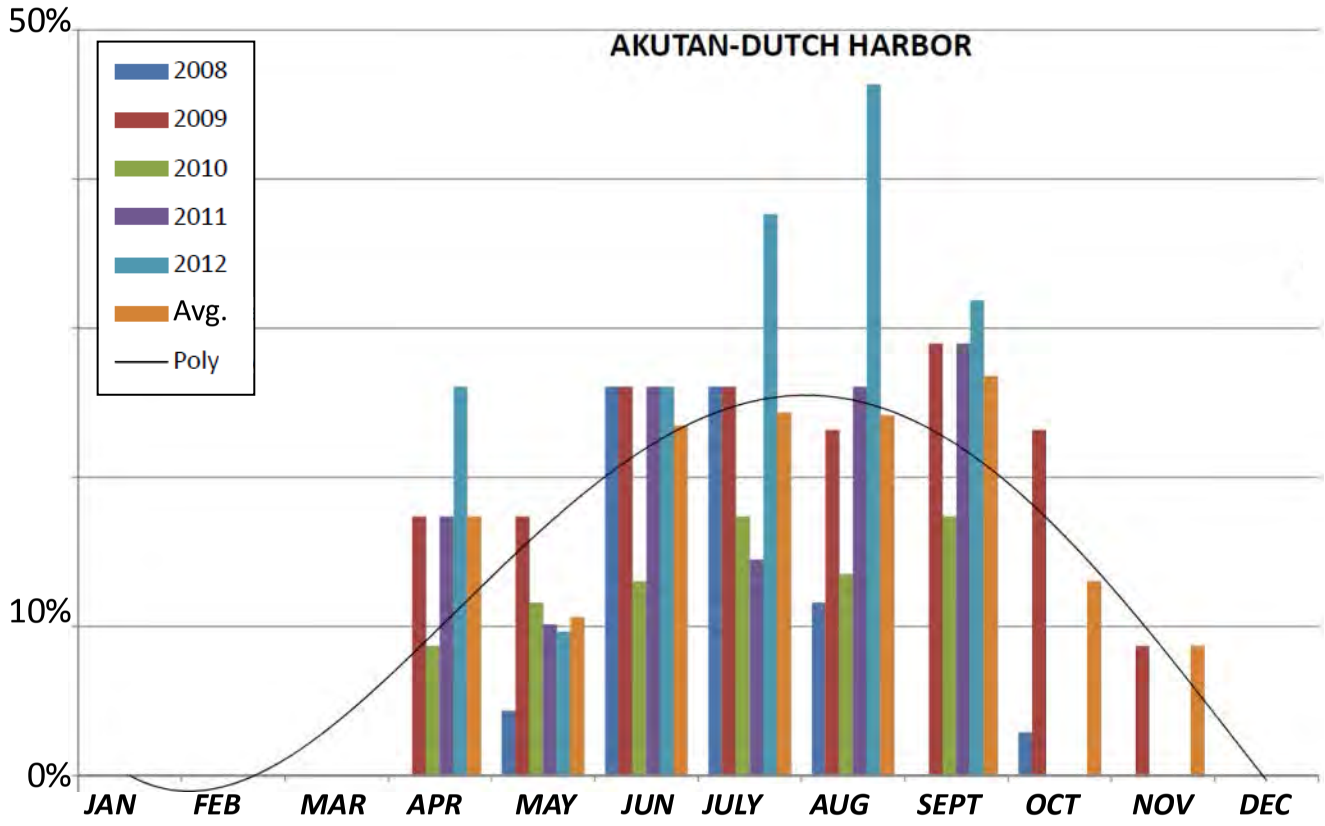
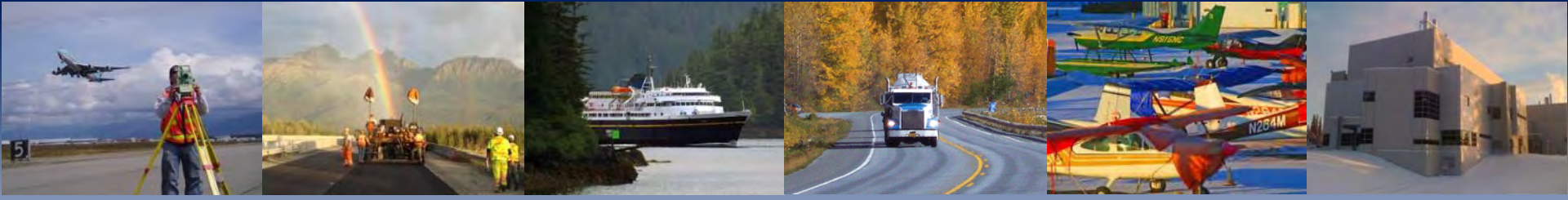
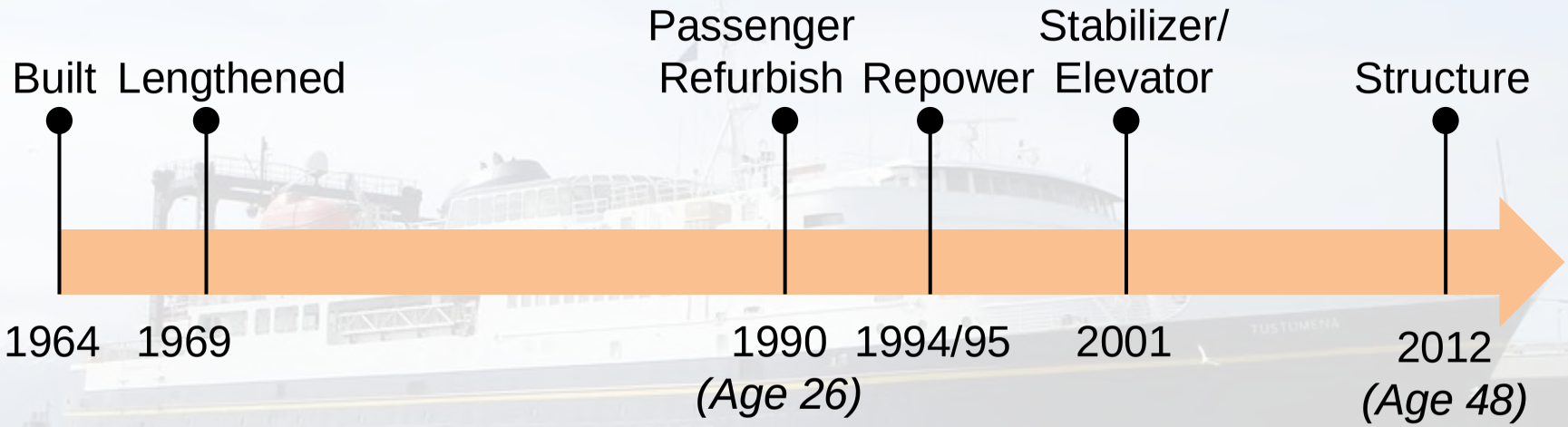
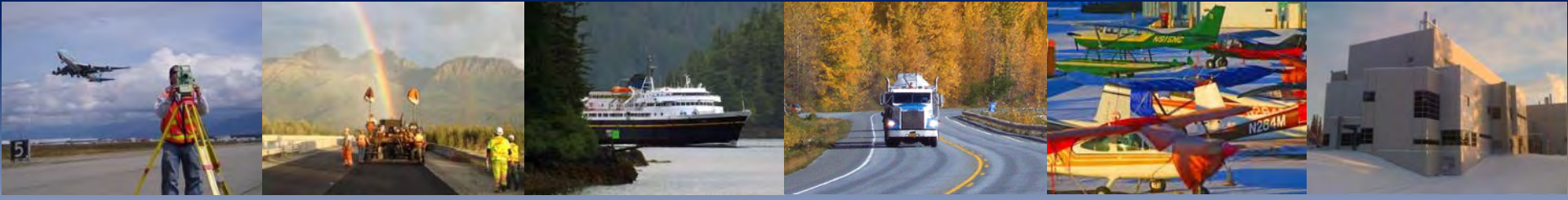




What is the status of the Tustumena?

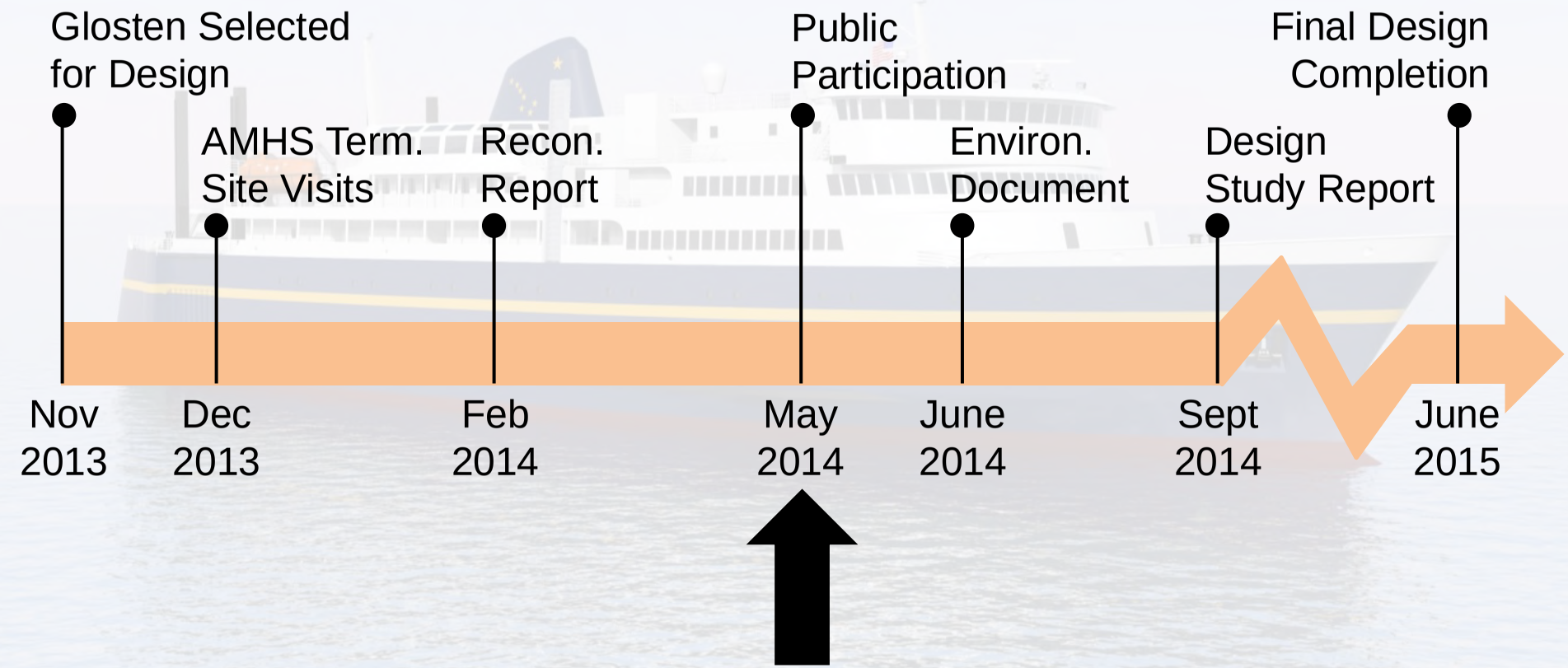
Tired, but still Capable.

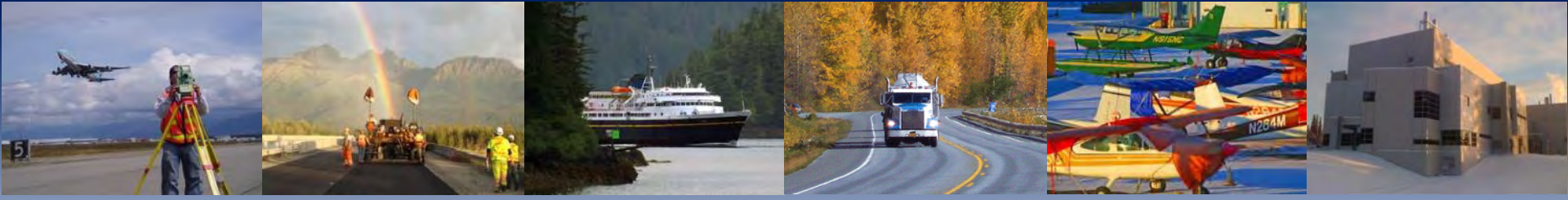




What is the replacement vessel design schedule?

Final Design – June 2015.

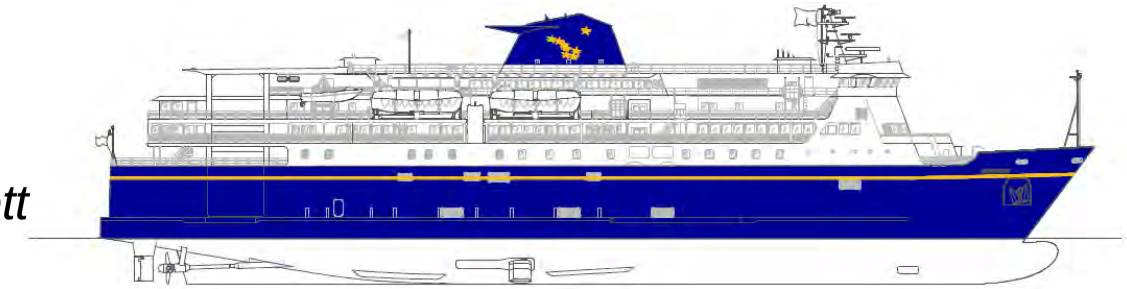




How will the replacement vessel look and feel?

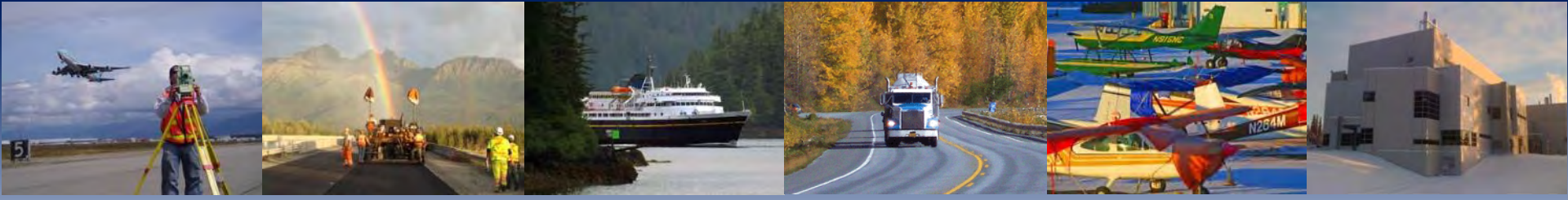
Larger and Faster.

Kennicott



Tustumena Replacement

Tustumena



How will the replacement vessel look and feel?

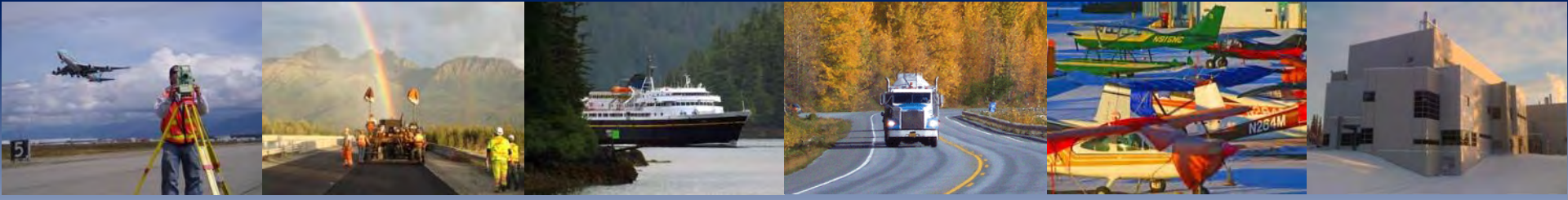
Larger and Faster.

34’ Longer (and +11’ Wider)

1’-9” Deeper

Tustumena Replacement

Tustumena



How will the replacement vessel look and feel?

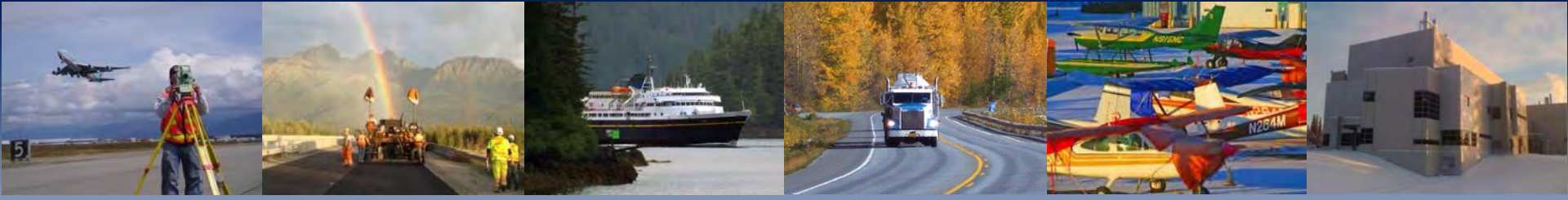
Larger and Faster.

Tustumena Replacement

Tustumena

ADDITIONAL CAPACITY

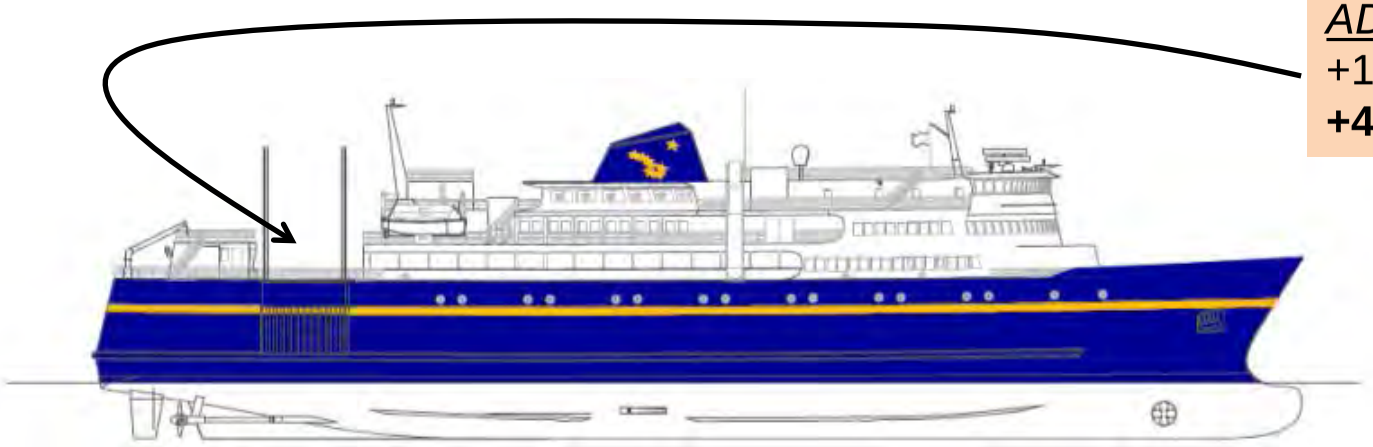
+76	**Passengers**
+5	Staterooms (4-Berth)
-3	Staterooms (2-B)
+17	Roomettes (2-B)
+1	ADA Stateroom (2-B)
+1	ADA Stateroom (4-B)



How will the replacement vessel look and feel?

Larger and Faster.

ADDITIONAL CAPACITY
+16 Vehicles (or +6 Vans)
+415 Lane Feet



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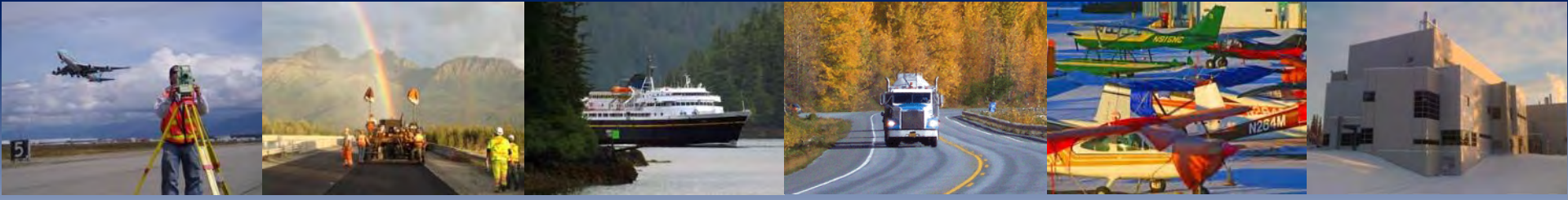


How will the replacement vessel look and feel?

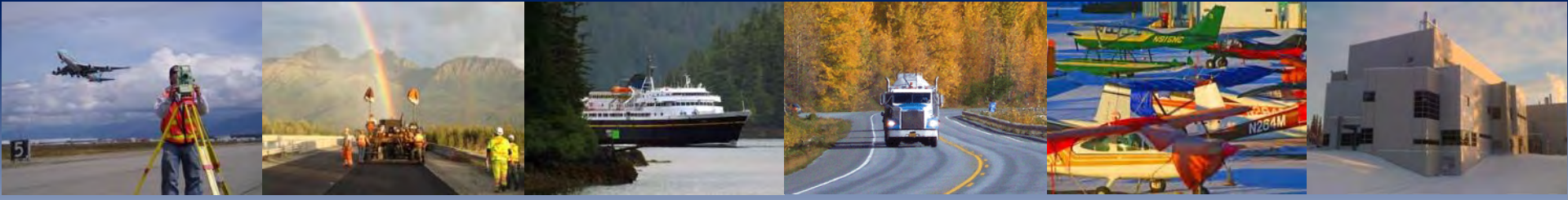
Larger and Faster.

Tustumena Replacement

15 kts

Tustumena

13.5 kts

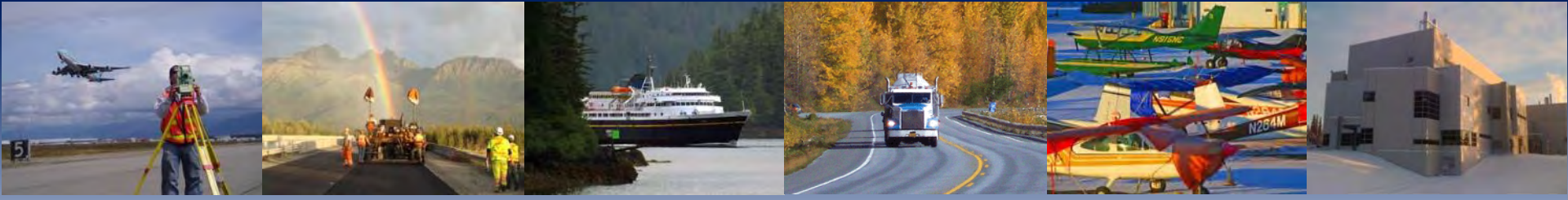


How will the replacement vessel look and feel?

Larger and Faster.

More Accommodation Spaces

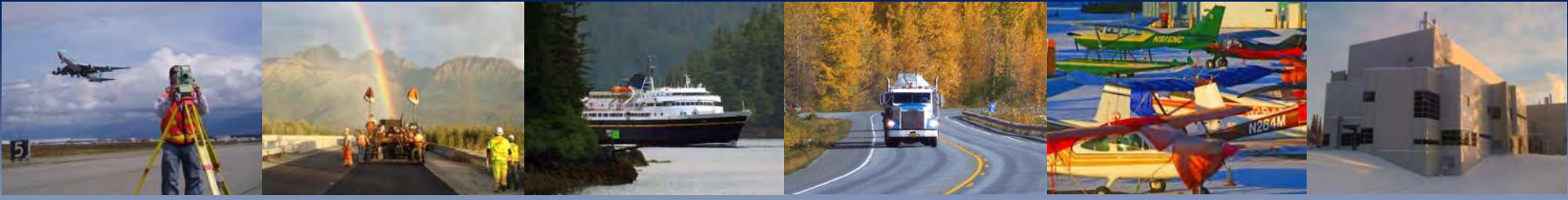
More Staterooms



How will the replacement vessel look and feel?

Larger and Faster.

Large Vehicle Elevator Platform



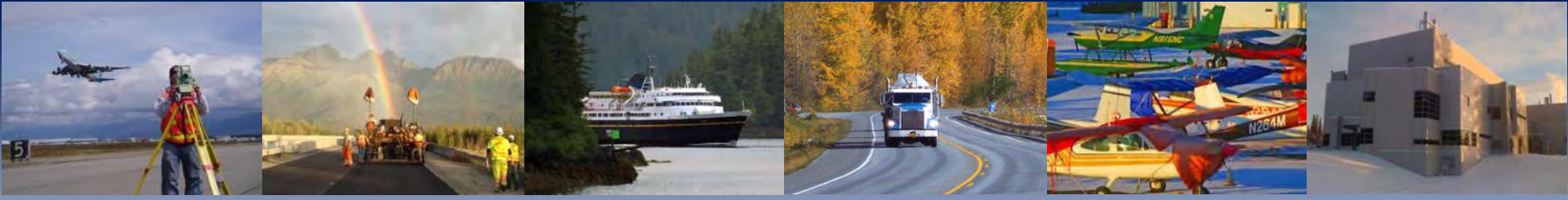
How will the replacement vessel look and feel?

Larger and Faster.

Larger
Bow Thruster

Active
Fin Stabilizers

Faster Cruising Speed



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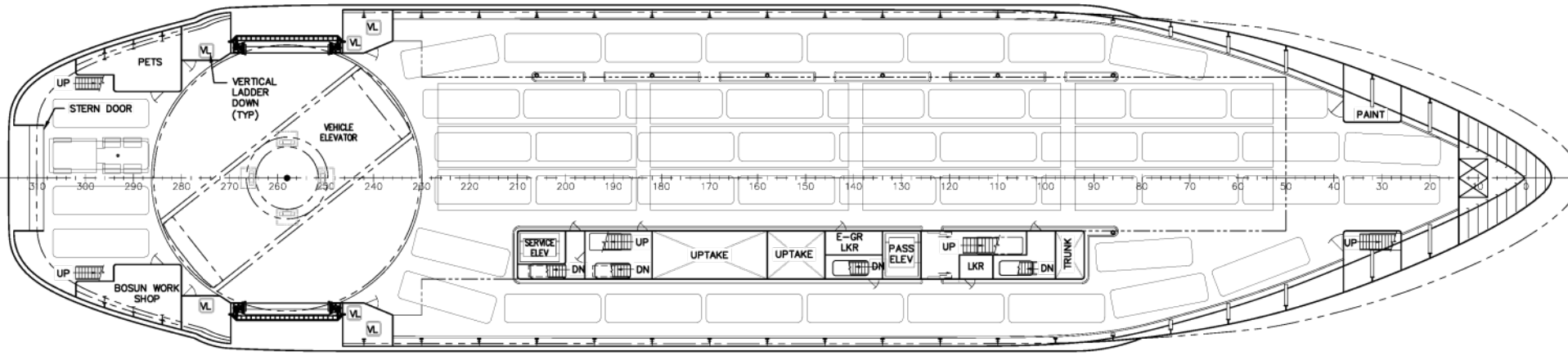
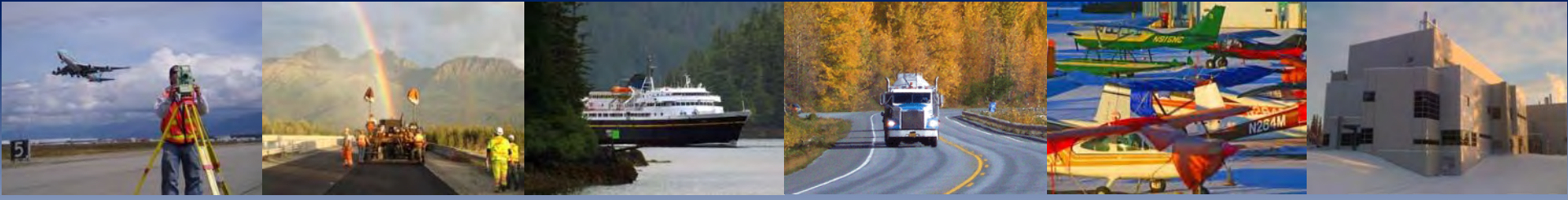
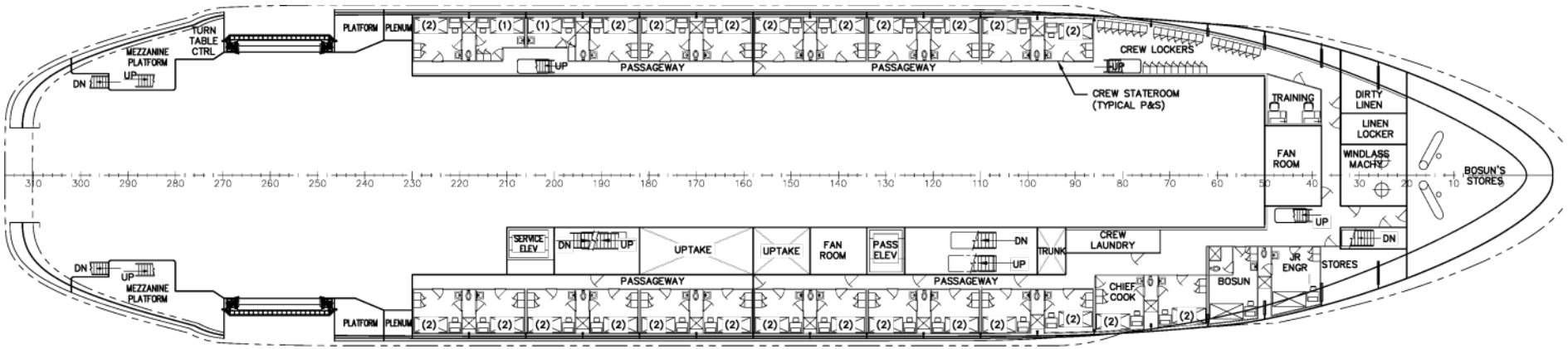


Main Deck

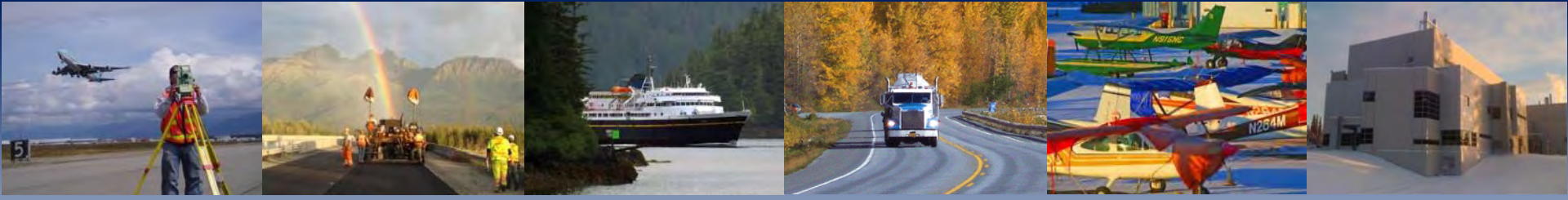


How will the replacement vessel look and feel?

Larger and Faster.



Mezzanine



How will the replacement vessel look and feel?

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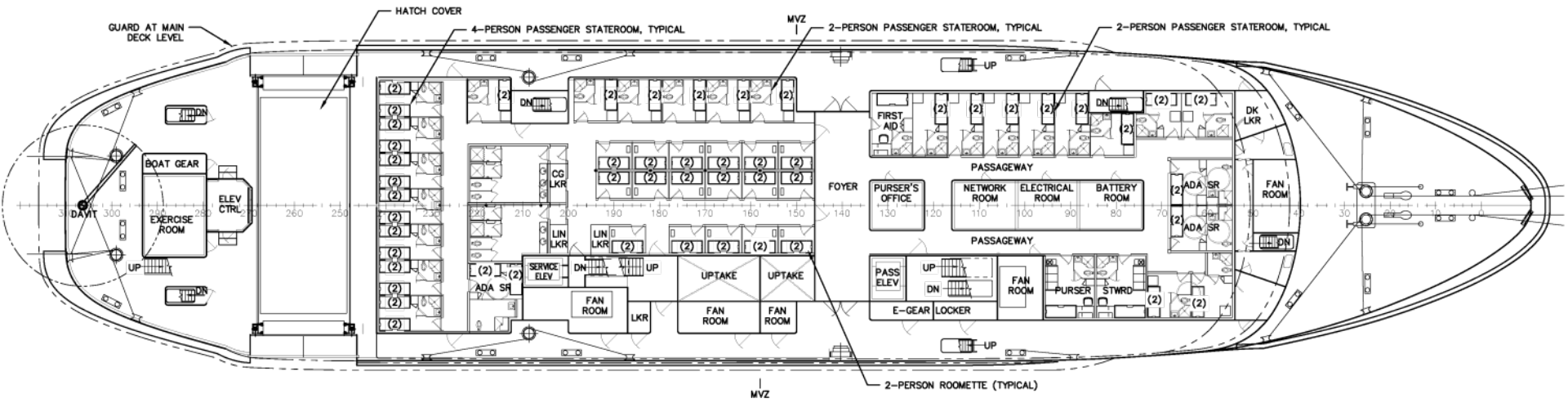
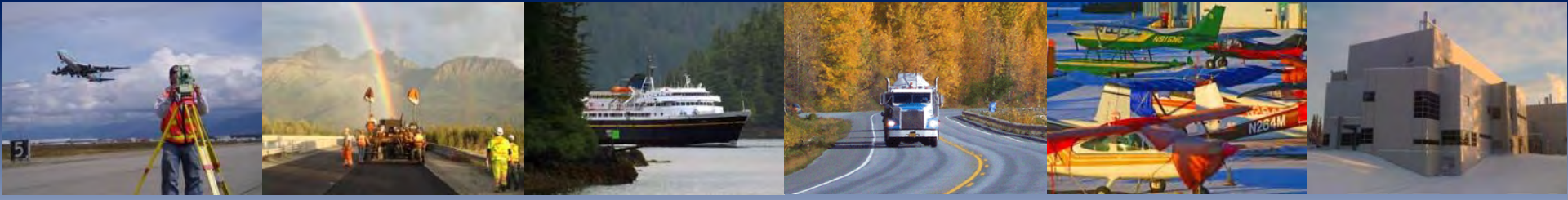


Cabin Deck



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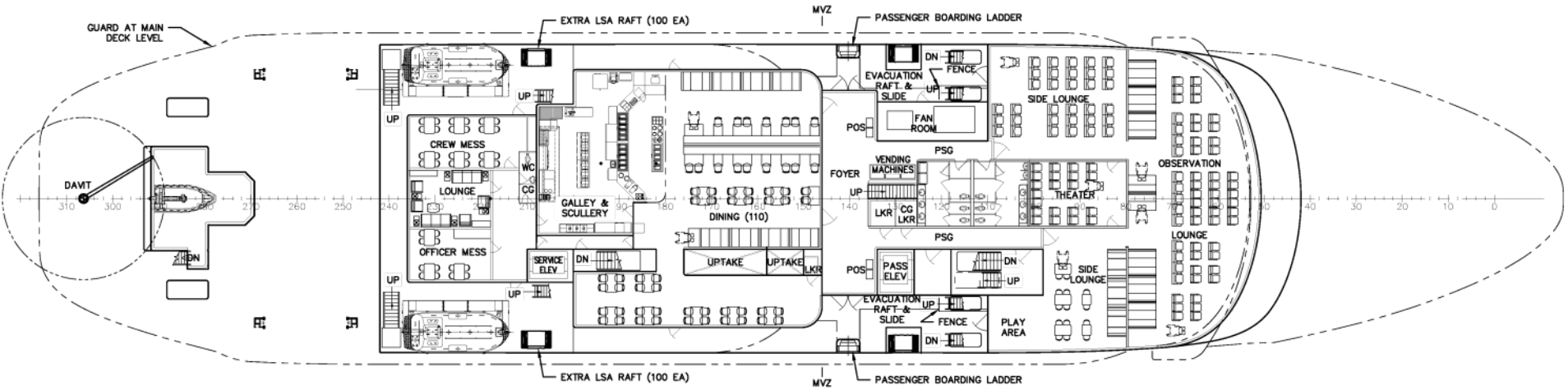
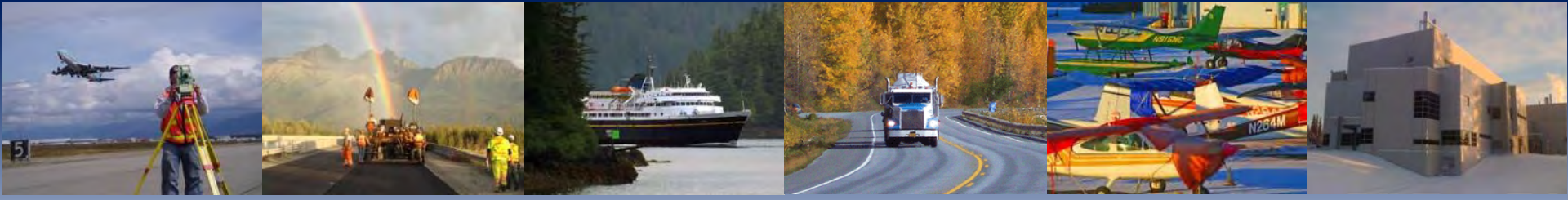
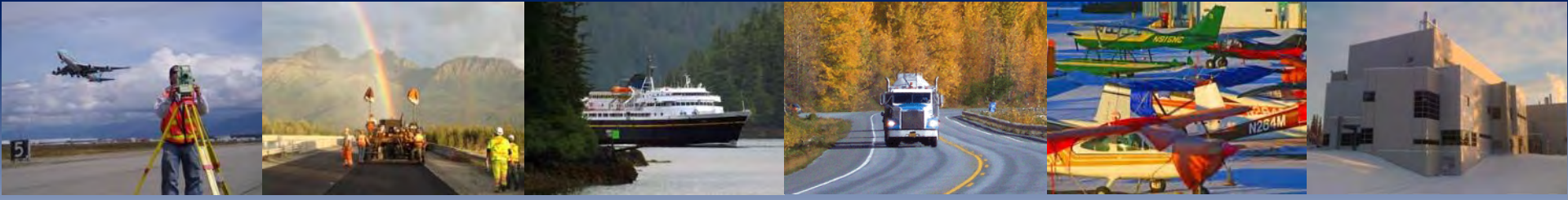


Boat Deck



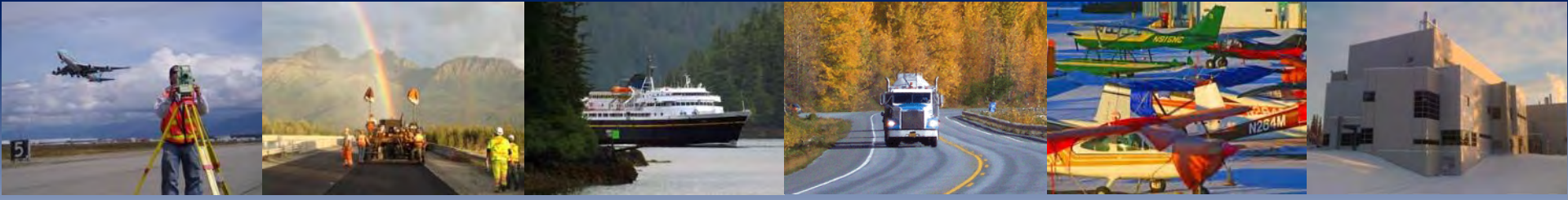
Additional Design Features

- Cafeteria with horseshoe shaped galley.
- No Bar.
- Forward observation lounge above cabin deck.
- Offset casing with mezzanine deck to utilize non-van deck height.
- Liquefied Natural Gas (LNG) Analysis continuing. Need to work with United States Coast Guard (USCG) regarding fuel tank issues.



Closing Remarks

- **Why replace the Tustumena?** *It's time.*
- **What is her status?** *Tired, but still Capable.*
- **What is the replacement vessel schedule?** *Final Design – June 2015.*
- **How will the replacement vessel look and feel?** *Larger and faster.*
- **Your questions**



Your Questions

Tustumena Replacement Design Project Update

Current Tustumena Replacement Vessel particulars:

- Length overall – 330’
- Beam – 70’
- Draft – 17’
- Passenger capacity – 250 passengers
- Car capacity - 52 Alaska Standard Vehicles
- Van/Trailer capacity – 12 each 40’ vans

Recent project events:

- Completed full scale testing for demonstrating maneuverability of tractor trailers, buses and automobiles on proposed vehicle deck layout
- Beginning Computational Fluid Dynamics (i.e. CFD - heavy duty computer analysis) for optimizing the hull form to reduce fuel consumption

Public Participation:

- Completed preliminary design public participation meetings in May:

  Public Participation by Community:
  Unalaska – 10
  Kodiak – 19
  Homer – 6
  Ouzinkie (call-in) – 3
  Sandpoint (call-in) – 1

- Question and Answer Reporting:

  Includes responses to questions raised at the public meetings and the website email

Tustumena Design Public Meeting Comments

Unalaska, Kodiak, Homer

May-14

Q&A	Response
Will the cafeteria dining schedule be more frequent with new design?	
The meal hours will likely be significantly longer than they are currently aboard the Tustumena with the cafeteria style meal service planned on the new vessel. Additionally, the dining area will likely be accessible outside of published meals hours where the Tustumena' s dining area is not.	D. Jensen
Can the design consider an exterior bow observation deck similar to the TUS/KEN?	
This feature was discussed by the Steering Committee. The Steering Committee established that the highest priority was good visibility from the interior forward lounge area. The design team looked at the impacts of a forward exterior observation area. Given that ADA access to all areas would be required, access to the exterior severely impacted the forward observation lounge visability and consequently was eliminated.	Glosten
Is the design considering the capacity needs for the future 50 years rather that than the current need?	
A traffic study is being conducted as part of the DSR phase. The current vessel takes into account some future growth with an increase in passenger capacity from 174 to 250 (40% increase) with vehicle capacity increasing from 36 vehicles to 52 vehicles (40% increase).	Glosten
Will the new vessel fit at both Pier 1 and Pier 2 in Kodiak?	
Yes, there is a slight overhang at the terminal on the west side of Pier 1. A terminal compatibility study was conducted and is available online in the Recon Report. In Appendix I of the report, sketches show the vessel at both Pier 1 and Pier 2 in Kodiak.	Glosten
What are the specific design improvements in relation to public feedback? (consider both website comments/public meetings/steering committee)	
Specific design improvements include a safer and larger vehicle elevator, a single passenger boarding ladder capable of accessing multiple decks, optimized lounge space with the forward lounge viewing area as unobstructed as possible, a larger solarium with optimized viewing areas, more ADA staterooms, and an addition of aft side and stern doors, so as to acommodate floating vehicle ramps, should they be built.	Glosten
Is the vessel being designed to consider a future transfer bridge and float dock in Kodiak/Homer?	
Yes, the vessel will be able to load using either the vehicle elevator or floating docks similar to those in SE Alaska and Prince William Sound.	Glosten
Is the design of the car elevator an improvement of the current TUS/KEN designs? How?	
Yes, the elevator is wider and longer than the current Tustumena with design features to help make it safer for passengers and crew. The vehicle elevator will hold 4 vehicles at a time instead of 2, resulting in faster vessel loading/unloading times. The present vehicle elevator design does not use cables for hoisting the platform and will have modern electronic controls. The elevator design requires fewer personnel to operate while considering maintenance and reliability.	Glosten
Does the design consideration include shipping needs for fresh seafood freight capacity, considering that AMHS is the most efficient option available?	
The new design increases the van capacity from 6 vans to 12 vans.	Glosten
What alternative designs have been considered to increase capacity? What would the design look like were it to provide for a 300 passenger capacity?	
Several different concepts for the passenger decks were developed for the AMHS Steering Committee to review. The current design incorporates the Steering Committee input in terms of both capacity and arrangement. The most visible changes of increasing to 300 passengers would be larger lifeboats and more liferafts, which would require reducing the solarium and food service areas.	Glosten
What design accommodations have been made for domestic animals?	
A dedicated pet area has been established in the aft vehicle deck area.	Glosten
Why not consider dredging at communities where vessel depth is being limited, thereby reducing the car deck capacity due to depth limitations?	

The only port that would benefit from dredging, as it would apply to the Tustumena replacement vessel, is Seldovia. The draft restrictions in Seldovia are something that can easily be scheduled around. This is something we routinely do for our other vessels at other ports, so dredging the port of Seldovia, although nice, would not noticeably change service to that community.	D. Jensen
Can the design be altered to increase speed of vessel to increase service down the chain?	
The speed of the new vessel is increased over the current Tustumena, going from a normal cruising speed of 13.8 knots to 15-16 knots. The new vessel design includes a power margin for maintaining 15-16 knots in sea state 4.	Glosten
What is the design of the engine room - is it automated?	
Current drawings are available on the website. The design is working towards ABS Automatic Centralized Control Unmanned (ACCU) certification.	Glosten
What are the plans for the Tustumena once the new vessel has been built and is operational?	
Retire the Tustumena.	D. Jensen
What is the budget for construction of the Tustumena Replacement?	
Currently we have 10 million to completely design the ship, and the final cost of the vessel is unknown at this time, although that cost will become more clear as we proceed ahead with the design. A rough estimate at this point in time is approximately 250 million.	Falvey
Can AMHS host a public meeting prior to final design?	
This is yet to be determined.	Falvey
Why is AMHS not considering a bar in the new design?	
Studies show that the bars on AMHS vessels lose money on an annual basis. Consequently, a bar is not included in the new vessel design. AMHS is considering offering beer and wine service in the Dining Room during select hours.	
What is the plan for construction funding?	
The Govenor added 5 million into the vessel construction fund in 2014 making the total available 45 million . Legislators also have the ability to add funds into the vessel construction fund.	Glosten
How is the theatre going to be designed to take into future technology advancements?	
The theater offers comfortable seating and the entire forward bulkhead of the space is available for mounting a display. There is nothing in the current theater design that prevents upgrades, based on current and near future technology. Future technology advancements will be evaluated and considered for inclusion during future upgrade periods.	Falvey
Does the Kennicott sail full from Homer to Kodiak?	
Varies significantly. Summer of 2013 the car deck was nearly full on all sailings between Kodiak and Homer. So far this season, the car deck is usually between half and two thirds full. Passenger limit of 499 rarely approached.	
Will the new Tustumena be home ported in Kodiak?	
Hailing port on the stern of the vessel has not been determined. Homer, where the crew changes and storage facilities exist, will continue to be the port where operations are based out of.	
How will a name be chosen? Will you consider a name and design elements relative to the regional native influence?	
Historically, all AMHS vessels have been named after glaciers. How the name is selected is accommodated for in Alaska Statute 19.65.020.	
What is the peer review plan prior to final design?	
Their will be a peer review prior to final design.	
Is the State of Alaska considering the modification of terminal facilities serviced by the TUS, to include a floating transfer bridge accommodation?	Glosten
Not at this time, however the replacement vessel will have the ability to side or stern load at our facilities with transfer bridges.	
Will the State of Alaska increase service to the SW communities?	D. Jensen
Yes, in that the ship will be able to carry more vehicles and passengers at any a time. Due to the distance between ports in SW, it is not likely the frequency of trips will increase significantly.	Falvey

Project No. 68938 – Kodiak Ferry Terminal Improvements

MTAB Report – June 24, 2014

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the U.S. Department of Transportation is under contract to construct ferry terminal improvements in Kodiak that will increase the efficiency and safety for the transfer of passengers and vehicles by AMHS vessels.

Project Background

The City of Kodiak has been served by AMHS ferry vessels for over 40 years. The principal mainline ferry, the Tustumena (296 feet long), has docked at the city's Pier 1 berth for much of that time. Use of the City of Kodiak's shoreline and harbors has grown substantially over time. In addition to the Tustumena, the Kennicott also serves Kodiak. The Kennicott cannot transit under the bridge to Near Island and therefore uses the city's Pier 2. Some of AMHS's existing operational issues in Kodiak are summarized below.

• AMHS ferry vessels currently utilize two separate berthing locations which result in inefficiencies in AMHS operational abilities.
• Increasing vessel, passenger, and vehicle security requirements.
• Existing Piers 1 and 2 are often busy during the summer months and scheduling conflicts can occur.
• Increasing frequency of visits to Kodiak by the Kennicott.
• Vehicle transfer to and from the Kennicott is inefficient due to the use of the onboard elevator for vehicle transfers. A transfer bridge, roll-on / roll-off system would be preferred.
• Pier 1 area is congested and has inadequate vehicle parking and staging areas.
• Pier 2 does not have shore-side facilities such as a ticketing office for AMHS and public waiting areas.

Project Purpose and Need

The purpose of this project is to provide ferry terminal improvements in Kodiak that will increase the efficiency and safety for the transfer of passengers and vehicles by AMHS vessels. The need for the project is due to deficiencies of mooring facilities, upland areas, and related support facilities that presently hinder ferry operations at the present berthing locations.

Summary of Engineering Studies and Alternatives Considered

Engineering studies to date have looked at five potential locations as outlined on Figure 1. These locations include Piers 1 and 2, City Transient Float, Near Island, Saint Paul Harbor breakwater,

and the Lash Dock (Womens Bay). Of these locations, only Pier 2, Saint Paul Harbor breakwater, and the Lash Dock sites have the capability to be used by both the Kennicott and the Tustumena. A reconnaissance engineering study was prepared in February 2007. The 2007 report identified the preferred location to be at Near Island; however additional investigations revealed that this location was not suitable for safe use by the Kennicott.

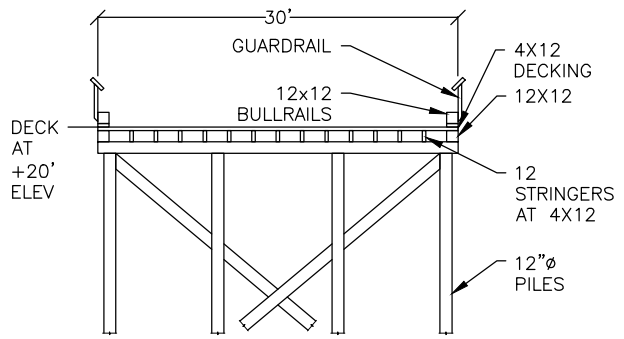
With elimination of the preferred alternative, the next best option considered in the reconnaissance study was development on the St. Paul Harbor breakwater. AMHS's preferred configuration was a terminal at the south end of the breakwater with the vessel bow pointing to the southwest. At this location vessels have more space to maneuver during their approach and more room leeward if needed during adverse weather. Construction of a terminal at this site is expensive and would require a pile supported dock, an approach, and staging area embankment. Initial cost estimates far exceeded the available funding. The general consensus was this project was unaffordable and project development stalled.

In June 2011 it was decided that due to funding constraints the available project funds would be used to focus efforts on the reconstruction of the Pier 1 facility. After several scoping meetings and site visits DOT&PF, with support from AMHS, decided to increase Phase 4 funding levels to provide for an expansion to the existing Pier 1 facility footprint. This allows for vehicular traffic to stage on the dock approach and relieves congestion in the uplands area that is presently an operational constraint. During the design development, coordination with the design of the Tustumena replacement vessel was a primary consideration when evaluating the preferred design alternative. The changes in replacement vessel length and beam were determined to not conflict with the preferred alternative and adjacent property owners. The PS&E package was eventually obligated in September 2013.

Follow this link, http://dot.alaska.gov/sereg/projects/kodiak_ferry/documents.shtml, for access to the reconnaissance engineering studies and figures.

Project Status

June 2014 – Construction bids were opened on May 1, 2014 at which time Pacific Pile and Marine was declared the low bidder. DOT&PF issued Pacific Pile a notice to proceed on June 3, 2014. On-site construction activities are expected to begin September 2014 with a terminal closure period through April 2015 at which time no service will be provided to Pier 1. Alternate ferry service to Kodiak may be provided at the Pier 2 facility during this closure period but is subject to AMHS and the City of Kodiak coordination and scheduling. The final completion date for the project is July 31, 2015.



4 PILE BENTS w/ CROSS BRACING
(PILES SPACED ~ 9'-8" O.C.)

A - SECTION

PHOTO #1

PHOTO #2

PHOTO #3

PHOTO #4

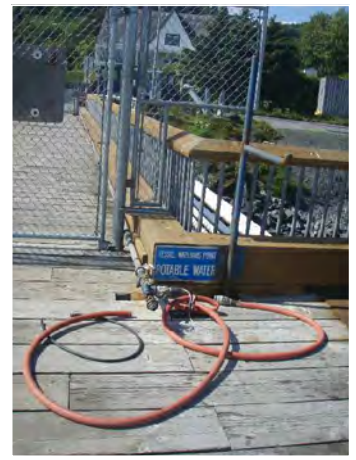


PHOTO #5

NOTES

1. SEE SECTION 202 OF THE SPECIFICATION FOR MORE INFORMATION INCLUDING TERMINAL CLOSURE PERIODS & ACCESS REQUIREMENTS
2. HANDRAILS MAY BE SALVAGED FOR RE-USE AT CONTRACTORS OPTION. SEE 5/S10.2. IF NOT RE-USED ON PROJECT SALVAGE FOR CITY.
3. REMOVE ARMOR ROCK AS REQUIRED TO SET AND DRIVE PILES

LEGEND

- CLEAT
- VERTICAL TIMBER PILE w/ 10' O.C. (12" DIA) (BATTER PILES NOT SHOWN)
- 24' LOADING GATE (REMOVABLE BULLRAIL)
- FENDERS
- LIGHT POLE
- FE FIRE EXTINGUISHER
- RM12-01 R&M GEOTECHNICAL BORING
- LR LIFE RING
- # PHOTO NUMBER & DIRECTION TAKEN
- E EXISTING TO REMAIN
- R REMOVE & RELOCATE
- X DEMOLISH
- S SALVAGE
- SURVEY MONUMENT

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: D. ANDERSON
CHECKED BY: K. NIELSEN
DRAWN BY: P. HEWLETT

STATE OF ALASKA
KIMBERLY NIELSEN
CE-11142
49th
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

KODIAK FERRY TERMINAL AND DOCK IMPROVEMENTS

EXISTING DOCK & DEMOLITION PLAN

PATH: Z:\PROJECT\1848.01 DOT_SE KODIAK FERRY TERMINAL\CIVIL\ACAD\1848.01 - G3 EXISTING AND DEMO.DWG
TAB: G3 EXISTING DOCK & DEMOLITION PLAN LUKE AYER

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
0	1/15/14	FINAL DESIGN (R1)	AKSAS-68938	2014	G3	69

Z:\project\1848.01 DOT_SE Kodiak Ferry Terminal\Civil\ACAD\1848.01 - G3 Existing And Demo.dwg
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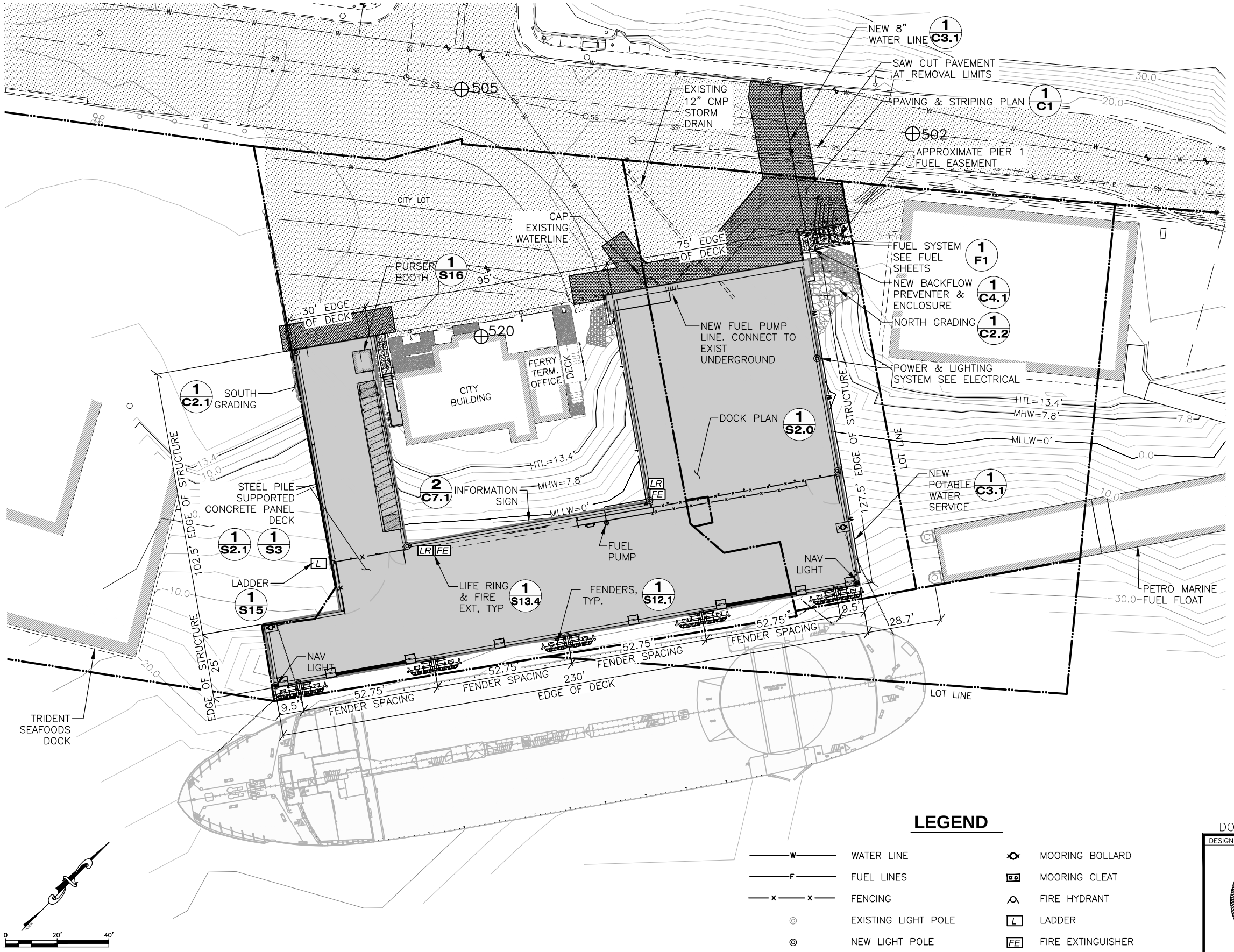

LEGEND

W	WATER LINE		MOORING BOLLARD
F	FUEL LINES		MOORING CLEAT
x x	FENCING		FIRE HYDRANT
	EXISTING LIGHT POLE	L	LADDER
	NEW LIGHT POLE	FE	FIRE EXTINGUISHER
	NAV LIGHT	LR	LIFE RING
	SURVEY MONUMENT		FIRE HYDRANT
	WATER SERVICE		

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: D. ANDERSON	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION
CHECKED BY: K. NIELSEN	**KODIAK FERRY TERMINAL AND DOCK IMPROVEMENTS**
DRAWN BY: P. HEWLETT	**NEW DOCK SITE PLAN**

STATE OF ALASKA · 49th · KIMBERLY NIELSEN CE-11142 · REGISTERED PROFESSIONAL ENGINEER

PATH: Z:\PROJECT\1848.01 DOT_SE KODIAK FERRY TERMINAL\CIVIL\ACAD\1848.01 - G4 SITE PLAN .DWG
TAB: G4 NEW DOCK SITE PLAN — LUKE AYER

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
0	1/15/14	FINAL DESIGN (R1)	AKSAS-68938	2014	G4	69

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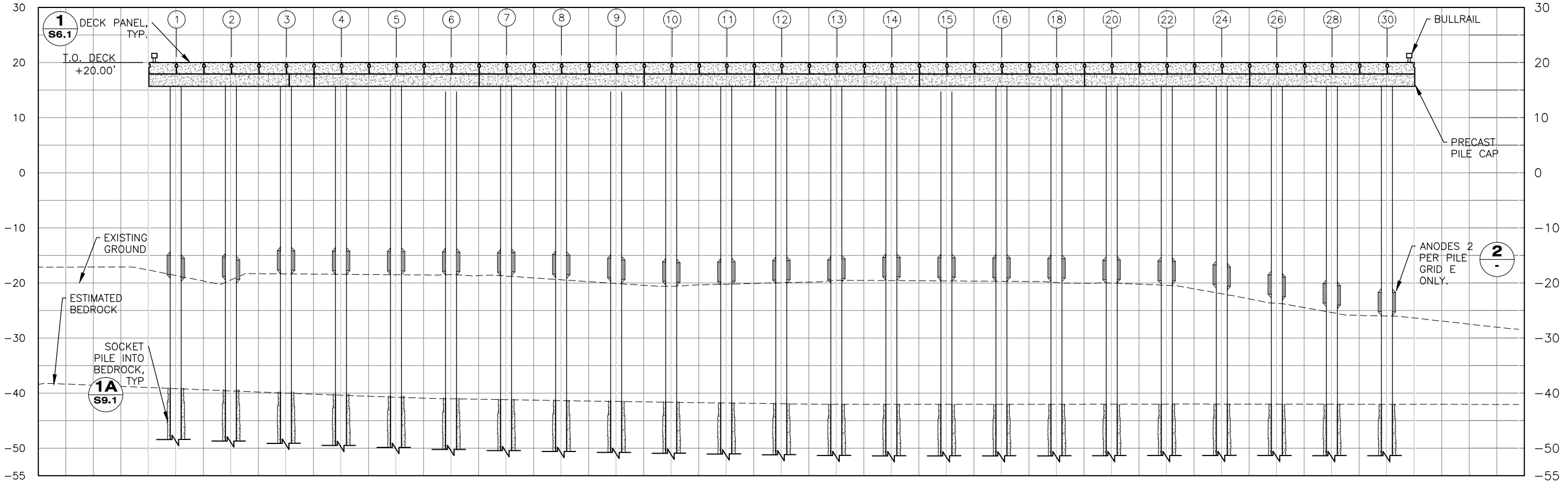
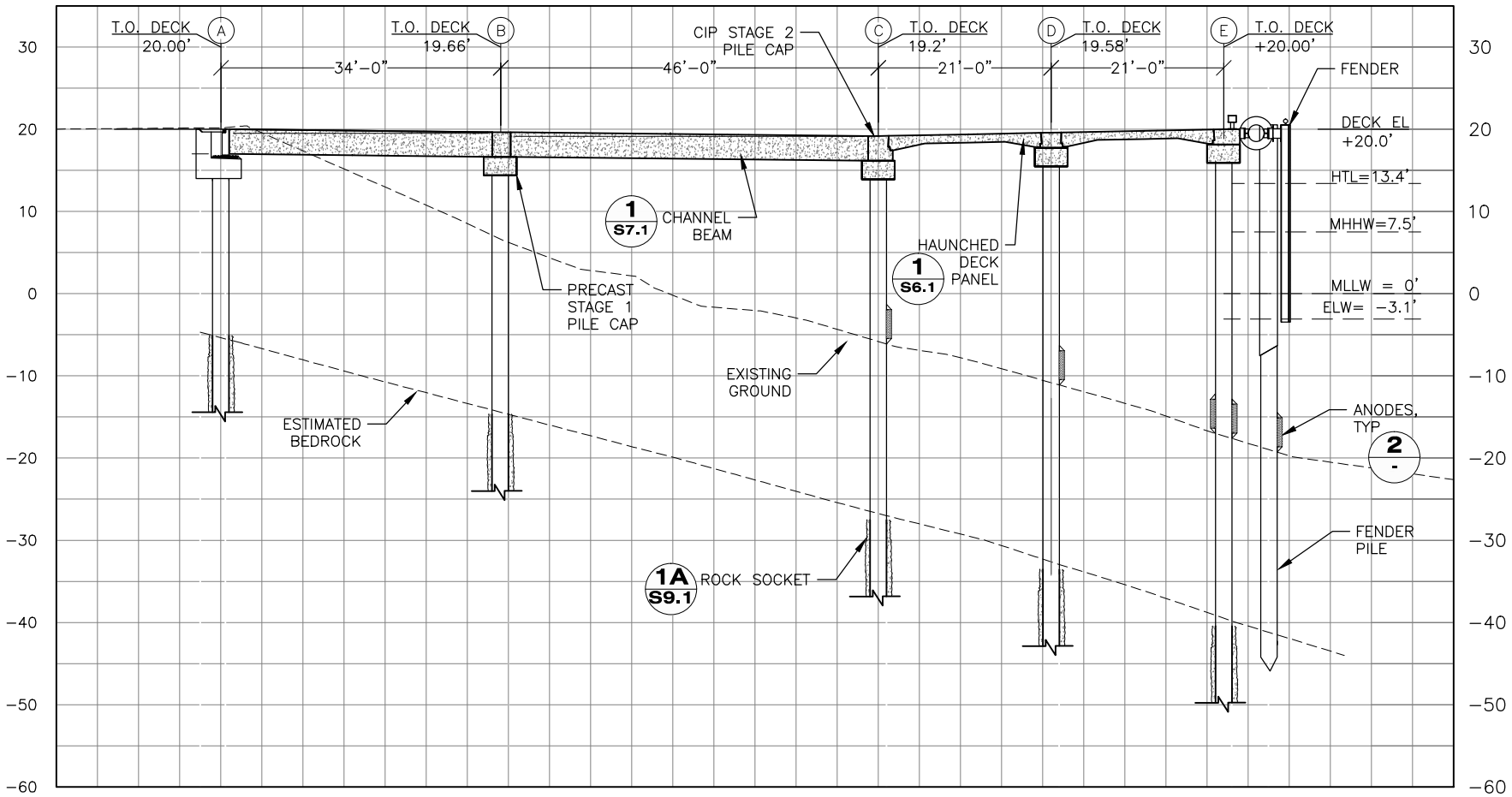
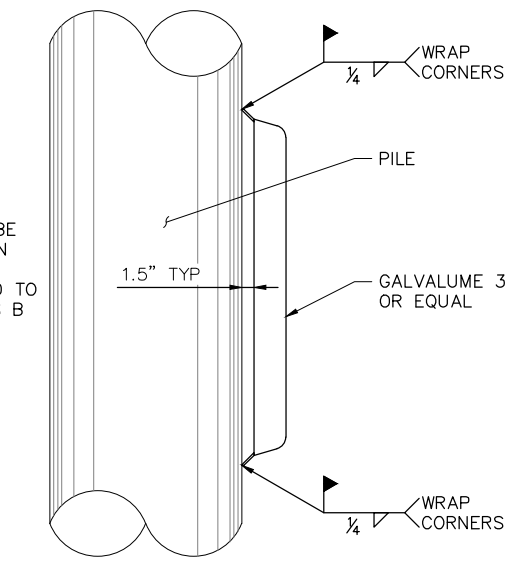


1 - GRID LINE E SECTION



A - SECTION



NOTE:

1. ANODES SHALL BE INSTALLED BY AN ADCI CERTIFIED DIVER. WET WELD TO AWS D3.6 CLASS B STANDARDS.

2 - ANODE DETAIL

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: D. ANDERSON

STATE OF ALASKA
49th
DUANE ANDERSON
CE-4774
REGISTERED PROFESSIONAL ENGINEER

CHECKED BY: K. NIELSEN

DRAWN BY: P. HEWLETT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

KODIAK FERRY TERMINAL AND DOCK IMPROVEMENTS

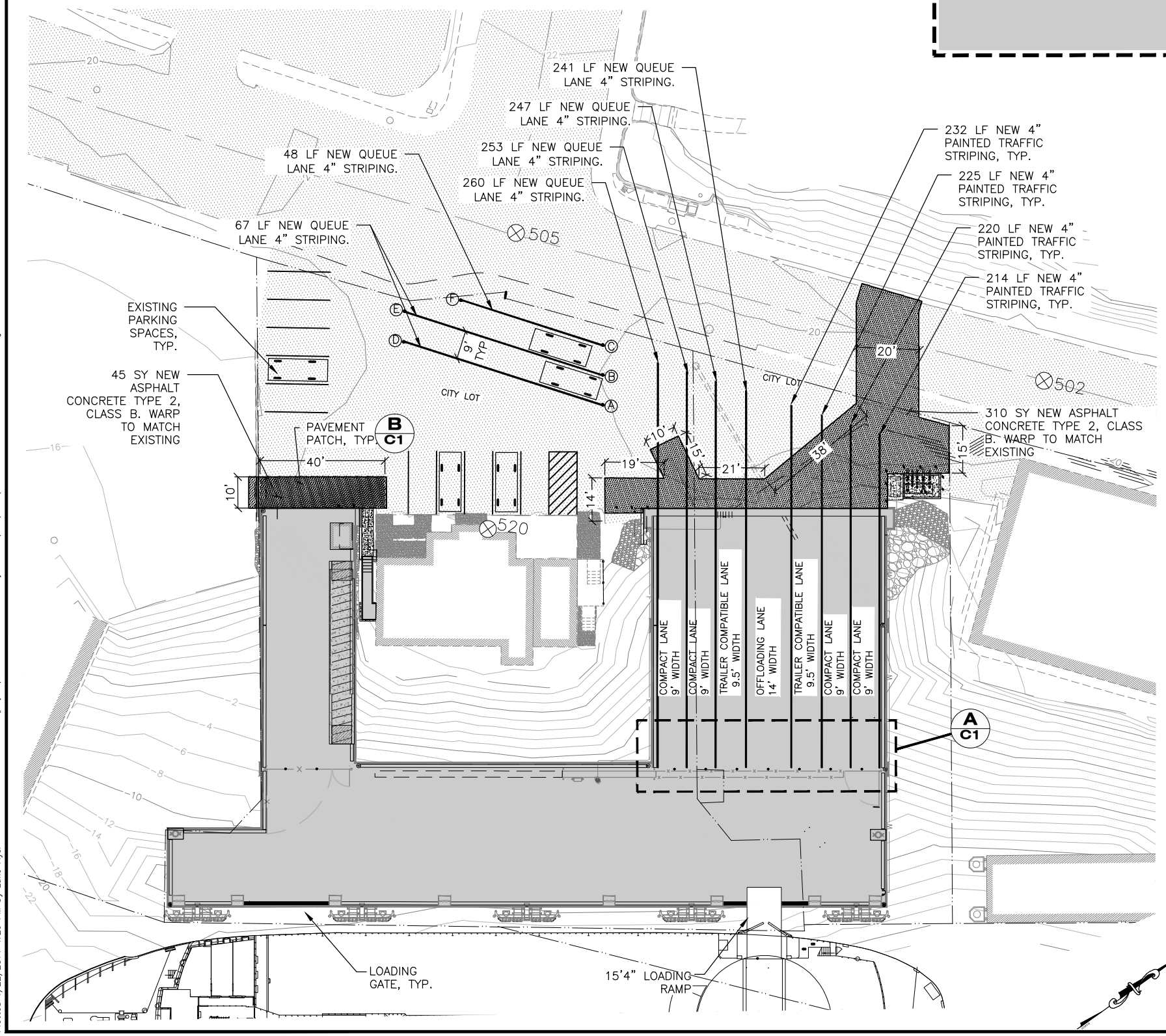
DOCK TYPICAL SECTIONS

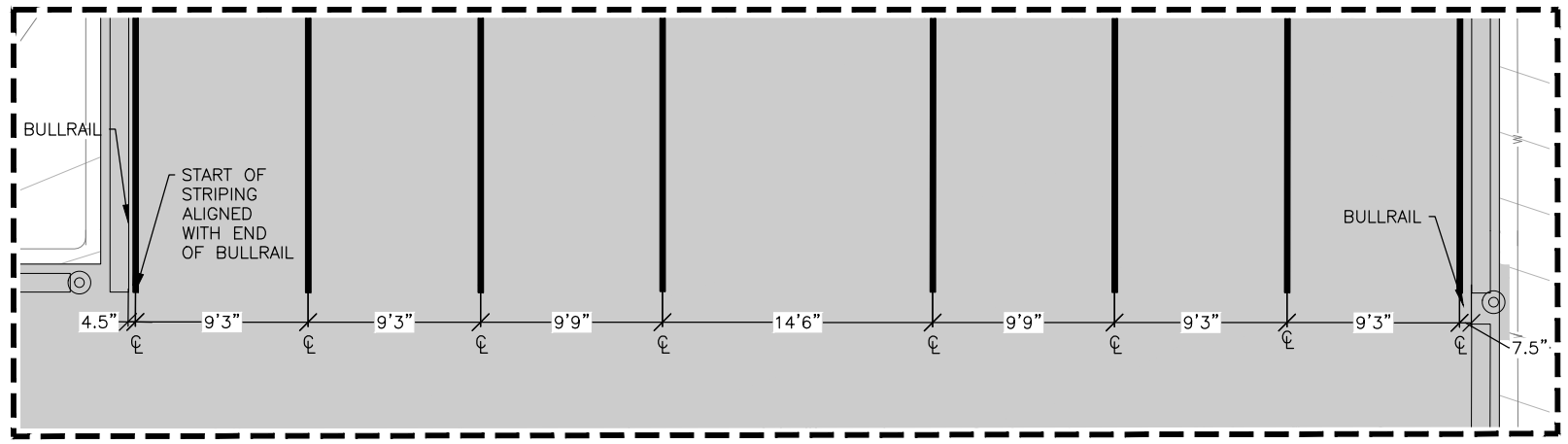
PATH: Z:\PROJECT\1848.01 DOT_SE KODIAK FERRY TERMINAL\CIVIL\ACAD\1848.01 - S2.0 DOCK TYPICAL SECTIONS.DWG
TAB: S2.6
LUKE AYER

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
0	1/15/14	FINAL DESIGN (R1)	AKSAS-68938	2014	S2.6	69

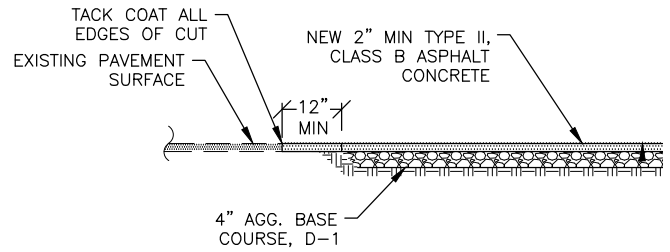
Plotted 1/22/2014 4:23 PM by Luke Ayer
Z:\project\1848.01 DOT_SE Kodiak Ferry Terminal\Civil\ACAD\1848.01 - S2.0 Dock Typical Sections.dwg

ESTIMATE OF QUANTITES		
POINT	NORTHING	EASTING
Ⓐ	1386987.3282	1952026.4655
Ⓑ	1386992.8458	1952018.6447
Ⓒ	1386998.3633	1952010.8240
Ⓓ	1386946.9029	1951973.2715
Ⓔ	1386952.5365	1951965.6036
Ⓕ	1386969.5204	1951972.8709





A - DOCK STRIPING DETAIL



B - PAVEMENT PATCH DETAIL

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY: D. ANDERSON
CHECKED BY: K. NIELSEN
DRAWN BY: P. HEWLETT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

KIMBERLY NIELSEN CE-11142 REGISTERED PROFESSIONAL ENGINEER

KODIAK FERRY TERMINAL AND DOCK IMPROVEMENTS

PAVING & STRIPING PLAN

PATH: Z:\PROJECT\1848.01 DOT_SE KODIAK FERRY TERMINAL\CIVIL\ACAD\1848.01 - C1 PAVING & STRIPING PLAN.DWG
TAB: C1 PAVING & STRIPING PLAN
LUKE AYER

REVISIONS		
NO.	DATE	DESCRIPTION
0	1/15/14	FINAL DESIGN (R1)

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
AKSAS-68938	2014	C1	69

Plotted 1/22/2014 4:26 PM by Luke Ayer
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Marine Transportation Advisory Board

Alaska Department of Transportation and Public Facilities
P.O. Box 112500 ◆ Juneau, AK 99811-2500

Robert Venables
Chair
Northern Southeast
Haines

Mark Eliason
Vice Chair
Travel & Tourism
Anchorage

Ron Bressette
Union
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Dan Kelly
Southern Southeast
Ketchikan

Mike Korsmo
Retired Marine Captain, not affiliated with AMHS
Skagway

Shirley Marquardt
Southwest AK, Aleutian Chain
Unalaska

Cathie Roemmich
At-Large
Juneau

Maxine Thompson
Hoonah, Kake, Pelican and Tenakee
Angoon

October 27, 2011

Mr. Andy Hughes
Transportation Planner
Alaska Department of Transportation
PO Box 112506
Juneau, AK 99811-250

Re: SATP Recommendations

Mr. Hughes:

Thank you for the extensive time you and your staff spent in the recent work session and special meeting with the Marine Transportation Advisory Board (MTAB) regarding the Southeast Alaska Transportation Plan (SATP). This long-range plan sets the critical path for the ferry system, and the investments made by the State of Alaska in support of its implementation will ultimately provide the region with a transportation system that will meet the basic needs of southeast communities while supporting local, regional and state economies.

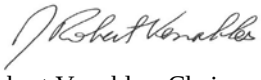
The MTAB met on October 14, 2011 to consider the various options offered in the SATP Scoping Report and passed the following motion:

The Marine Transportation Advisory board will develop a letter of support for the SATP that articulates the MTAB position including the retention of both the Bellingham and Cross-Gulf ferry routes, the construction of an additional Alaska Class ferry and one mainliner replacement ferry, consideration of a Berner's Bay ferry terminal that includes an inherent Public Transportation component to support walk-on ferry passengers, and funding for the design phase for the Sitka-Baranof Warm Springs road. Road links should be built where appropriate and possible in order to shorten ferry runs and create an efficient transportation system.

Alaska policy-makers created a transportation system in the AMHS that provides a vital service to both local residents and citizens throughout the country and is used extensively by members of the U.S. military. The MTAB believes that a SATP that includes these objectives will best provide the framework that will afford the safe movement of people and goods throughout the region and state. It is critical that the SATP outline these objectives in such a way that they can be systematically achieved.

Thank you for the opportunity to provide input for the development of the Southeast Alaska Transportation Plan. Feel free to contact me at any time for more information or to answer any questions that may arise.

On behalf of the Marine Transportation Advisory Board,



Robert Venables, Chair

cc: Governor Parnell
Alaska State Legislature
Southeast Conference

Project Fact Sheet

Alaska's Statewide Long Range Transportation Plan

Guiding Transportation Development for Alaska's Future

Mission

Keep Alaska Moving through service and infrastructure.

To do this we:

- Provide for the safe and efficient movement of people and goods
- Provide statewide access and connectivity
- Provide access for exploration and development of Alaska's resources

Background

The Alaska Department of Transportation and Public Facilities (DOT&PF) is responsible for updating and maintaining a Statewide Long Range Transportation Plan (LRTP) every five years. The LRTP addresses statewide needs for managing and developing transportation infrastructure for all modes of transportation, communicates issues, and prioritizes solutions that align with the State's goals and priorities. The LRTP also addresses those policy issues and implementing actions for which the state's transportation, social, and economic interests are served through collaboration with other partner agencies and organizations. Finally, the LRTP guides regional and area planning processes, which identify and prioritize regional solutions and identify resources required to implement those solutions. This long-range plan examines both near-term (10 year) and future (20 year) transportation needs, policy issues, funding opportunities, and statewide capital improvement priorities, with a target outlook through 2035.

Plan Elements:

Moving Ahead for Progress in the 21st Century Act (MAP-21) is the federal legislation that guides the development of Alaska's Statewide LRTP. In MAP-21, the metropolitan and statewide transportation planning processes are enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. Public involvement remains a hallmark of the planning process.[1]

The LRTP will develop or update the following areas:

- Current system data and trends, policy issues
- Current and emerging policy issues
- Operation and maintenance needs by transportation mode
- Revenue analysis
- Freight needs and opportunities
- Policy goals and priorities
- Performance goals, measures, and targets
- Strategies and actions
- 10-year and 20-year priorities and capital investment needs

1 From "Moving Ahead for Progress in the 21st Century Act (MAP-21), A Summary of Highway Provisions. Federal Highway Administration, July 17, 2012. www.fhwa.dot.gov/map21/summaryinfo.cfm.

Project Fact Sheet

continued...

Contact

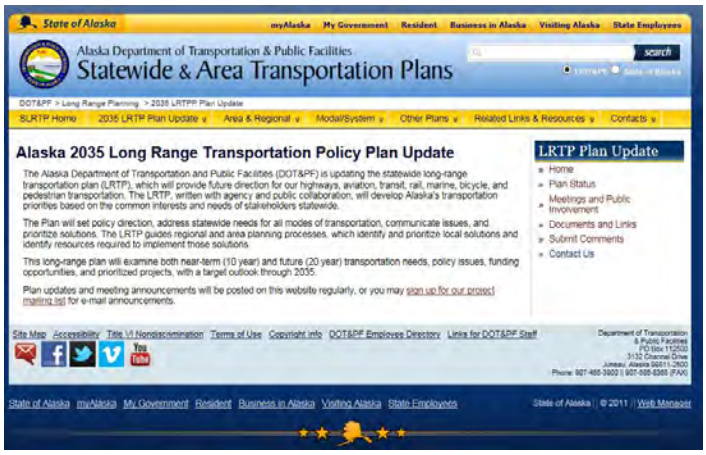
The planning process depends upon open communication with stakeholders, agencies, Alaska residents, and transportation users. We hope you will share your ideas for the future of transportation in Alaska as we develop this comprehensive, statewide plan.

Eric Taylor, Project Manager
Alaska Department of Transportation and Public Facilities
PO Box 12500
MS-2500
Juneau, AK 99811-2500
907-465-8958
E-mail: eric.taylor@alaska.gov

Julie K. Jessen, Public Involvement
HDR Alaska
2525 C Street, Ste. 305
Anchorage, AK 99503
907-644-2075
E-mail: julie.jessen@hdrinc.com

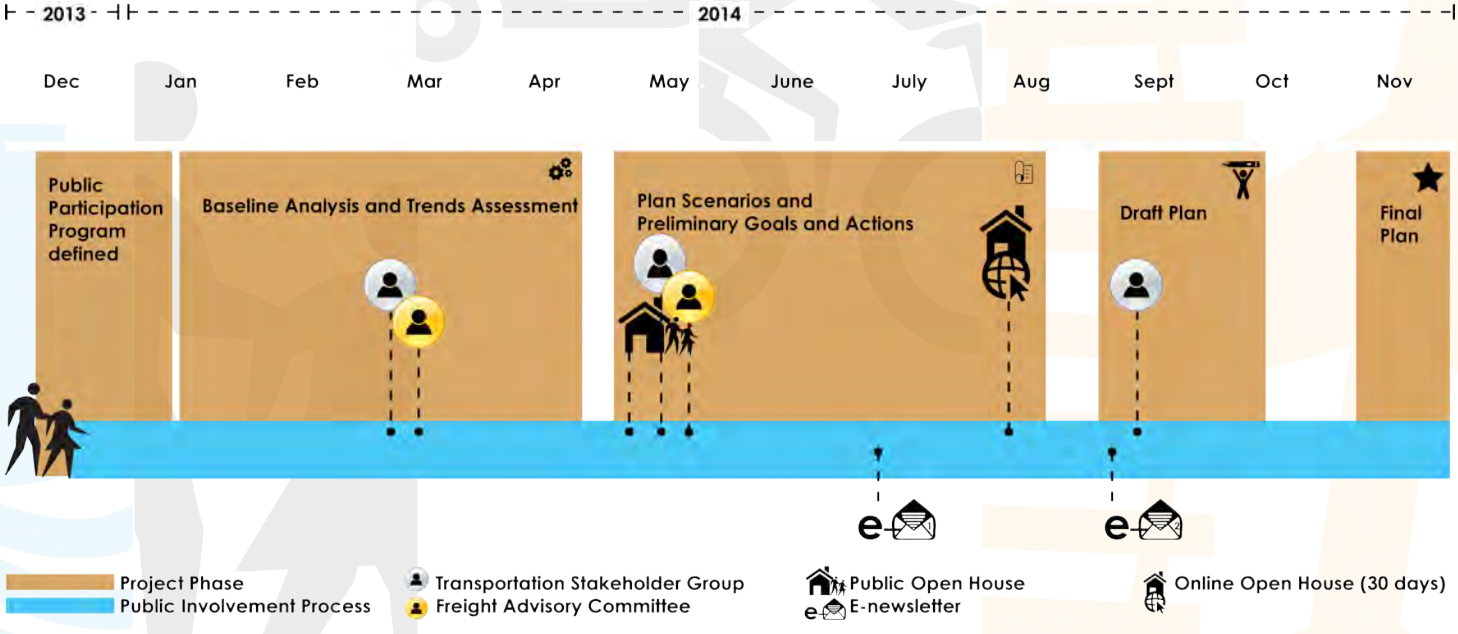
Public Involvement

Public open houses were held in Spring 2014 and on-line open houses will be held later this summer. At the meetings, DOT&PF will seek input on potential system-wide needs for all modes of transportation.



Please visit our website at www.dot.alaska.gov/lrtpplanupdate to sign up for our mailing list. We want to hear from you!

- *What are the most important transportation issues confronting the state?*
- *What works well today?*
- *What needs improvement now, five years from now, or well into the future?*



Frequently Asked Questions

FAQs

Alaska's Statewide Long Range Transportation Plan

Guiding Transportation Development for Alaska's Future

Mission

Keep Alaska Moving through service and infrastructure.

To do this we:

- Provide for the safe and efficient movement of people and goods
- Provide statewide access and connectivity
- Provide access for exploration and development of Alaska's resources

Q1. What is an LRTP?

» ***Answer:*** *The Statewide Long Range Transportation Plan identifies priorities and provides future direction on how to meet the needs of all modes of transportation—highways, aviation, transit, rail, marine, bicycle, and pedestrian transportation. This is a long-range plan that looks at both near-term (10 year) and future (20 year) transportation needs, policy, funding opportunities, and prioritized projects. The State is required to update the plan every five years.*

» *The LRTP is not a list of projects; rather, it helps the state to develop regional transportation plans, identify capital programs, and develop budgets that align with the State's overarching goals and priorities..*

Q2. Why do we need an LRTP?

» ***Answer:*** *The LRTP is the official state transportation plan and is required to meet both state and federal mandates. It also helps us plan for the future.*

» *Alaska is changing. Our urban populations are growing and aging. Our rural communities off the road system are reliant on air, and sometimes marine, transportation. Unfortunately, our available funding resources are shrinking. The LRTP helps us identify future transportation challenges and opportunities. The plan provides guidance, performance-based management strategies, and integrates all transportation modes to best meet our changing needs. Ultimately, it helps us prioritize our future actions and spend the transportation funds we do have wisely and cost-effectively.*

Q3. What modes are included in the plan?

» ***Answer:*** *The plan will look at infrastructure, operations, trends and needs for state roads, rail, public transit, ferries and other maritime systems, airports and aviation, and non-motorized modes of transportation.*

Q4. How does it relate to regional and local transportation plans?

» ***Answer:*** *The LRTP is the overarching strategic document. It provides the State's vision, policies, objectives, and performance measures for the entire state and guides prioritization of future project investments statewide. Regional and modal transportation plans provide a more focused look at system needs and identify individual projects that address regional issues. Additionally, local governments and tribal councils develop their own plans that may include facilities owned by the State. Anchorage and Fairbanks have Metropolitan Planning Organizations (MPOs--AMATS and FMATS, respectively) that oversee transportation planning efforts for their urban areas.*

Q5. Where do we get money for transportation projects?

» ***Answer:*** *The State of Alaska does not currently have a dedicated funding source for transportation infrastructure projects. Currently, DOT&PF receives funds from a variety of sources:*

- *Federal Highway Administration Program*

Frequently Asked Questions

continued...

FAQs

Public Involvement

Public open houses will be held in Anchorage, Fairbanks, and Wasilla in Spring 2014. At the meetings, DOT&PF will seek input on potential system-wide needs for all modes of transportation. Please visit our website at:

www.dot.alaska.gov/lrtpplanupdate

to sign up for our mailing list. Stay tuned for more details on future events and opportunities to provide feedback.

Contact

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Alaska Department of Transportation and Public Facilities
PO Box 12500
MS-2500
Juneau, AK 99811-2500
907-465-8958
E-mail: eric.taylor@alaska.gov

Julie K. Jessen, Public Involvement
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Anchorage, AK 99503
907-644-2075
E-mail: julie.jessen@hdrinc.com

- *Federal Transit Administration Program*
- *Federal Aviation Administration Airport Capital Improvement Program (ACIP)*
- *State general fund*

Q6. How is the public involved?

» ***Answer:*** *The public is the ultimate user of Alaska's transportation system. We use the roads, we fly to communities, we take our vehicles on the ferry system, and we walk, bike, and take mass transit to our jobs. We want to hear how YOU use transportation! What needs are not being met? What is working well and shouldn't change? How should we prioritize competing needs?*

» *DOT&PF is working with a Transportation Stakeholder Group and a Freight Advisory Committee—collaborative, interdisciplinary sounding boards—to obtain feedback and recommendations.*

» *DOT&PF will also be seeking **your** input on potential system-wide needs for all modes of transportation. Public open houses were held in spring 2014 and on-line open houses will be held later this summer. To sign up for our e-mail list, visit* www.dot.alaska.gov/lrtpplanupdate.

Q7. What kind of comments would be useful?

» ***Answer:*** *The planning process depends upon open communication with stakeholders, agencies, Alaska residents, and transportation users. We want to hear from you!*

» *What are the most important transportation issues confronting the state today?*

» *What aspects of our transportation system work well?*

» *What needs improvement now--or in the future?*

» *How can the LRTP help your community?*

We hope you will share your ideas for the future of transportation in Alaska as we develop this comprehensive, statewide plan. Please visit the project website for further details and updates regarding the LRTP:
www.dot.alaska.gov/lrtpplanupdate

Project #	Federal Shoreside Project	Update Narration	Environmental Document Date*	Final PS&E Date*	Construction Mobilization Date*	Construction Complete Date*
69392	AMHS Shore Conditions Survey - Conduct and document shoreside facilities condition surveys. Prepare annual survey updates.	Ongoing project. FY13 report almost completed. SC and SW inspections for FY14 are scheduled for late summer of 2014.	NA	NA	NA	NA
69440	Angoon Ferry Terminal Passenger Facility - This project will construct a new passenger terminal building, restroom structures, and will expand the upland vehicle and pedestrian staging and access areas at the Angoon Ferry Terminal facility.	Final design completed. ROW acquisition ongoing. Construction uncertain, pending MOA with City.	Done	Dec-13	Apr-15	Dec-15
68433	Haines Ferry Terminal Imrpovements - Replace sheet plies with a rip-rap slope and install new mooring dolphins and fender system. Dredge existing berth and expand staging area, including relocation of generator and storage building and utility work as needed.	Bids for construction opened on May 15, 2014. Contract awarded to Western Marine.	Done	Sep-13	Aug-14	Dec-15
67463	Auke Bay Ferry Terminal Improvements - This project will remedy structural and operational deficiencies at the AMHS Auke Bay Ferry Terminal facility in Juneau. The work will include reconstruction of mooring dolphin structures, associated catwalks, electric utilities, placement of new cathodic protection anodes, and refurbishment of upland and terminal building structures.	Environmental document and permits complete. Final design underway.	Done	Aug-14	Apr-15	Nov-15
69446	Kake Ferry Terminal Passenger Facility - This project provides for the construction of a new passenger terminal building with restrooms and improves upland parking and staging areas at the Kake Ferry Terminal facility. The work also includes placement of new sewer and water utilities to service the new terminal building.	Final design completed. Construction uncertain, pending MOA with City.	Done	Oct-13	Apr-15	Dec-15
68238	Kake Ferry Terminal Improvements - Replace transfer bridge and float system.	Environmental document and permits complete. Final design underway.	Done	Jun-14	Mar-15	Jun-15

67466	Ketchikan Ferry Terminal Improvements - This project will remedy structural and operational deficiencies at the Ketchikan Ferry Terminal facility. This project will replace and refurbish existing vessel mooring and berthing structures, provide a new mooring dolphin structure and construct upland access and terminal building improvements.	PDA in place. No design activity yet.	Feb-15	Aug-15	Mar-16	Nov-16
68531	Prince Rupert Ferry Terminal Replacement - Replace existing deteriorated ferry terminal marine structures with new marine structures at the existing site. Items to include new transfer bridge, abutment, float/lift system, and mooring structures with access catwalks. Future work may include refurbishment of terminal building, parking and staging areas.	Consultant under contract for design. Preliminary design & geotech completed. Final design and environment permitting starting. Construction funding available in FFY2015.	Aug-13	Aug-14	Apr-15	Dec-15
69200	Annette Bay Ferry Terminal - Construct new AMHS ferry terminal to support Ketchikan - Metlakatla service.	New facility construction is complete. Facility is fully functional.	Done	Done	Apr-11	Jun-13
69422	Petersburg Ferry Terminal Improvements.	Construction completed. Awaiting closeout.	Done	Done	Feb-13	Sep-13
69624	Skagway Ferry Terminal Modifications - Replace or refurbish AMHS float dock.	Preliminary design ongoing. Float replacement work may be deferred.	Feb-13	Jul-14	May-15	Nov-15
69432	Wrangell Ferry Terminal Improvements.	Construction completed. Awaiting closeout.	Done	Done	Jun-13	Sep-13
68938	Kodiak Ferry Terminal (AK091) - Reconstruct Pier 1 dock facility.	PS&E package complete. Bids opened on May 1, 2014. Contract awarded to Pacific Pile & Marine.	Done	Aug-13	Oct-14	Jun-15
70006	Ward Cove AMHS & NOAA Moorage Facility.	State Funded. Prelim design, geotech, and environmental work ongoing. Geotech field investigation completed Jan-2014.				
68223	Homer Ferry Terminal Improvements - Dolphin replacement.	Consultant under contract for design. Completing preliminary design and working on environmental document.	Jun-14	Aug-14	May-15	Jul-15
68135	Annette Bay Ferry Terminal - Construct new IFA Dolphin.	Environmental document and permits complete. Final design underway.	Done	Aug-14	May-15	Oct-15
68128	Gustavus Improvements.	Working on defining project scope. Need Phase 2 PDA.	Aug-14	Dec-14	Aug-15	Dec-15
68145	Tenakee Replacement.	Need Phase 2 PDA.	Mar-15	Jun-15	May-16	Aug-16
68464	Haines Stern Berth.	Phase 2 design funds activated.	Mar-15	Aug-15	Spring 2016	Fall 2016

MEMORANDUM

STATE OF ALASKA

Department of Transportation & Public Facilities
Alaska Marine Highway System

To: MTAB Members

Date: June 16, 2014

From: Captain John Falvey
General Manager

Subject: AMHS UPDATE for MTAB Meeting on June 24, 2014

VESSEL UPDATE:

MATANUSKA

- Vessel left overhaul at ASD on March 9th and is currently on the Prince Rupert run.

MALASPINA

- Vessel left overhaul at ASD on May 11th and is currently servicing North Lynn Canal.

TUSTUMENA

- Vessel entered overhaul on March 13th at ASD and resumed service on April 20th in SW.

KENNICOTT

- Vessel entered CIP at Alaska Ship and Drydock on October 20, 2013 and resumed cross gulf service on March 8th.

TAKU

- Vessel entered overhaul on May 13th and is due to commence service on June 29th servicing Prince Rupert and Sitka.

COLUMBIA

- Vessel underwent a mid-life main engine replacement at Vigor Portland. She was due to resume service on the Bellingham run April 30th but shipyard delays ensued. An extension was granted and she resumes service on June 18th Southbound out of Ketchikan.

FAIRWEATHER

- Vessel began her engine replacement project October 1, 2013 at Foss Shipyard Seattle. She resumed service to Sitka on the 4X week schedule May 15th and is currently operating 7 days a week on her normal schedule. We utilized the vessel to help provide service in Lynn Canal during the Columbia delay.

CHENEGA

- Vessel entered layup/overhaul on October 14, 2013 in Ketchikan and resumed service in PWS on April 3rd.
- Vessel enters her engine replacement phase this year on October 1st. NOTE: MTU will issue a competitive bid for this project.

LECONTE

- Vessel is due to enter a CIP September 15th for stateroom upgrades and bow thruster replacement.

AURORA

- Vessel had a mini overhaul period February 10th to February 14th to renew some regulatory items (firefighting) and entered overhaul again on April 1st at ASD. She began revenue service in PWS on May 15th.

<u>PROJECTS AND OTHER MATTERS OF INTEREST;</u>

WINTER 2014/2015 Capital Projects

- Federal CIP Overhaul Kennicott
- Federal CIP Overhaul Leconte
- Chenega Re-Engine Project

MATANUSKA REPOWER

- The decision has been made to repower the Matanuska, along with the steering and bow thruster systems. The repower will take place during the winter of 2016/2017.

POINT-OF-SALE CASH REGISTER SYSTEM ABOARD VESSELS

- The inventory management portion of the POS system (MenuLink) has been procured and we are currently finishing the process of rolling the system out this summer. An outside project manager has been hired to assist the implementation team with finishing the roll out.

ANNETTE BAY

- The facility is now connected to city power and operations have continued routinely throughout the period.

ENVIRONMENTAL

- We have begun addressing some of the more pressing environmental issues concerning VGP, Ship to Shore Environmental Guide, waste water tank sampling at the terminals, HAZMAT communication unifying AMHS with the DOT initiative, and Waste Management.

STOWAWAY ISSUES

- Meetings held with USCG in order to come up with solutions to stowaway issues. AMHS has taken action on certain items such as signage, testing security barriers, increased screenings, and crew training. We are working on a program with USCG to randomly augment the screening process and increase training with the presence of USCG enforcement personnel. AMHS has also implemented modified check in procedures to account for passengers riding in vehicles.

SCHEDULING UPDATE

- Summer 2014 schedule was open for booking on October 11, 2013.
- Winter 2014/2015 scheduling teleconference was held on April 8th and we are working on getting the final details together before opening the schedule for booking mid July 2014.

TARIFF STUDY

- The draft report is being revised. The goal is to meet legislative interest in a two percent increase in revenues while getting rid of existing inequities.

RESERVATION & MANIFEST SYSTEM

- An RFP was issued in February 2014 and we have 8.1 million in funds for this project. A winning bidder was selected and we are still under the 14 day protest period. The goal is to have the system completed and implement it by Winter 2015/2016.