

JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 1

JANUARY 2005

Improving Transportation in Lynn Canal

What is Juneau Access?

Juneau Access is the name given by the Alaska Department of Transportation & Public Facilities (DOT&PF) to efforts to improve transportation to and from Juneau. Specifically, the Juneau Access Improvements project would improve travelers' ability to move to and from Juneau within the Lynn Canal corridor.

Why are transportation improvements needed?

Since the 1950's transportation planners have identified problems associated with travel in and out of Juneau. Because of its location and lack of highway access, all freight, vehicle and passenger movement to and from Juneau is by air or sea. Convenience, the opportunity to travel, the cost to travelers, and the cost to the state were all identified as important factors affecting transportation demand.

The current transportation improvements being considered by the DOT&PF would attempt to:

- Provide the capacity to meet the demand for travel between communities;
- Provide flexibility and improve opportunity to travel;
- Reduce the cost of transportation for travelers;
- Reduce travel time between Lynn Canal communities; and
- Reduce state costs for transportation in the corridor.

What process does the Department use to determine if transportation improvements are needed?

In May 1994 the Department began a federally required process for proposed transportation

improvements. The federal government requires that any project receiving Federal Highway Administration funding comply with the National Environmental Policy Act (NEPA). NEPA requires extensive review of environmental and community impacts and includes a requirement for projects like Juneau Access to publish an Environmental Impact Statement outlining project alternatives and their impacts.

Since 1994 DOT&PF has conducted numerous studies, releasing a Draft Environmental Impact Statement for review by federal and state agencies and the public in 1997. In 1998 and 1999 the Department analyzed comments submitted regarding the Draft Environmental Impact Statement and conducted a number of additional studies related to the project.

In January 2000, then Governor Knowles declared that building a highway on the east side of Lynn Canal was the state's preferred alternative for improved access to Juneau, however, he also stated that the project would not be actively pursued during his administration and discontinued much of the work on the Environmental Impact Statement (EIS).

In 2002, Governor Frank Murkowski directed that the EIS be completed. The Department, along with the Federal Highway Administration, determined a Supplemental Draft Environmental Impact Statement should be prepared. The purpose of the Supplemental Draft Environmental Impact Statement is to update the information contained in the original Draft. This updated document takes into account the time passed and incorporates changed field conditions, new regulations, updated land use plans, new analysis methodologies and new alternatives.

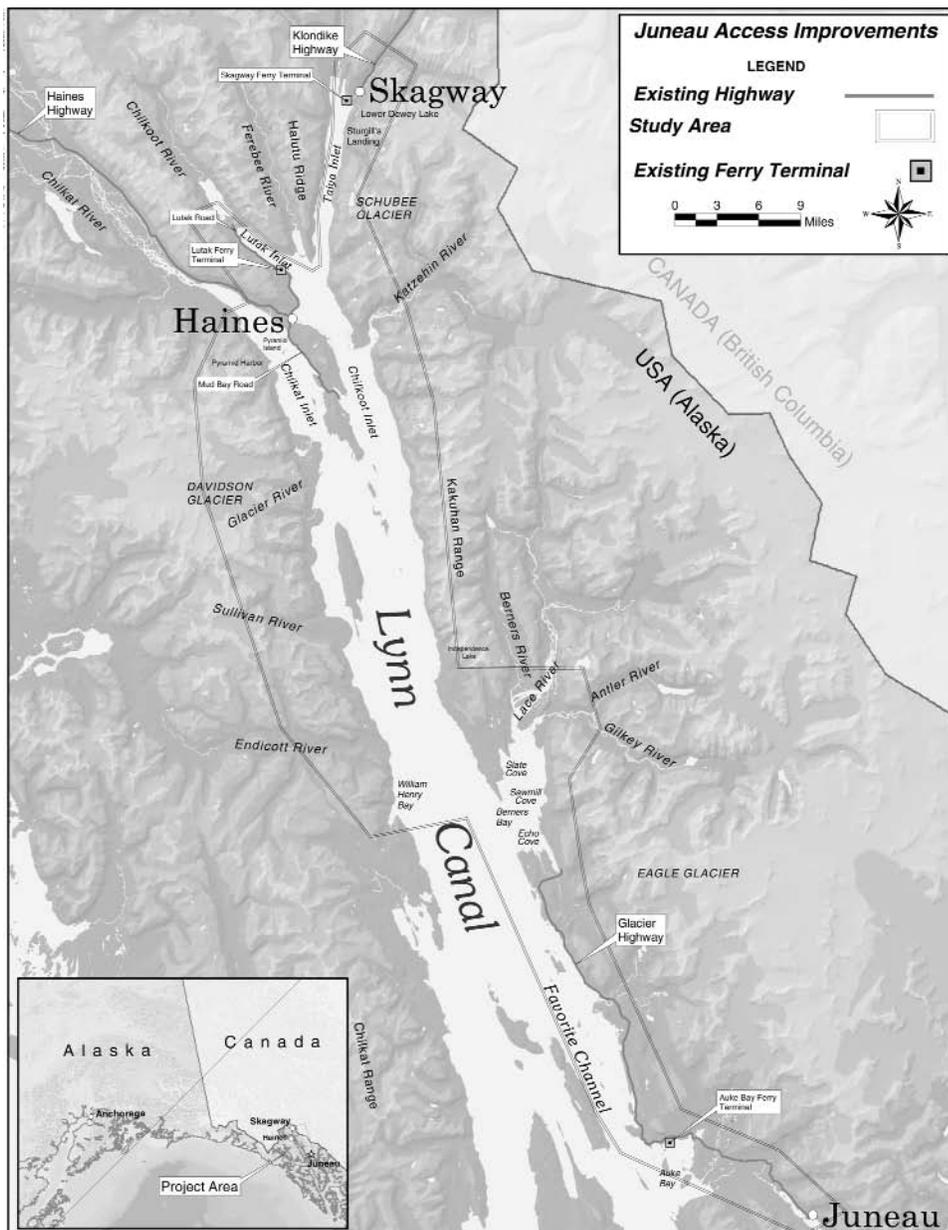
The Supplemental Draft is currently undergoing federal, state and public review.

Do the communities think transportation improvements are needed?

In 2003 the McDowell Group Inc. – an independent research firm in Juneau – conducted a survey for the DOT&PF. In that survey 83 percent of Skagway residents, 87 percent of Haines residents, and 78 percent of Juneau households surveyed said improved transportation was either “Very Important” or “Important.” In addition, 95 percent of Whitehorse residents said they would travel to Juneau at least once a year if a road were built.

For more information:

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Project Area –SDEIS Figure 1-1

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the “for more information section”

To submit your comments:

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FACT SHEET 2

JANUARY 2005

Transportation Alternatives

What actions are being considered for improving transportation in Lynn Canal as part of the Juneau Access Supplemental Draft Environmental Impact Statement process?

There are ten different alternatives being considered to improve transportation as part of the Juneau Access Supplemental Draft Environmental Impact Statement process. The Department looked at alternatives ranging from not taking any action, to building a highway, to improving ferry services. Several alternatives being considered include combinations of highways and ferries.

Can you describe the alternatives being considered?

Alternative 1 - No Action Alternative – The Supplemental Draft Environmental Impact Statement looks first at the effects of doing no vessel or highway construction to improve transportation in the corridor. The No Action Alternative would involve some combination of use of existing Alaska Marine Highway System vessels, as determined most beneficial by the Department.

Alternative 2 (Preferred) – would build a 68.5 mile, two-lane highway up the east side of Lynn Canal to Skagway. A ferry terminal would be built north of the Katzeihin River delta and the *M/V Aurora* would be used for shuttle service between Katzeihin and Haines.

Alternative 2A – would build a 5.2 mile, two-lane highway from Echo Cove to Sawmill Cove in Berners Bay. Ferry terminals would be built at Sawmill Cove and Slate Cove, and shuttle ferries would operate between

the two terminals. A 52.9 mile highway would be constructed between Slate Cove and Skagway along the east side of Lynn Canal. Haines access would be from the Katzeihin Ferry terminal, as described in Alternative 2.



Alternative 2B – would build a 50.5 mile, two-lane highway up the east side of Lynn Canal to Katzeihin with shuttle ferries to both Haines and Skagway. Two new shuttle ferries and the *M/V Aurora* would operate in a three-vessel system from a new terminal at Katzeihin.

Alternative 2C – would build a 68.5 mile, two-lane highway up the east side of Lynn Canal to Skagway with access to Haines via ferry. The *M/V Aurora* would provide service between Haines and Skagway, and no ferry terminal would be built at Katzeihin.

Alternative 3 – would build a highway up the west side of Lynn Canal. Glacier Highway would be extended 5.2 miles from Echo Cove to Sawmill Cove. Ferry terminals would be constructed at Sawmill Cove and William Henry Bay and shuttle ferries would operate between

the two terminals. A 38.9 mile, two-lane highway would be built from William Henry Bay to Haines, with a bridge across the Chilkat River/Inlet connecting to Mud Bay Road. The *M/V Aurora* would operate as a shuttle between Haines and Skagway.



There are four marine alternatives that would require construction of new shuttle ferries to operate in addition to continued mainline service in Lynn Canal. All of the alternatives would provide a minimum of two mainline vessel round trips per week, year-round, and continuation of the Haines/Skagway shuttle service provided by the *M/V Aurora*. The *M/V Fairweather* would no longer operate in Lynn Canal. All of these alternatives would require a new double-stern berth be built at Auke Bay.

Alternative 4A- would add fast vehicle ferry service from Auke Bay to Haines and Skagway. Two fast ferries would be constructed to provide daily service from Auke Bay to Haines and Skagway.

Alternative 4B- would add fast vehicle ferry service from Berners Bay to Haines and Skagway. This alternative would extend Glacier Highway 5.2 miles with a two-lane highway from Echo Cove to Sawmill Cove, where a new ferry terminal would be built. Two fast ferries would be built to provide daily service from Sawmill Cove to Haines and Skagway in the summer and from Auke Bay to Haines and

Skagway in the winter.

Alternative 4C- would improve service from Auke Bay using conventional ferries to Haines and Skagway. This alternative would build two monohull ferries to provide daily summer service from Auke Bay to Haines and to Skagway. In the winter, service would be provided every other day (one day to Haines, the next day to Skagway).

Alternative 4D- would add conventional ferry service from Berners Bay to Haines and Skagway. This option would extend Glacier Highway 5.2 miles with a two-lane highway from Echo Cove to Sawmill Cove, where a new ferry terminal would be built. Two conventional ferries would be built to provide daily service from Sawmill Cove to Haines and Skagway in the summer and from Auke Bay every-other day in the winter.

Does the Department have a preferred alternative?

Yes, after more than a decade of study, the Department prefers Alternative 2, building a highway up the east side of Lynn Canal with a terminal at Katzehin. It is important to note, however, that Alternative 2 is the Department's preliminary preferred alternative. No final selection will be made until after completion of the public and agency comment period.

For more information:

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FACT SHEET 3

JANUARY 2005

Existing Transportation Networks in Juneau and Lynn Canal

How do people currently travel to and from Juneau?

Travelers access Juneau by either air or water.

Aircraft service - Aircraft access to Juneau is provided by commercial jets, primarily from Seattle and Anchorage. Three companies offer regularly scheduled commuter service in Lynn Canal. Because of the relatively short travel times and schedule frequency, business travelers generally prefer air travel over the ferry system. Air service in the Lynn Canal corridor plays an important role in transporting passengers, freight and mail, however, travel is often constrained by fog, high winds or snowstorms, and can be delayed up to several days in the fall, winter and spring.

Alaska Marine Highway System ferry service – The Alaska Marine Highway System is the only public transportation that carries passengers and vehicles in Lynn Canal. Statewide the ferry system serves 31 ports in Alaska, one port in Prince Rupert, B.C., and one port in Bellingham, Wash. Six of the seven state ferries in Southeast Alaska serve Lynn Canal. Four are mainline vessels with full accommodations that can carry between 80 and 134 vehicles at one time. Smaller ferries, like the *M/V LeConte* can carry 34 vehicles and the *M/V Fairweather* can transport 35 vehicles.

About one-third of the vehicle traffic on the statewide ferry system travels through Lynn Canal and 70 percent of all travel through Lynn Canal gets



on or gets off the ferry in Juneau.

Private Vessel Service – Private companies provide passenger-only service between Lynn Canal communities from mid-May through mid-September. Multiple daily trips are scheduled between Haines and Skagway and twice-weekly service is scheduled between Haines and Juneau. Juneau also receives three barge shipments per week from the Puget Sound area, with one barge shipment continuing north to Haines and Skagway.

Road Access - Juneau, with its population of over 30,000, is the largest community on the North American continent not directly connected to the continental highway system. The Alaska Marine Highway connects Juneau to the continental highway system in Prince Rupert, B.C., and Bellingham, Wash., to the south and to Haines and Skagway to the north. The most commonly used access route to the continental highway system is northbound.

Both Haines and Skagway are connected to the continental highway system via road links. The Klondike Highway and the Haines Cutoff Highway connect Skagway and Haines to the continental highway system.

The Haines Highway connects Haines with the Alaska Highway at Haines Junction, Yukon Territory. The Klondike Highway links Skagway to the Alaska Highway near Whitehorse, Yukon Territory.

The existing road system in Juneau currently extends 40 miles to the north where Glacier Highway terminates at the public boat ramp in Echo Cove. No surface transportation facilities extend beyond Echo Cove.

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FACT SHEET 4

JANUARY 2005

Alternative Screening

How did the Department decide what alternatives to include in the Supplemental Draft Environmental Impact Statement?

Alternative Screening

A screening process was used to select alternatives evaluated in the Supplemental Draft Environmental Impacted Statement that included four criteria.

Those criteria were:

1. Cost/Technical Feasibility and Common Sense –

The Department used cost data from previous analyses and professional judgment to determine if alternatives would be economically and/or technically feasible or go against common sense.

2. Appropriateness and Unnecessary Variations –

Alternatives were screened to determine if certain variations were unnecessary to consider a full spectrum of alternatives.

3. Purpose and Need –

To be reasonable, an alternative had to at least partially meet a majority (three or more) of the five purpose and need elements. Alternatives had to:

- meet future transportation demands;
- provide flexibility and opportunity for travel;
- reduce travel time;
- reduce state costs for transportation in Lynn Canal; and
- reduce user costs.

4. Environmental Factors –

To determine if an alternative had an impact so great that it should not be considered reasonable the screening process used information regarding

specific impacts to:

- the social environment;
- the physical environment; and
- the biological environment.

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FACT SHEET 5

JANUARY 2005

Alternative 1 The No Action Alternative

Description of Alternative 1

The National Environmental Policy Act (NEPA) process requires that a No Action Alternative be included in the range of alternatives being evaluated.

The No Action Alternative is a projection of what the Alaska Marine Highway System is likely to do in the absence of any construction in Lynn Canal. It involves continuing mainline Alaska Marine Highway System service in Lynn Canal. It also includes continuing the current operation of the fast vehicle ferry (the *M/V Fairweather*) between Auke Bay and Haines and Auke Bay and Skagway. The *M/V Aurora* would provide shuttle service between Haines and Skagway beginning as early as 2005.

The No Action Alternative is an updated version of the 1997 Draft EIS Alternative 1 titled "No Build/Transportation System Management." Alternative 1 originally used the term "No Build" rather than "No Action" to help clarify that the Alaska Marine Highway System has and would continue to implement new actions in the Lynn Canal corridor. An example of an expected new Marine Highway System action is the use of the *M/V Aurora* as a shuttle ferry between Haines and Skagway. For this project "No Action" means not implementing any of the actions described in the other reasonable

alternatives.

Traffic Capacity

The traffic capacity for Alternative 1 is determined by the combination of mainline and fast ferry sailings. Mainline vessel capacity ranges from 80 to 134 vehicles one way, with an estimated three round-trips per week year-round going from Juneau to Haines, Haines to Skagway, Skagway to Haines, and back to Juneau. The fast ferry, the *M/V Fairweather*, has a one-way capacity of 35 vehicles. In the summer, it makes five weekly trips to Haines and four to Skagway. In the winter, the schedule would be reduced to two trips per week to each community.

Daily Traffic Capacity	Number of Vehicles
To/From Haines - Summer	96
To/From Haines - Winter	66
To/From Skagway - Summer	71
To/From Skagway - Winter	51

Travel Time

The travel times listed below are for one-way trips, and include check-in times (including vehicle loading), transit times, and unloading times. The check-in times cover the time the Marine Highway System requires vehicles to be at the dock prior to loading. No delay times are included.

Route	Mainliner	Fast Ferry
Juneau (Auke Bay Terminal) to Haines	7.1 hours	3.5 hours
Juneau (Auke Bay Terminal) to Skagway	9.1 hours	3.8 hours

A Fact Sheet is provided for each of the alternatives included in the Supplemental Draft Environmental Impact Statement. These fact sheets include a description of the alternative with a map, and information on traffic capacity, travel time, travel frequency and cost. Social, physical, biological and environmental issues associated with alternatives are described separately.

Travel Frequency

The opportunity to travel between Auke Bay and Haines or Skagway depends on the frequency of both mainline and fast ferry service.

Auke Bay to Haines Average Round Trips

	Per Day	Per Week
Summer	1.1	8
Winter	0.7	5

Auke Bay to Skagway Average Round Trips

	Per Day	Per Week
Summer	1	7
Winter	0.7	5

Costs

The No Action Alternative has no initial construction costs, however, other costs are as follows:

Annual Maintenance and Operations

Mainline Service	\$4.9 million
Fast Ferry Service	\$3.4 million
Haines/Skagway M/V Aurora Shuttle	\$1.9 million

Total annual M&O –	\$10.2 million
Estimated 30-year life cycle cost	\$267 million

Projected Travelers' Costs

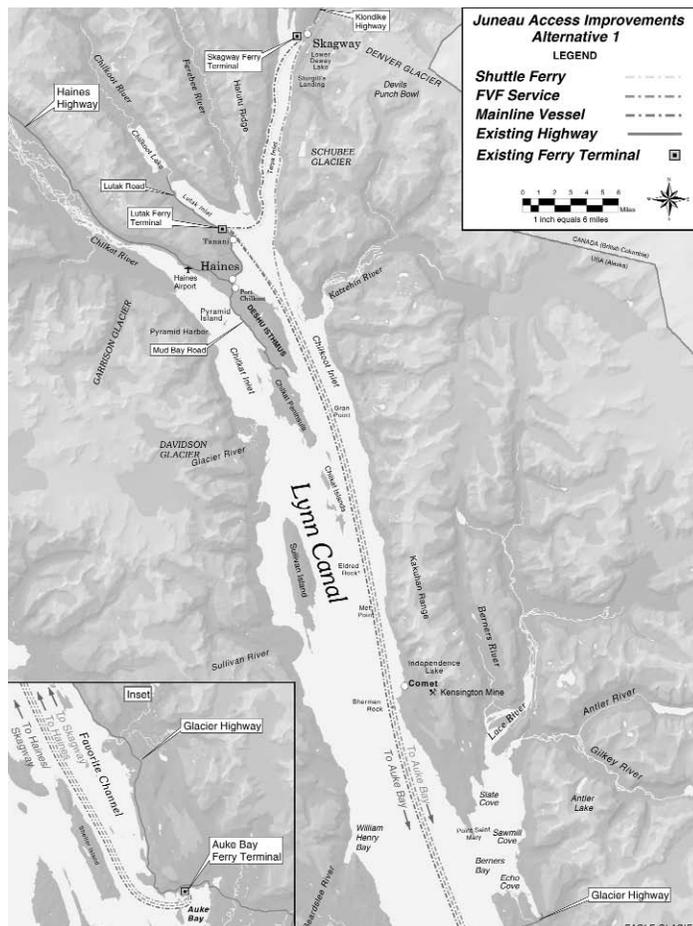
Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines	\$180*
Juneau to Skagway	\$237*

*Costs are for a mainline ferry. Cost for a fast ferry would be 10% higher.

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Alternative 1: No Action Alternative – SDEIS
Figure 2-2

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section."

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FACT SHEET 6

JANUARY 2005

Alternative 2 (Preferred) East Lynn Canal Highway with Katzehin Ferry Terminal

Description of Alternative 2

This alternative would build a 68.5-mile, two-lane highway from the end of Glacier Highway at the Echo Cove boat launch area around Berners Bay to Skagway. A ferry terminal would be built north of the Katzehin River delta and the operation of the *M/V Aurora* would change to shuttle service between Katzehin and Lutak Ferry Terminal in Haines.

Mainline ferry service would end at Auke Bay in Juneau and the existing Haines to Skagway shuttle service would be discontinued. The *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

A two-lane highway from Auke Bay to Skagway would allow for high traffic volumes to Skagway. The traffic capacity to Haines would depend on the frequency and capacity of the shuttle ferry service between Katzehin and Haines. The *M/V Aurora* can carry 34 vehicles.

Daily Traffic Capacity	Number of Vehicles
To/From Haines – Summer	612
To/From Haines – Winter	408
To/From Skagway – Summer	70,000

To/From Skagway – Winter

70,000

Travel Time

The travel times below are for one-way trips and include ferry loading, transit time, and unloading times. No delay time is included. The travel time for the ferry between Katzehin and Haines doesn't include check-in time because reservations would not be taken. Vehicles would be taken on a first-come, first-served basis.

Route	Time
Auke Bay to Haines	2.5 hours
Auke Bay to Skagway	2.1 hours

Travel Frequency

Flexibility and opportunity to travel to and from Skagway under this alternative would be unconstrained in the summer. During winter months, travel would be limited by road closures for avalanche control. The frequency of travel to and from Haines would be limited by winter weather and the Katzehin/Haines shuttle ferry, which is expected to operate on a 15-hour daily schedule in the summer, and a 10-hour daily schedule in winter.

Auke Bay – Haines Average Round Trips

	Per Day	Per Week
Summer	9	63
Winter	6	42

Auke Bay – Skagway Average Round Trips

Summer/Winter **Unlimited**

A Fact Sheet is provided for each of the alternatives included in the Supplemental Draft Environmental Impact Statement. These fact sheets include a description of the alternative with a map, and information on traffic capacity, travel time, travel frequency and cost. Social, physical, biological and environmental issues associated with alternatives are described separately.

Costs

Initial Construction

Highway construction cost	\$265 million
Katzehin ferry terminal	\$16 million

Total construction \$281 million

Annual Maintenance and Operations

Highway	\$1.5 million
Katzehin to Haines shuttle	\$2.9 million

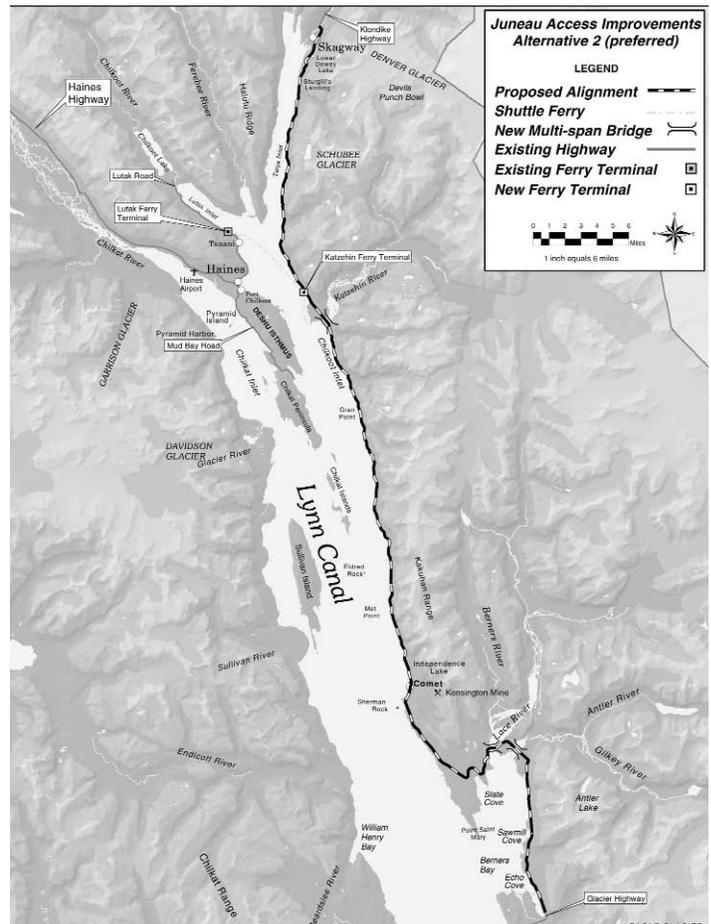
Total annual M&O \$4.4 million

Estimated 30-year life cycle cost \$323 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines	\$34
Juneau to Skagway	\$10



Alternative 2 (Preferred) East Lynn Canal Highway with Katzehin Ferry Terminal – SDEIS Figure 2-3

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section."

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FACT SHEET 7

JANUARY 2005

Alternative 2A East Lynn Canal Highway with Berners Bay Shuttles

Description of Alternative 2A

This alternative would build a 5.2-mile, two-lane highway from the end of Glacier Highway, at the Echo Cove boat launch area, to Sawmill Cove in Berners Bay. A ferry terminal would be built at both Sawmill Cove and Slate Cove and shuttle ferries would operate between the two terminals. A 52.9-mile highway would be built between Slate Cove and Skagway.

A ferry terminal would be built at Katzechin and the *M/V Aurora* would operate between the Katzechin and the Lutak ferry terminals. Mainline ferry service would end at Auke Bay and the Haines to Skagway shuttle service would be discontinued. The *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

The traffic capacity in this alternative is determined by the capacity of the shuttle ferries at Berners Bay and the shuttle between Katzechin and Lutak Ferry Terminal in Haines. Two shuttles would operate across Berners Bay in the summer and one in the winter; the shuttles would each carry 33 vehicles. The *M/V Aurora*, which holds 34 vehicles, would

operate year-round to and from Haines from Katzechin.

<i>Daily Traffic Capacity</i>	<i>Number of Vehicles</i>
To/From Haines – Summer	544
To/From Haines – Winter	408
Across Berners Bay - Summer	1,320
Across Berners Bay – Winter	528

Travel Time

The travel times below are for one-way trips and include ferry loading, transit time, and unloading times. No delay time is included. The travel times for the ferry across Berners Bay and between Katzechin and Haines do not include check-in time because reservations would not be taken. Vehicles would be taken on a first-come, first-served basis.

<i>Route</i>	<i>Time</i>
Auke Bay to Haines	3.0 hours
Auke Bay to Skagway	2.6 hours

Travel Frequency

Flexibility and opportunity to travel to Haines or Skagway would be determined by the frequency of the shuttle ferries operating in Berners Bay and from Katzechin to Haines. The Berners Bay shuttles would operate on a 17-hour daily schedule in the summer, and a 10-hour daily schedule in winter. The Katzechin/Haines shuttle would operate on a 15-hour daily schedule in the summer and a 10-hour daily schedule in the winter. Winter travel would also be limited by road closures for avalanche control.

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Auke Bay – Haines Average Round Trips

	Per Day	Per Week
Summer	8	56
Winter	6	42

Auke Bay – Skagway Average Round Trips

	Per Day	Per Week
Summer	20	140
Winter	8	56

Costs

Initial Construction

Highway construction	\$205 million
Ferry terminals	\$43 million
Vessel purchase	\$46 million

Total construction \$294 million

Annual Maintenance and Operations

Highway	\$1.5 million
Shuttle ferries	\$6.9 million

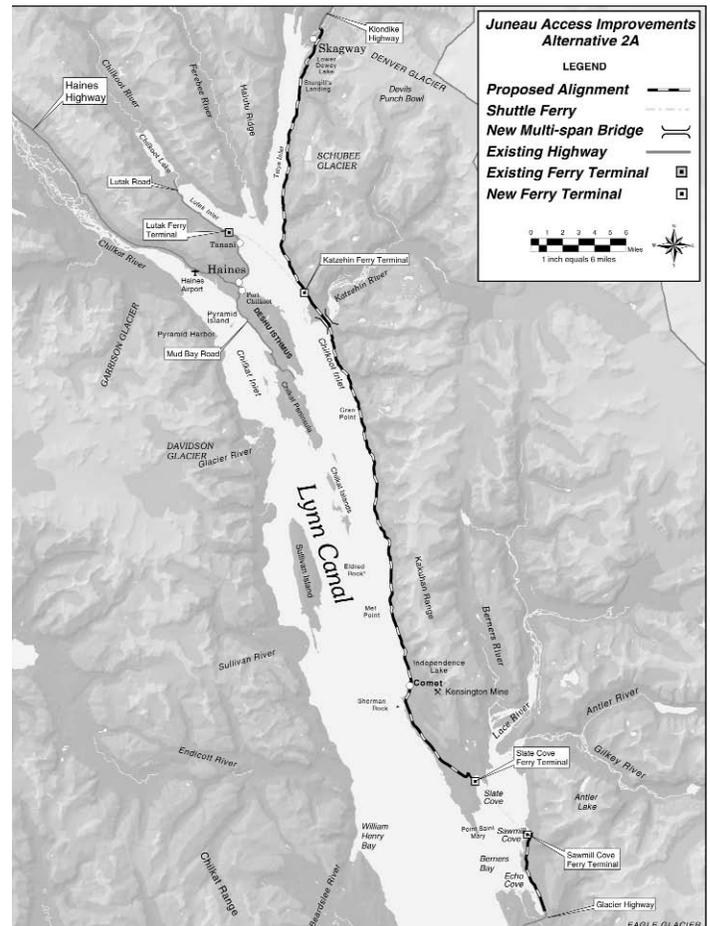
Total annual M&O \$8.4 million

Estimated 30-year life cycle cost \$380 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines	\$55
Juneau to Skagway	\$31



Alternative 2A East Lynn Canal Highway with Berners Bay Shuttles – SDEIS Figure 2-5

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FACT SHEET 8

JANUARY 2005

Alternative 2B East Lynn Canal Highway to Katzehin with Shuttles to Haines and Skagway

Description of Alternative 2B

This alternative would build a 50.5-mile, two-lane highway from the end of Glacier Highway, at the Echo Cove boat launch area, around Berners Bay to Katzehin. A ferry terminal would be built at the end of the new highway at Katzehin and shuttle ferries would then run to both Haines and Skagway. The Haines to Skagway shuttle service would continue to operate, two new shuttle ferries would be built, and the *M/V Aurora* would be part of the new three-vessel system.

Mainline Ferry Service would end at Auke Bay in Juneau. The *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

The traffic capacity in this alternative depends on the shuttle system at Katzehin. Summer service would involve three ferries with the *M/V Aurora* being used as a Katzehin to Haines shuttle, with a 34-vehicle capacity. A Katzehin to Skagway ferry with a 53-vehicle capacity and a Haines to Skagway ferry with a 16-vehicle capacity would be used. During the winter there would not be a direct

Haines to Skagway shuttle; this service would be provided via the Katzehin ferry terminal by the two shuttles in operation.

<i>Daily Traffic Capacity</i>	<i>Number of Vehicles</i>
To/From Haines – Summer	544
To/From Haines – Winter	408
To/From Skagway - Summer	636
To/From Skagway – Winter	424

Travel Time

The travel times below are for one-way trips and include ferry loading, transit time, and unloading times. No delay time is included. The travel times for the ferry to and from Katzehin and between Haines and Skagway do not include check-in time because reservations would not be taken. Vehicles would be taken on a first-come, first-served basis.

<i>Route</i>	<i>Time</i>
Auke Bay to Haines	2.5 hours
Auke Bay to Skagway	3.0 hours

Travel Frequency

Flexibility and opportunity to travel to Haines or Skagway would be determined by the frequency of the shuttle ferries from the Katzehin ferry terminal. During the summer all three shuttles would operate about 15 hours a day. During the winter two shuttles would operate 10 to 11 hours per day. Winter travel would also be limited by road closures for avalanche control.

A Fact Sheet is provided for each of the alternatives included in the Supplemental Draft Environmental Impact Statement. These fact sheets include a description of the alternative with a map, and information on traffic capacity, travel time, travel frequency and cost. Social, physical, biological and environmental issues associated with alternatives are described separately.

Auke Bay – Haines Average Round Trips

	Per Day	Per Week
Summer	8	56
Winter	6	42

Auke Bay – Skagway Average Round Trips

	Per Day	Per Week
Summer	6	42
Winter	4	28

Costs

Initial Construction

Highway construction cost	\$182 million
Ferry terminals	\$16 million
Vessel purchase	\$48 million

Total construction \$246 million

Annual Maintenance and Operations

Highway	\$1.3 million
Shuttle ferries	\$7.7 million

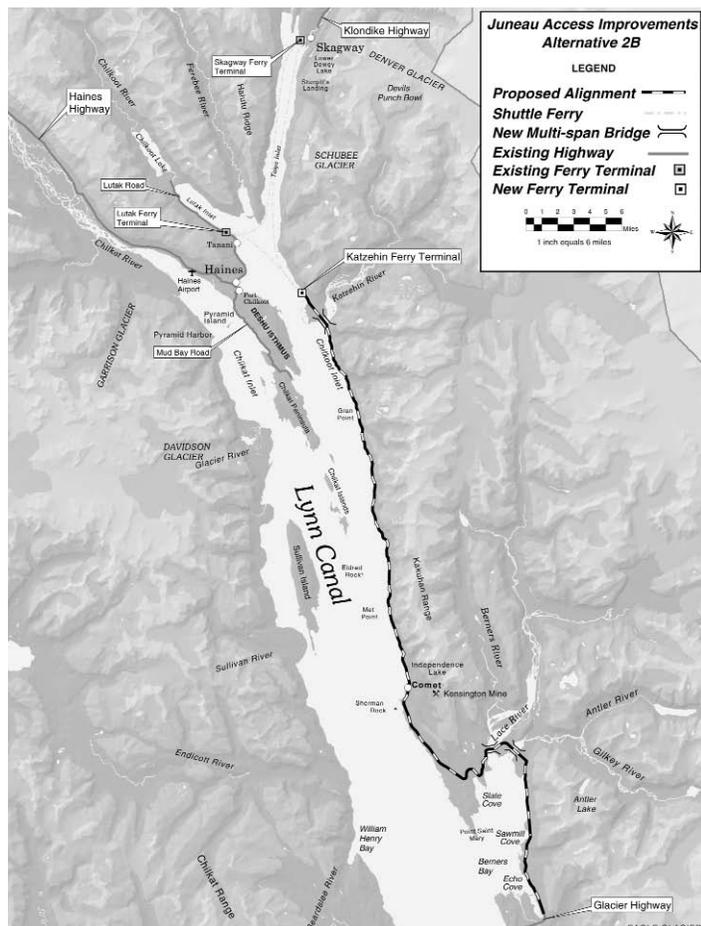
Total annual M&O \$9.0 million

Estimated 30-year life cycle cost \$352 million

Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines	\$34
Juneau to Skagway	\$51



Alternative 2B East Lynn Canal Highway to Katzeihin with Shuttles to Haines and Skagway – SDEIS Figure 2-6

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section."

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JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 9

JANUARY 2005

Alternative 2C East Lynn Canal Highway with Haines/Skagway Shuttle

Description of Alternative 2C

This alternative would build a 68.5-mile, two-lane highway from the end of Glacier Highway, at the Echo Cove boat launch area, around Berners Bay to Skagway. The Haines to Skagway shuttle described in the No Action Alternative would continue to provide service to Haines. Mainline ferry service would end at Auke Bay and no terminal would be constructed at Katzehin. The *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

A two-lane highway from Auke Bay to Skagway would allow for high traffic volumes between Juneau and Skagway. Capacity between Juneau and Haines would be determined by the shuttle ferry service from Skagway. The *M/V Aurora*, which holds 34 vehicles, would be the Haines/Skagway shuttle with this alternative.

Daily Traffic Capacity	Number of Vehicles
To/From Haines – Summer	408
To/From Haines – Winter	272
To/From Skagway - Summer/Winter	70,000

Travel Time

The travel times below are for one-way trips and include ferry loading, transit time, and unloading times. No delay time is included. The travel times for the ferry from Skagway to Haines does not include check-in time because reservations would not be taken. Vehicles would be taken on a first-come, first-served basis.

Route	Time
Auke Bay to Haines	3.4 hours
Auke Bay to Skagway	2.1 hours

Travel Frequency

Flexibility and opportunity to travel to and from Skagway under this alternative would be unconstrained in the summer. During winter months, travel would be limited by road closures for avalanche control. The frequency of travel to and from Haines would be limited by winter weather and by the frequency of the shuttle ferry.

Auke Bay – Haines	Average Round Trips	
	Per Day	Per Week
Summer	6	42
Winter	4	28

Auke Bay – Skagway Average Round Trips
Summer/Winter **Unlimited**

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Costs

Initial Construction

Highway construction cost \$265 million

Annual Maintenance and Operations

Highway \$1.5 million

Shuttle ferries \$2.9 million

Total annual M&O \$4.4 million

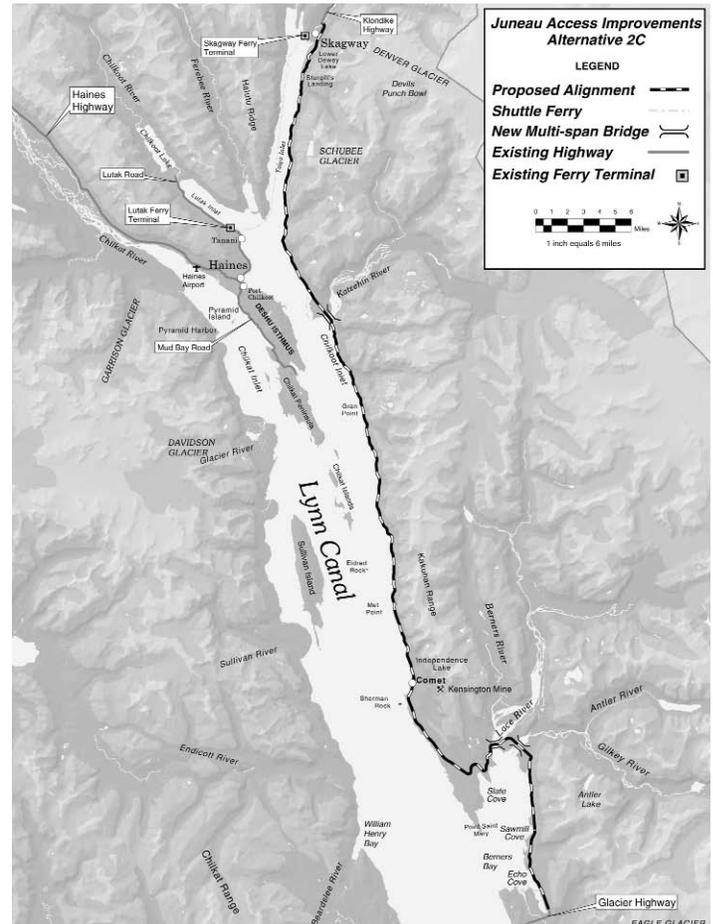
Estimated 30-year life cycle cost \$304 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines \$50

Juneau to Skagway \$10



Alternative 2C East Lynn Canal Highway with Haines/Skagway Shuttle – SDEIS Figure 2-7

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section."

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JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 10

JANUARY 2005

Alternative 3 West Lynn Canal Highway

Description of Alternative 3

This alternative would extend Glacier Highway 5.2 miles from Echo Cove to Sawmill Cove in Berners Bay. Ferry terminals would be built at Sawmill Cove in Berners Bay and William Henry Bay on the west shore of Lynn Canal. Shuttle ferries would operate between the terminals. A new 38.9-mile highway would be built between William Henry Bay and Haines, with a bridge across the Chilkat River/Inlet connecting into Mud Bay Road.

The *M/V Aurora* would continue to operate as a shuttle between Haines and Skagway, but mainline ferry service would end at Auke Bay in Juneau. The *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

The traffic capacity in this alternative depends on the two shuttle ferry systems. The Sawmill Cove/William Henry Bay ferries would have a 42-vehicle capacity, with two vessels operating in the summer and one in the winter. The Haines/Skagway ferry, the *M/V Aurora*, has a 34-vehicle capacity.

Daily Traffic Capacity	Number of Vehicles
To/From Haines – Summer	1,008
To/From Haines – Winter	336

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To/From Skagway - Summer	408
To/From Skagway - Winter	272

Travel Time

The travel times below are for one-way trips and include ferry loading, transit time, and unloading times. No delay time is included. The travel times for the ferries between Sawmill Cove and William Henry Bay and between Haines and Skagway do not include check-in time because reservations would not be taken. Vehicles would be taken on a first-come, first-served basis.

Route	Time
Auke Bay to Haines	2.9 hours
Auke Bay to Skagway	4.2 hours

Travel Frequency

Flexibility and opportunity to travel to Haines or Skagway would be determined by the frequency of the shuttle ferries. The two Sawmill Cove/William Henry Bay shuttles would operate 17 hours a day during the summer and a single shuttle would operate about 9 hours a day in the winter. Winter travel would also be limited by road closures for avalanche control.

Auke Bay – Haines Average Round Trips

	Per Day	Per Week
Summer	12	84
Winter	4	28

Auke Bay – Skagway Average Round Trips

	Per Day	Per Week
Summer	6	42
Winter	4	28

Costs

Initial Construction

Highway construction cost	\$179 million
Ferry terminals	\$ 31 million
Vessel purchase	\$ 59 million

Total construction \$269 million

Annual Maintenance and Operations

Highway	\$1.2 million
Shuttle ferries	\$8.0 million

Total annual M&O \$9.2 million

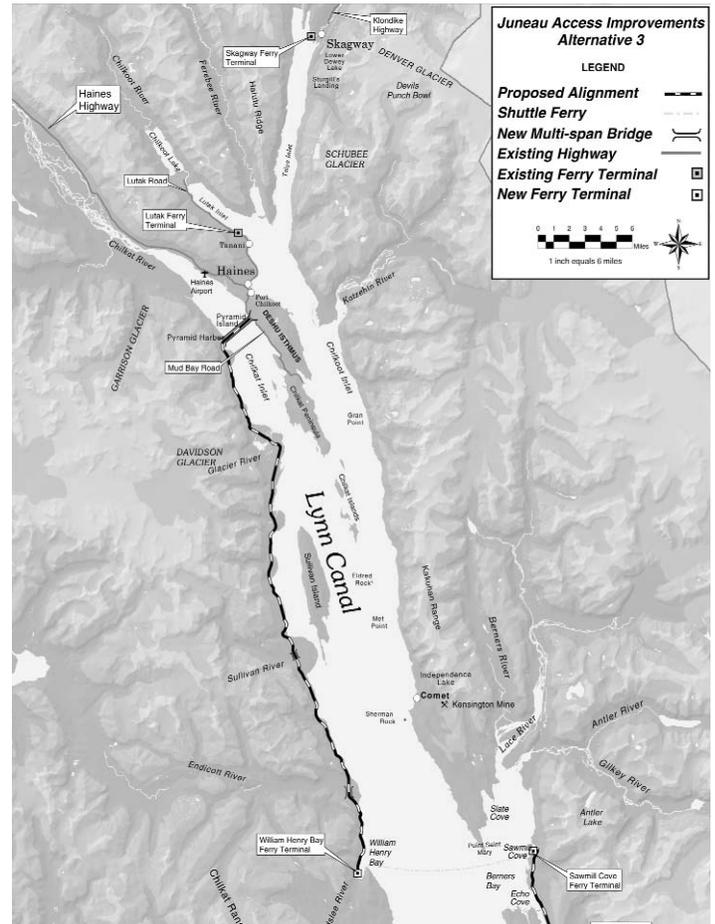
Estimated 30-year life cycle cost \$375 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines \$45

Juneau to Skagway \$85



Alternative 3 West Lynn Canal Highway – SDEIS Figure 2-8

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the “for more information section”

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JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 11

JANUARY 2005

Alternative 4A Fast Ferry Shuttle Service From Auke Bay

Description of Alternative 4A

This alternative would build two fast aluminum catamaran shuttle ferries with a minimum speed of 30 knots (34 miles per hour) to provide daily summer service from Auke Bay to Haines and to Skagway. Mainline service from Auke Bay to Haines and Skagway would continue, with two weekly trips estimated for both summer and winter service. The Haines/Skagway shuttle service would continue, but the *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

This alternative would have two high-speed shuttle ferries, each with a 50-vehicle capacity, providing service to Haines and Skagway. Mainline capacity in Lynn Canal would average 90 vehicles per vessel, with projected traffic demand distributed 55 percent to Haines and 45 percent to Skagway.

Daily Traffic Capacity	Number of Vehicles
To/From Haines – Summer	229
To/From Haines – Winter	129
To/From Skagway - Summer	223
To/From Skagway - Winter	123

Travel Time

The travel times below are for one-way trips and include check in, transit time and ferry loading and unloading times. No delay time is included.

Route	Mainliner	Shuttle
Auke Bay to Haines	7.1 hours	3.8 hours
Auke Bay to Skagway	9.1 hours	4.1 hours

Travel Frequency

Flexibility and opportunity to travel to Haines or Skagway would be determined by the combined frequency of the mainline and fast shuttle ferries. Trip frequency is based on two shuttles operating in the summer and one in the winter.

Auke Bay – Haines or Skagway Average Round Trips

	Per Day	Per Week
Summer	2.3	16
Winter	1.3	9

Costs

Initial Construction

Ferry terminals	\$13 million
Vessel purchase	\$111 million

Total construction \$124 million

Annual Maintenance and Operations

Mainline	\$3.5 million
Juneau shuttle service	\$11.2 million
Haines/Skagway shuttle	\$1.9 million

Total annual M&O \$16.6 million
Estimated 30-year life cycle cost \$495 million

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Projected Travelers' Costs

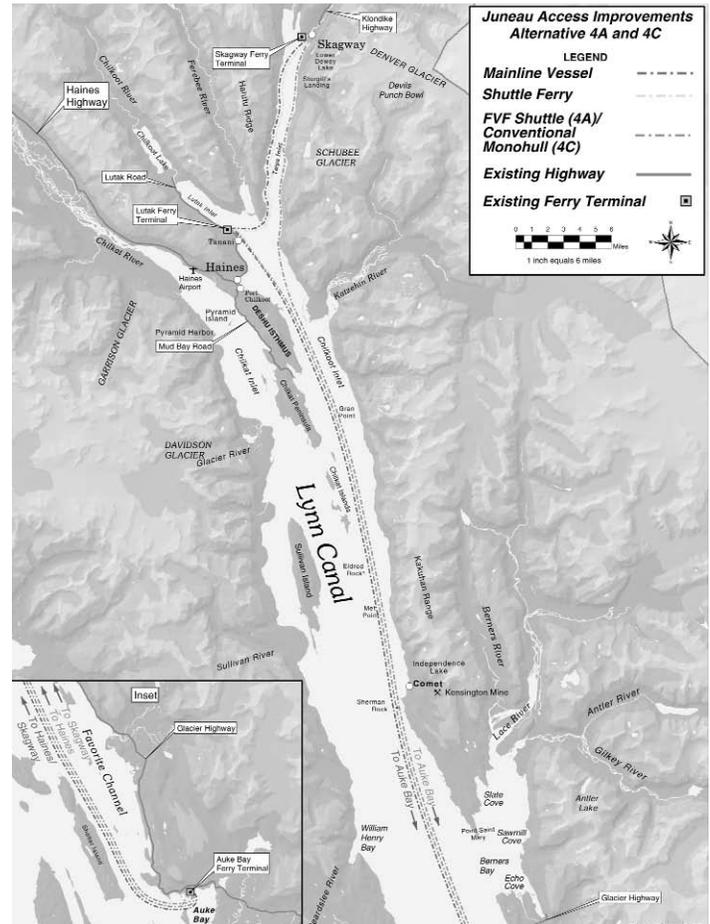
Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines

\$198

Juneau to Skagway

\$261



Alternative 4A Fast Ferry Shuttle Service From Auke Bay – SDEIS Figure 2-9

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section."

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JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 12

JANUARY 2005

Alternative 4B Fast Ferry Shuttle Service from Berners Bay

Description of Alternative 4B

This alternative would extend Glacier Highway 5.2 miles from Echo Cove to Sawmill Cove in Berners Bay. A ferry terminal would be constructed at Sawmill Cove. This alternative would use two high-speed aluminum catamaran shuttle ferries with a minimum speed of 30 knots (34 miles per hour) to provide service from Sawmill Cove to Haines/Skagway in the summer and from Auke Bay to Haines and to Skagway in the winter. Mainline service from Auke Bay to Haines and Skagway would average two trips per week year-round. The Haines/Skagway shuttle service would continue, but the *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

Mainline capacity in Lynn Canal would average 90 vehicles per vessel. The new shuttle ferry serving Haines in the summer would have a 32-vehicle capacity and the new Skagway shuttle ferry would have a 51-vehicle capacity. In the winter, the 32-vehicle ferry would make two trips a day from Auke Bay; one to Haines and one to Skagway. Mainliner capacity is estimated to be split 55 percent to Haines and 45 percent to Skagway.

Daily Traffic Capacity

Daily Traffic Capacity	Number of Vehicles
To/From Haines – Summer	284
To/From Haines – Winter	93
To/From Skagway - Summer	227
To/From Skagway - Winter	87

Travel Time

The travel times below are for one-way trips and include driving time to Sawmill Cove, check in, transit time and ferry loading and unloading times. No delay time is included.

Route	Mainliner	Shuttle
Auke Bay to Haines	7.1 hours	3.5 hours
Auke Bay to Skagway	9.1 hours	3.8 hours

Travel Frequency

Flexibility and opportunity to travel between Auke Bay and Haines or Skagway would be determined by the combined frequency of the mainline and fast shuttle ferries in both summer and winter. Trip frequency is based on two shuttles operating in the summer from Sawmill Cove Ferry Terminal, and one shuttle in the winter from Auke Bay. In the summer, the shuttle ferry to Haines would make four trips per day and the shuttle ferry to Skagway would make two trips per day. In the winter, a single shuttle ferry would make two trips a day from Auke Bay; one to Haines and one to Skagway.

Auke Bay – Haines Average Round Trips

	Per Day	Per Week
Summer	4.3	30
Winter	1.3	9

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Auke Bay – Skagway Average Round Trips

	Per Day	Per Week
Summer	2.3	16
Winter	1.3	9

Costs

Initial Construction

Highway construction cost	\$5 million
Ferry terminals	\$30 million
Vessel purchase	\$102 million

Total construction \$137 million

Annual Maintenance and Operations

Highway	\$19,000
Mainline	\$3.5 million
Juneau shuttle service	\$10.1 million
Haines/Skagway shuttle	\$1.9 million

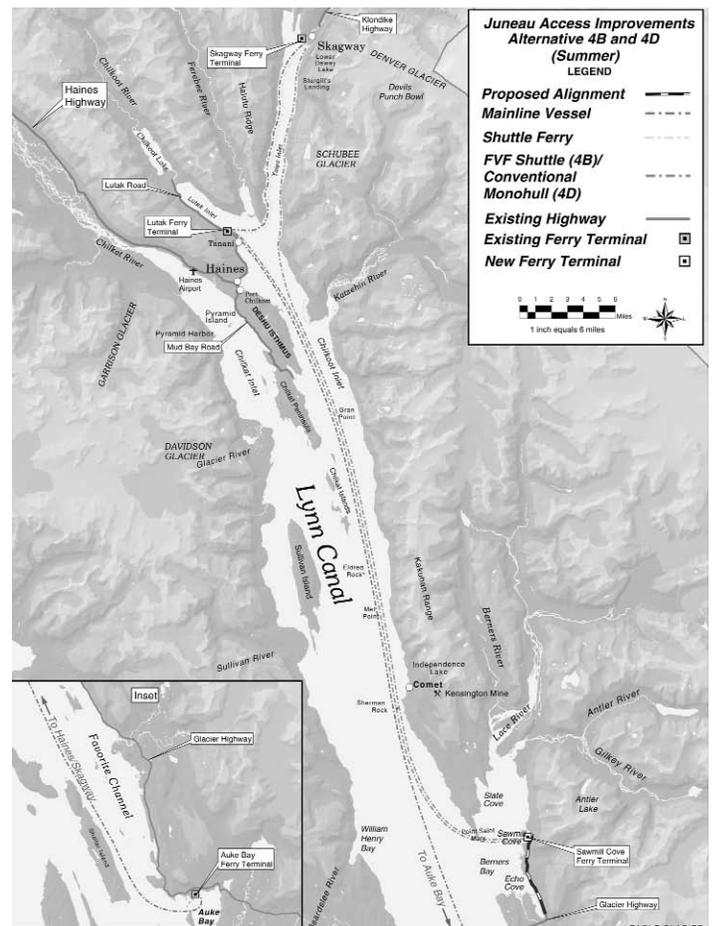
Total annual M&O \$15.5 million

Estimated 30-year life cycle cost \$482 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines	\$113
Juneau to Skagway	\$163



Alternative 4B Fast Ferry Shuttle Service from Berners Bay – SDEIS Figure 2-10

(Summer route shown)

A full-size color version of this map and Winter Route SDEIS figure 2-11 are in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section".

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JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 13

JANUARY 2005

Alternative 4C Conventional Monohull Shuttle Service from Auke Bay

Description of Alternative 4C

This alternative would build two monohull shuttle ferries to operate from Auke Bay to Haines and Skagway. These ferries would operate at about the same speed as mainline vessels, with a minimum speed of 15 knots (17 miles per hour). The shuttles would be dedicated day boats that would run from Auke Bay to Haines or Skagway and then return to Juneau. Mainline service from Auke Bay would continue at an average of two trips per week throughout the year. The Haines/Skagway shuttle would continue but the *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

Both of the shuttle ferries would have a capacity of 63 vehicles. In the summer they would make one trip, with one making a round trip to Haines and the other making a round trip to Skagway. In the winter, a single vessel would operate, alternating between a round trip to Haines one day and a round trip to Skagway the next. Mainliner capacity is estimated to be split 55 percent to Haines and 45 percent to Skagway.

Daily Traffic Capacity

	Number of Vehicles
<i>To/From Haines – Summer</i>	154
<i>To/From Haines – Winter</i>	92
<i>To/From Skagway - Summer</i>	149
<i>To/From Skagway - Winter</i>	86

Travel Time

The travel times below are for one-way trips and include check in, transit time and ferry loading and unloading times. No delay time is included.

Route	Mainliner	Shuttle
<i>Auke Bay to Haines</i>	7.1 hours	6.0 hours
<i>Auke Bay to Skagway</i>	9.1 hours	6.3 hours

Travel Frequency

Flexibility and opportunity to travel between Auke Bay and Haines or Skagway would be determined by the combined frequency of the mainline and shuttle ferries in both summer and winter. Trip frequency is based on two shuttles making one trip per day during the summer in addition to the twice per week mainline trips. In the winter, a single shuttle ferry would alternate daily trips to Haines and Skagway. Mainline service would continue twice per week.

Auke Bay – Haines Average Round Trips

	Per Day	Per Week
<i>Summer</i>	1.3	9
<i>Winter</i>	0.8	5.5

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Auke Bay – Skagway Average Round Trips

	Per Day	Per Week
Summer	1.3	9
Winter	0.8	5.5

Costs

Initial Construction

Ferry terminals	\$13 million
Vessel purchase	\$89 million

Total construction \$102 million

Annual Maintenance and Operations

Mainline	\$3.5 million
Juneau shuttle service	\$6.2 million
Haines/Skagway shuttle	\$1.9 million

Total annual M&O \$11.6 million

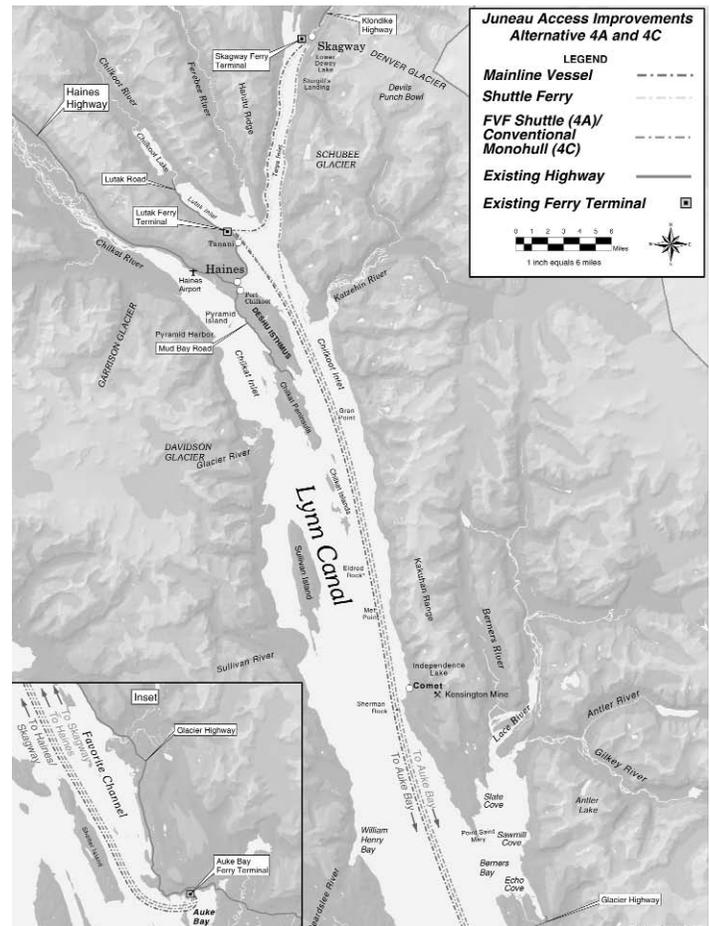
Estimated 30-year life cycle cost \$326 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines \$180

Juneau to Skagway \$237



Alternative 4C Conventional Monohull Shuttle Service from Auke Bay –SDEIS Figure 2-9

A full-size color version of this map is in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section".

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JUNEAU ACCESS IMPROVEMENTS



FACT SHEET 14

JANUARY 2005

Alternative 4D Conventional Monohull Shuttle Service from Berners Bay

Description of Alternative 4D

This alternative would extend Glacier Highway 5.2 miles from Echo Cove to Sawmill Cove in Berners Bay. A twin-berth ferry terminal would be constructed in Sawmill Cove. Two conventional monohull shuttle ferries, with a minimum speed of 15 knots (17 miles per hour), would run from the Sawmill Cove ferry terminal in the summer; one to Haines and one to Skagway. In the winter, only one of these shuttle ferries would operate, leaving from the Auke Bay terminal. Mainline service from Auke Bay would continue at an average of two trips per week throughout the year. The Haines/Skagway shuttle would continue but the *M/V Fairweather* would no longer operate in Lynn Canal.

Traffic Capacity

Both of the shuttle ferries would have a capacity of 45 vehicles. In the summer they would make two trips per day, with one dedicated to Haines and the other to Skagway. In the winter, a single vessel would operate from Auke Bay, alternating between a round trip to Haines one day and a round trip to Skagway the next. Mainliner capacity is estimated to be split 55 percent to Haines and 45 percent to Skagway.

Daily Traffic Capacity

	Number of Vehicles
To/From Haines – Summer	208
To/From Haines – Winter	74
To/From Skagway - Summer	203
To/From Skagway - Winter	68

Travel Time

The travel times below are for one-way trips and include driving times from Auke Bay to the Sawmill Cove ferry terminal, check in, transit time and ferry loading and unloading times. No delay time is included.

Route	Mainliner	Shuttle
Auke Bay to Haines	7.1 hours	5.0 hours
Auke Bay to Skagway	9.1 hours	5.3 hours

Travel Frequency

Flexibility and opportunity to travel between Auke Bay and Haines or Skagway would be determined by the combined frequency of the mainline and shuttle ferries in both summer and winter. The two shuttles based in Sawmill Cove would each make two trips per day during the summer in addition to the twice per week mainline trips from Auke Bay. In the winter, a single shuttle ferry would operate from Auke Bay, alternating daily trips to Haines and Skagway. Mainline service would continue twice per week to both Haines and Skagway.

A Fact Sheet is provided for each of the alternatives included in the Supplemental Draft Environmental Impact Statement. These fact sheets include a description of the alternative with a map, and information on traffic capacity, travel time, travel frequency and cost. Social, physical, biological and environmental issues associated with alternatives are described separately.

Auke Bay – Haines Average Round Trips

	Per Day	Per Week
Summer	2.3	16
Winter	0.8	5.5

Auke Bay – Skagway Average Round Trips

	Per Day	Per Week
Summer	2.3	16
Winter	0.8	5.5

Costs

Initial Construction

Highway construction cost	\$5 million
Ferry terminals	\$30 million
Vessel purchase	\$63 million

Total construction \$98 million

Annual Maintenance and Operations

Highway	\$19,000
Mainline	\$3.5 million
Juneau shuttle service	\$5.9 million
Haines/Skagway shuttle	\$1.9 million

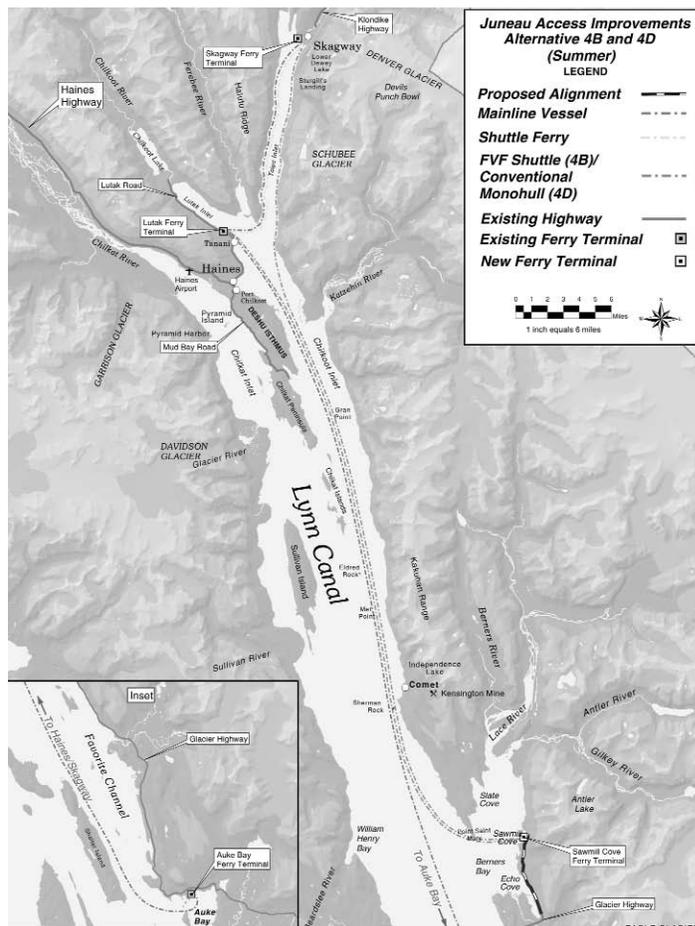
Total annual M&O \$11.3 million

Estimated 30-year life cycle cost \$313 million

Projected Travelers' Costs

Average out of pocket travelers' costs for a family of four, (two adults, one child over the age of 12, and one child under the age of 12) one way, in a 19-foot vehicle.

Juneau to Haines	\$103
Juneau to Skagway	\$149



Alternative 4D Conventional Monohull Shuttle Service from Berners Bay – SDEIS Figure 2-10

(Summer route shown)

A full-size color version of this map and Winter Route SDEIS Figure 2-11 are in the SDEIS and can be viewed online at juneauaccess.alaska.gov or at the locations listed in the "for more information section".

For more information:

The Supplemental Draft Environmental Impact Statement is available free of charge on CD and on the Juneau Access project web site at juneauaccess.alaska.gov. Bound versions are available upon request and are also available for review at the Juneau, Douglas, Mendenhall Valley, Haines, and Skagway public libraries and at the Juneau project information office located in the Mendenhall Mall, 9105 Mendenhall Mall Road, Suite 330, Juneau. For CDs or more information call Deborah Holman at the Alaska Department of Transportation & Public Facilities, 907-465-1828 or visit the project web site.

To submit your comments:

Please send your comments on the Supplemental Draft EIS to: Reuben Yost, DOT&PF Southeast Region, 6860 Glacier Highway, Juneau, AK 99801. Or submit email comments on the project web site, juneauaccess.alaska.gov. Please include your name, address and contact phone number on both letters and emails. Comments must be received by 4:30 p.m., March 21, 2005.

