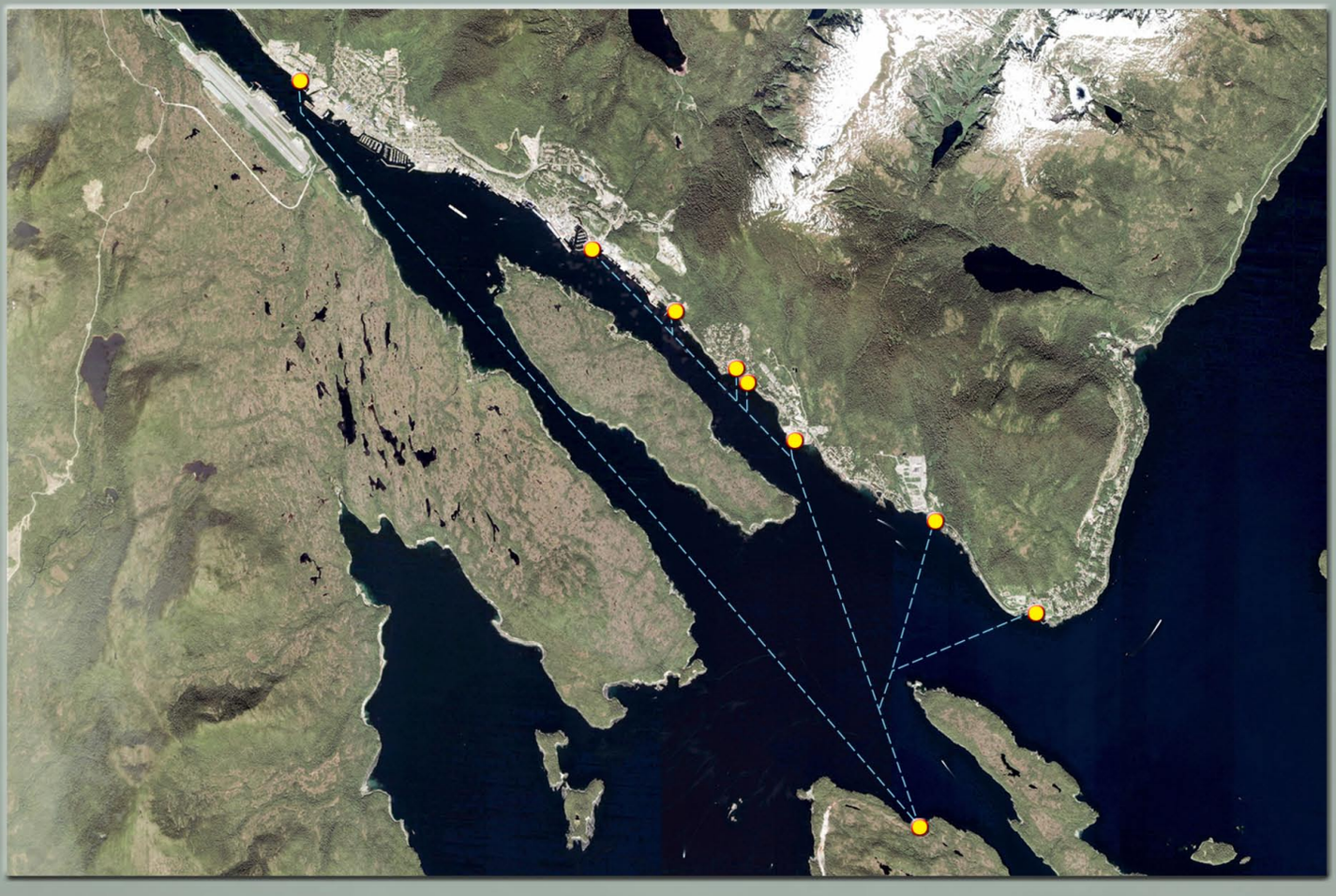
FINAL

South Tongass Highway
Ferry Terminal Site Reconnaissance Study



Prepared by

CH2MHILL

November 2010

SOUTH TONGASS HIGHWAY

FERRY TERMINAL SITE RECONNAISSANCE STUDY

Project 68336

Final

November 2010

PREPARED BY:
CH2M HILL
Authors:
Douglas R. Playter, P.E.
Alisa J. Swank

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INTRODUCTION

The South Tongass Highway Ferry Terminal is a key component of the Walden Point Road Project to increase the level of ferry service between Metlakatla and Ketchikan. A shorter ferry connection allows more frequent service and delivery of greater capacity per shuttle ferry over a given period. The South Tongass Highway Ferry Terminal would shorten ferry transit times and allow more frequent, day-boat, service between Ketchikan and the community of Metlakatla (Figure 1).

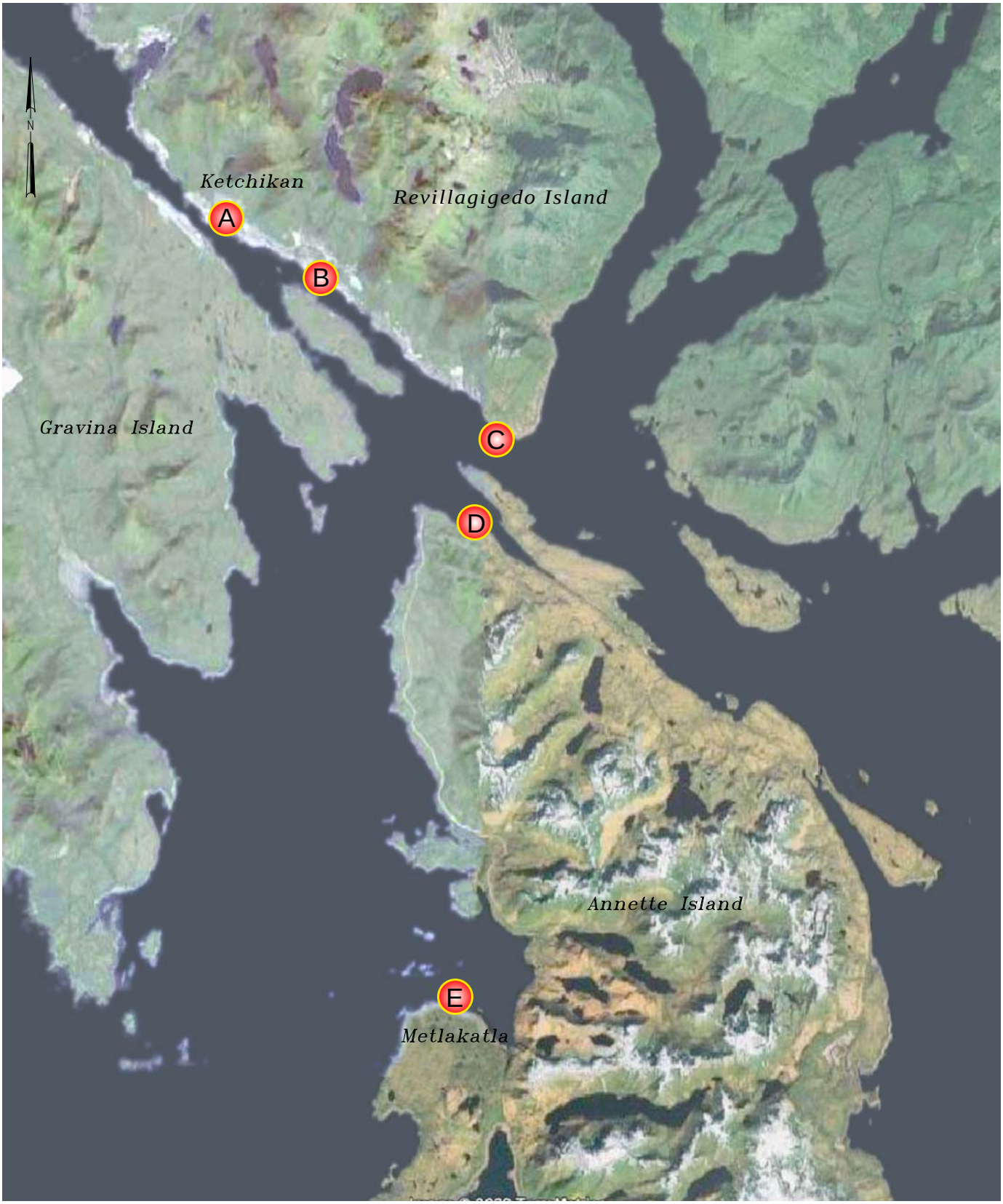
Service to Metlakatla currently is provided from the existing Ketchikan Ferry Terminal via a 90-minute crossing on the M/V *Lituya*. The current service level is two round trips per day, 5 days per week.

In a related project, the Alaska Department of Transportation and Public Facilities (DOT&PF), with funding from the Federal Transit Administration (FTA), is constructing the Annette Bay Ferry Terminal at the end of Walden Point Road. This new terminal on Annette Island, in combination with construction of a new terminal along the South Tongass Highway between Thomas Basin and Mountain Point (Figure 2), has the potential to shorten crossing time to a minimum of approximately 15 minutes. The shortened crossing time would allow for additional crossings during a day.

In June 2008, DOT&PF began the current project (68336 KTN – South Tongass Highway Ferry Terminal) to evaluate and potentially construct a new shuttle ferry terminal along the portion of South Tongass Highway, shown in Figure 2. The initial phase of the project includes a reconnaissance survey that:

- Identifies candidate sites
- Evaluates sites for their ability to meet the engineering design criteria
- Evaluates the wind and wave constraints at each candidate site
- Evaluates sites for possible environmental issues including social, biological, and regulatory requirements
- Provides an overall analysis of the candidate sites to assist DOT&PF in determining the more viable sites to evaluate under the National Environmental Policy Act (NEPA) documentation process required for federally funded projects

This report provides the results of this initial phase of the South Tongass Highway Ferry Terminal Project. It describes the general process used to identify and examine potential terminal sites along the South Tongass Highway between Thomas Basin and Mountain Point, presents the screening criteria employed, summarizes the results of site screening, and offers a recommendation for the site(s) to take forward to the environmental process.



A Existing Ketchikan Terminal
B Thomas Basin
C Mountain Point
D New Annette Bay Terminal
E Metlakatla Terminal

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Figure 1
PROJECT VICINITY
South Tongass Highway
Ferry Terminal
Reconnaissance Study
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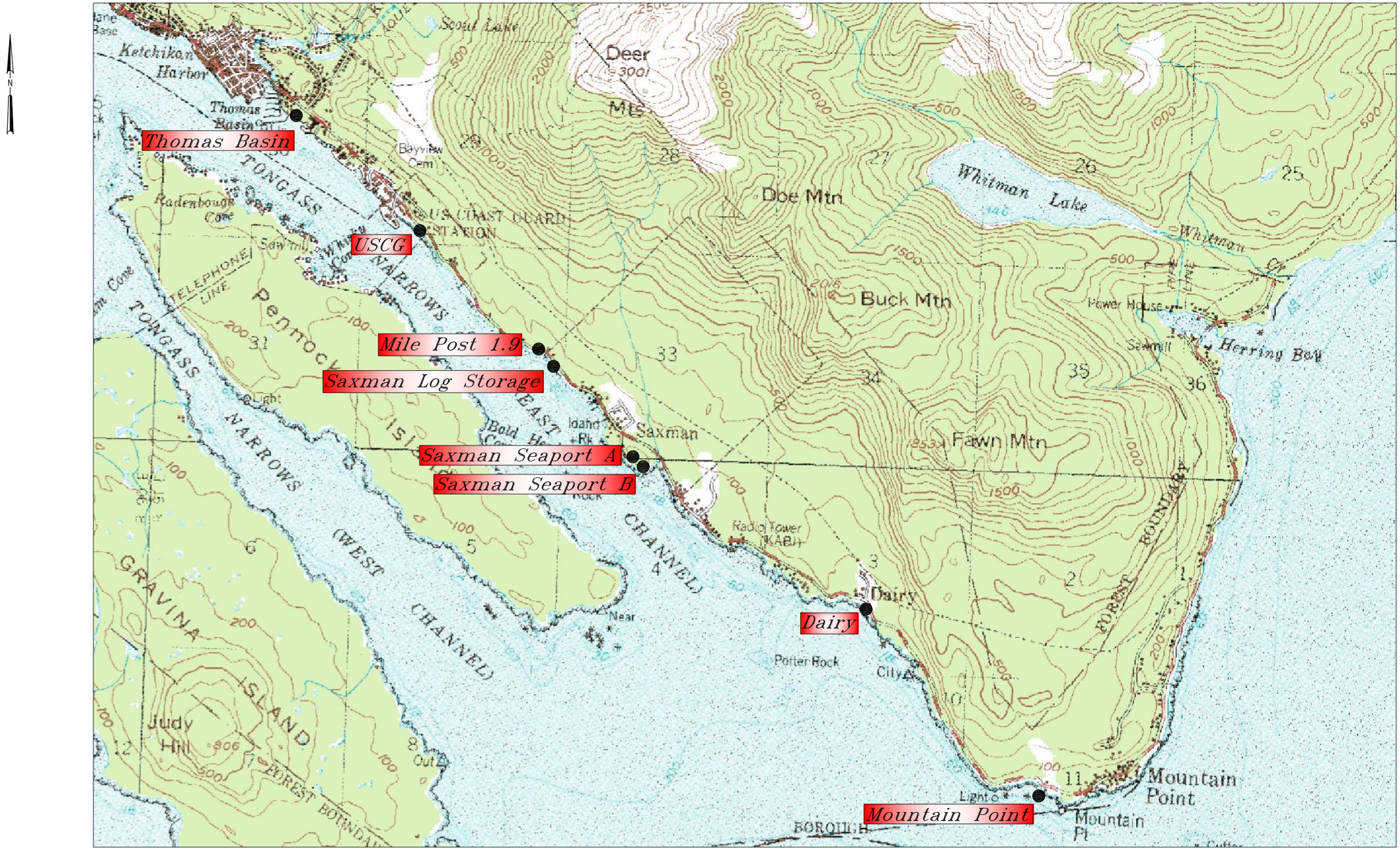

Figure 2
RECONNAISSANCE SITES
South Tongass Highway
Ferry Terminal
Reconnaissance Study
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PURPOSE AND NEED

Purpose

The purpose of the South Tongass Highway Ferry Terminal project is to construct a new AMHS ferry terminal along the South Tongass Highway somewhere between Thomas Basin and Mountain Point. This terminal would be a single berth end-load terminal and would be capable of accommodating:

- Day-boat Alaska Marine Highway System (AMHS) shuttle ferry (*Lituya*) service between Ketchikan and Metlakatla
- Overnight tie-up capability for the *Lituya*
- Shortening the ferry link and supporting more frequent ferry service between Metlakatla and Ketchikan.

Needs

There are multiple needs for providing a new marine terminal facility south of Ketchikan along the South Tongass Highway.

- To meet the goals of the Southeast Transportation Plan and the Walden Point Road Project
  - To reduce AMHS operating costs
  - To reduce travel time, increase frequency of service, and capacity
  - To provide the flexibility to add more runs without adding operating costs
- To reduce exposure to rough water conditions
- To reduce future congestion at the existing Ketchikan (KTN) Ferry Terminal.
- To minimize travel through the reduced 7-knot speed zone in the Tongass Narrows
- To fulfill the Memorandum of Agreement (MOA) between the US Department of Defense, the Metlakatla Indian Community, the Bureau of Indian Affairs, DOT&PF, the Federal Highway Administration, and the Alaska National Guard. This MOA included design and construction of a 14-mile road on Annette Island from Metlakatla to Walden Point, a ferry terminal at Walden Point, and a ferry terminal south of the Ketchikan Ferry Terminal. This MOA was originally signed in 1997 and was most recently extended in 2006 (see Appendix A), identifies the following as responsibility of the DOT&PF:
  - Fund, design and construct two ferry terminals
  - Prepare environmental documentation and obtain necessary permits for construction of the ferry terminals.

- To date, the Walden Point Road on Annette Island has been constructed by other parties to the MOA and will be completed in 2011.

Background

Based on the 2008/2009 AMHS schedule, the *Lituya* serves the communities of Metlaktla and Ketchikan ten times weekly (two round trips per day, Thursday through Monday) during the summer and winter months. Service is via a 90–minute sailing through the west channel of Tongass Narrows, between Pennock and Gravina Islands. Vessel speed is 12 knots for the majority of the run, and slows to seven knots in the west channel approximately three-quarters of the way up Pennock Island.

DOT&PF investigated options to improve public service, bearing in mind State legislative direction to reduce operating costs. The operating cost of the shuttle ferry on this run is the sum of crew labor hours and fuel cost. By shortening the ferry run from 90 minutes to approximately 15 to 30 minutes, AMHS has an opportunity to save both labor and fuel cost per trip. Additionally, as seasonal demand dictates they could increase service and revenue by adding runs, without increasing labor cost, during a given work shift. For example, additional runs could be added in the summer months to support tourism demand.

Shorter and more frequent runs will increase the opportunity to travel between Ketchikan and Metlakatla. This should have a positive effect on economies of both communities as travel between them will become easier.

Using the new terminal in Annette Bay on the east side of Annette Island greatly reduces the distance of open water the ferry would travel through Nichols Passage between Metlaktla and the south end of Gravina Island. This should increase passenger comfort and safety on the run.

The congestion at the downtown terminal with the Interisland Ferry Authority (IFA) ferries will be eased. Berth 3 is essentially operating at capacity with the *Lituya* in Berth 3 from 9:30am to 10:30am and again from 3:30pm to 4:30pm, and the IFA ferry there from 11am to 3:30pm. If either route were to add service, Berth 3 would not be able to accommodate it without operational modifications such as having the IFA ferry vacate the berth during the middle of day between noon and 2:30pm. With operational modifications, another one to two landings for the *Lituya* would be allowed.

PRELIMINARY RECONNAISSANCE STUDY

Ferry Terminal Site Investigation

The reconnaissance study area for the ferry terminal site investigation ranged from Thomas Basin to the northwest to Mountain Point to southeast. Thomas Basin is approximately 2.6 miles from the existing Ketchikan Ferry Terminal and Mountain Point is approximately 7.8 miles. Therefore, the study area is 5.2 miles along the South Tongass Highway.

Study Region

The Ketchikan Gateway Borough, population approximately 14,070 (Census, 2000), is situated near the southwest tip of Revillagigedo Island along the Tongass Narrows in Southeast Alaska. Located approximately 98 miles south of the City of Petersburg and 235 miles south of Juneau, the Ketchikan Gateway Borough is not road connected with any other communities in Southeast Alaska. Scheduled airline service, AMHS, and IFA vessels provide access to and from Ketchikan.

The Community of Metlakatla, population approximately 1,396 (Census, 2000), is situated on the west side of Annette Island, approximately halfway up the 20-mile-long island, along Nichols Passage. The distance from Metlakatla to Ketchikan is approximately 17.8 miles (15.5 nautical miles). Based on the 2009 winter and summer AMHS schedule, service linking Metlakatla and Ketchikan consists of two northbound and two southbound sailings on the *Lituya*, 5 days per week. The vessels run Thursday through Monday each week departing Metlakatla at 8am and 2pm, and departing Ketchikan at 10:30am and 4:30pm. The AMHS ferry runs through Nichols Passage and along the west channel of Tongass Narrows between Gravina and Pennock Islands. The sailing time between Metlakatla and Ketchikan via this route is 90 minutes.

Road System

The South Tongass Highway (CDS #291400), State Route 7, connects the study area to Ketchikan. The total length of the road from the existing Ketchikan Ferry Terminal to Beaver Falls Access is approximately 15.5 miles. From the Ketchikan Ferry Terminal to Mile 1.1, the highway has 11- to 12-foot-wide lanes without shoulders. At Mile 1.1 the highway transitions to a 28-foot-wide section consisting of two 12-foot-wide lanes and 2-foot-wide shoulders. The speed limit in this section is 45 mph with the exception of the 30-mph zone between Mile 1.5 and Mile 2.5. The highway transitions to an unpaved section at Mile 8.5 and continues unpaved to Beaver Falls Access at Mile 13.2.

The South Tongass Highway is the main arterial connecting downtown Ketchikan with all points south. Key points of interest include the downtown business district, the cruise ship docks, Thomas Basin marina, United States Coast Guard (USCG) Station, Saxman, and the Mountain Point small boat launch.

Land Ownership

Major land owners within the study area are the City of Ketchikan, City of Saxman, Ketchikan Gateway Borough, USCG, Alaska Department of Natural Resources (ADNR), and Tongass National Forest (Figure 3).

Existing Land Use

The study area (see Figures 2 and 3) consists of a combination of business, industrial, and private ownership. Generally the area out to the city limits at Mile 1.3 just south of the USCG Station is highly developed. Beyond Mile 1.3 the South Tongass Highway winds primarily through a residential zone of mostly single-family houses with the exception of the industrial area on the water at Saxman Seaport. The water (west) side of the South Tongass Highway is dotted with many waterfront homes with southwest views. There are parks at Thomas Basin and Saxman (Saxman Totem Park), and a public small boat launch facility at Mountain Point owned by the Alaska Department of Fish and Game (ADF&G).

Existing Utilities

The Thomas Basin and USGS sites are served by Ketchikan Public Utilities (KPU) for water and power; wastewater is handled by the City of Ketchikan. Between the Ketchikan city limits at Mile 1.3 and the Saxman city limits at Mile 2 power is supplied by KPU, however, there are no community water or wastewater systems. Within Saxman, water and wastewater are provided by the City of Saxman, and power is supplied by KPU. South of Saxman out to Mountain Point, water and wastewater are provided by the Ketchikan Gateway Borough, and power is supplied by KPU.

Preliminary Site Investigation

The reconnaissance process was started with a site visit to Ketchikan on April 6, 2009. The reconnaissance team included two project staff members from DOT&PF and two from CH2M HILL. The team is listed below.

Name	Title
Bern Savikko, P.E., DOT&PF	Marine Engineering Manager
Jane Gendron, DOT&PF	Environmental Specialist 3
Doug Playter, P.E., CH2M HILL	Project Manager
Alisa Moffat, CH2M HILL	Environmental Lead

The purpose of the site visit was to examine in person the sites representing the collective knowledge of DOT&PF to this point. During the visit, a new site at Dairy was observed as having potential. Previously a mobile home park, the site is now a relatively large, level and recently vacant parcel with good highway access. All of the locations included in this study were determined by the team to have enough positive attributes to warrant being carried forward in this study.

The consultant team prepared and circulated for review with DOT&PF and AHMS a technical memorandum titled "DRAFT South Tongass Highway Ferry Terminal Project Design and Evaluation Criteria," May 1, 2009 (CH2M HILL, 2009). This technical memorandum documented the initial site visit and established the evaluation criteria for the potential terminal sites included in this study.

The seven locations identified in the original site visits were included in the first draft of the South Tongass Highway Ferry Terminal Site Reconnaissance Study, June 2009. After publication of the June 2009 draft reconnaissance study, a new location was identified that straddles the Saxman city limits along the South Tongass Highway. This location was reviewed with the DOT&PF project team and the decision was made to include this new location, entitled Mile 1.9, in this current draft of the reconnaissance study. The total number of terminal locations under consideration in this study is now eight.

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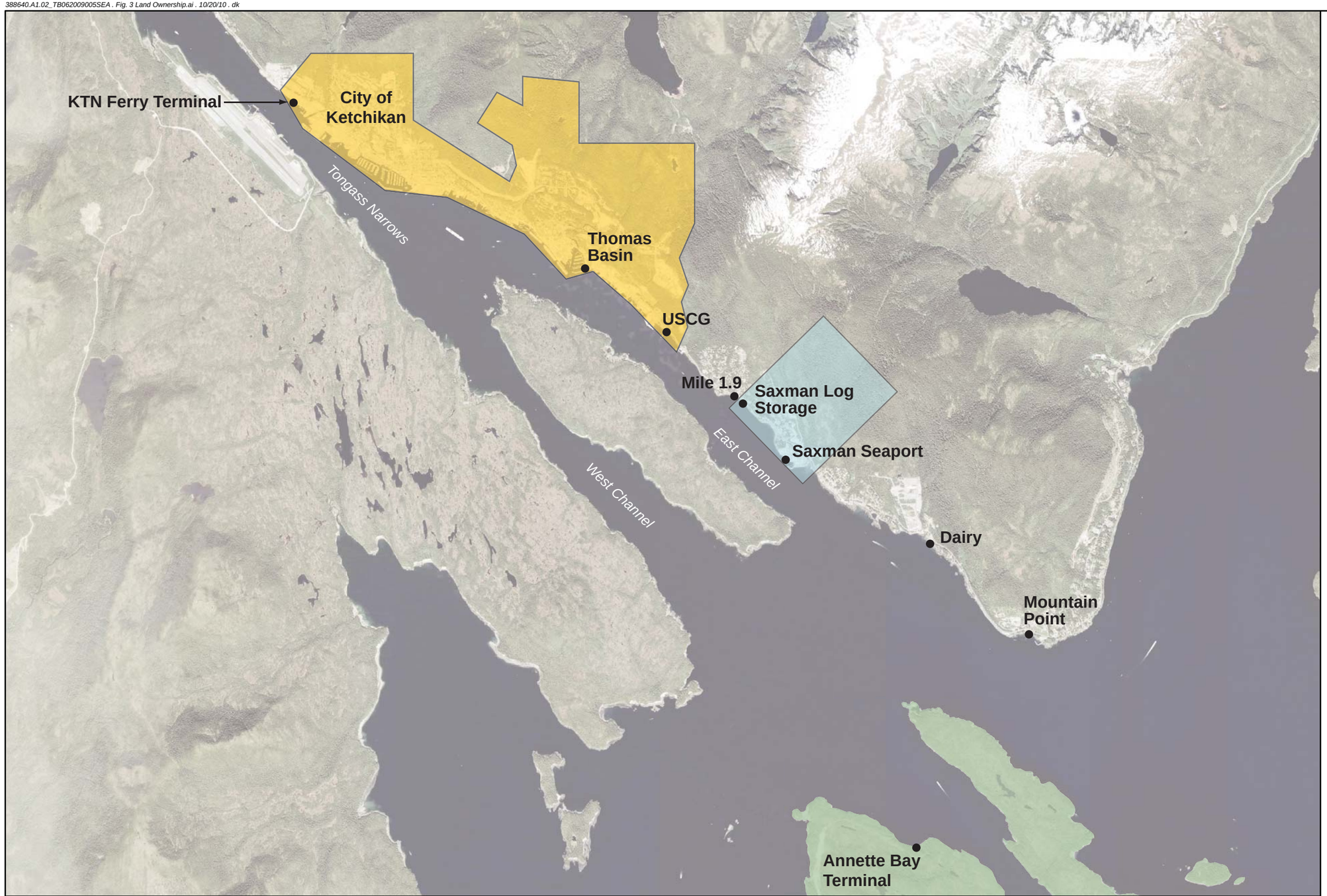

LEGEND

- City of Ketchikan
- City of Saxman
- Annette Island
- Ketchikan Gateway Borough

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Figure 3
LAND OWNERSHIP
South Tongass Highway
Ferry Terminal
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CONCEPTUAL TERMINAL LAYOUTS

Conceptual terminal layouts were prepared to assist the DOT&PF team in evaluating, from preliminary engineering and environmental perspectives, the eight locations carried forward from the preliminary site investigation. The first task in the development of the conceptual terminal layouts was to identify terminal design criteria. Developed independent of funding constraints, the basic criteria reflect an ideal ferry terminal operational scenario. Using ideal operational criteria to develop the facility allowed for costs and environmental impacts to be understood early in the project. This process was carried out with the cooperation of DOT&PF and AMHS staff from several departments including Planning, Design, Operations, and Environmental. The following information lists the design criteria used in the conceptual layouts.

Ferry Terminal Design Criteria

The Ferry Terminal Design Criteria shown in Table 1 were supplied by DOT&PF and AMHS. These were used to develop the conceptual layouts of the ferry terminals at all sites under consideration.

Roadway Design Criteria

Depending on the preferred location of the terminal, a minor amount of approach roadway construction may be necessary. Factors considered in the selection of the design criteria include the functional classification, terrain classification, design speed, and Annual Average Daily Traffic (AADT). Future AADT (year 2030) increase is based on two to four ferry sailings per day. Given the maximum amount of vehicles per day is 18 vehicles in each direction times the number of sailings, additional traffic on the South Tongass Highway resulting from the proposed ferry terminal relocation is estimated to reach 72 to 144 vehicles per day by 2030.

Table 2 presents values established for the South Tongass Highway, based on the guidelines presented in the 2004 American Association of State Highway and Transportation Officials (AASHTO) publication*, A Policy on Geometric Design of Highways and Streets.*

Based on the design criteria presented in Table 2, the cross-sectional and alignment elements presented in Table 3 are proposed for the South Tongass Highway Ferry Terminal approach roadway. The terminal approach roadway will have a 30-mile-per-hour (mph) design speed for the access road and a maximum grade of 7 percent.

TABLE 1 **Ferry Terminal Design Criteria**

Design Criteria		Details
Vessel		
Primary	M/V *Lituya*	Length 181', Beam 50', Draft 10.5'
Secondary/Relief	M/V *Stikine* or M/V *Prince of Wales*	Length 198', Beam 53', Draft 11'
Uplands		
Staging area	500 lane ft., paved	25 vehicles at 20' per vehicle used for site comparison purposes. Length can be modified during final design.
Short-Term parking	30 spaces	Include a bus turning area
Long-Term parking	None	
Terminal Facilities		
Passenger waiting	600 sq. ft.	In terminal building
Public toilets	Yes	In terminal building
Tickets	Yes	In terminal building
Office	Yes	In terminal building
Baggage cart	Yes	
Maintenance	Yes	Building maintenance
Utilities		
Water	Yes	Local
Sewer	Yes	Local
Fuel	Yes	Fuel pipe
Electric	Yes	Local
Operations		
Sailings	5/7 days	Overnight berth backup
Moorage	End-load berth	Provide all tide moorings
Line handlers	Yes	
Supplies	Yes	
Services	Yes	
Snowplow	No	Contract for service

TABLE 1 **Ferry Terminal Design Criteria**

Design Criteria		Details
Ramp staff	No	Operated from ferry
Lighting	Yes	Local utility
Miscellaneous		
Refrigerated vans	No	No hookups
Handicap vehicle	Van/golf cart	Ashore use only
Security	None	Close gate to transfer bridge
Skiff float	No	

TABLE 2 **Roadway Design Criteria Based on 2004 AASHTO Guidance**

Criteria Type	Designation
Functional Classification	Rural Arterial
Design Vehicle	WB-50 = 18-wheeler
Design Speed	50 miles per hour
Annual Average Daily Traffic	> 400 vehicles
Terrain	Rolling

TABLE 3 **Roadway Design Criteria – Cross Section and Alignment Elements**

Criteria Type	Designation
Width of Traveled Way	24 feet
Width of Shoulder	2 feet
Total Pavement Width	28 feet
Maximum Grade	7 percent

Conceptual Terminal Designs

Thomas Basin: The conceptual terminal plan for the Thomas Basin site is shown in Figure 4. Access to the terminal site begins at East Street (approximately Mile 0.3 on the South Tongass Highway). The access road alignment follows East Street and encroaches on the University of Alaska property as well as altering the access to the marina and Ketchikan Creek Corridor Trail on the breakwater. The terminal facility layout was prepared in accordance with the design criteria. It has been located partially on existing uplands but will require a trestle extension to reach berthing depths. The shape of the terminal area was defined as a narrow rectangle with the long axis oriented along East Street.

To minimize navigational impacts to the adjacent docks east of this location, the slip has been oriented parallel to the breakwater. This orientation also takes advantage of the reasonable depths between -20 feet and -60 feet mean lower low water (MLLW) for constructing the berthing structures. Note that all references to elevation throughout this report are in terms of MLLW.

United States Coast Guard: The conceptual plan for the USGS site is shown in Figure 5. Due to its location directly on the South Tongass Highway (approximately Mile 1.1), access road construction is not necessary. Because the South Tongass Highway is relatively high off the water in this location (approximately +40 feet), the terminal is a 400-foot-long rectangle. This ensures the constant slope down the long axis of the terminal is not greater than 4 percent. The terminal building and bridge seat would be at an elevation of +25 feet. The terminal layout is basically the same as the Thomas Basin site with the same circulation pattern and general shape. The terminal would be constructed over the existing rubble mound breakwater. Fill and riprap would be placed out to the -20-foot contour and then a transition to a trestle on piling would be made. The new terminal would take the place of the floating breakwater currently at this location.

The ferry slip is oriented along the Tongass Narrows with approximately the same orientation as the USGS slip. This orientation takes advantage of the reasonable depths for constructing the berthing structures and allows docking approaches into the southeast winds.

Mile 1.9: The conceptual plan for the Mile 1.9 site is shown in Figure 6-1. Due to its location directly on the South Tongass Highway (approximately Mile 1.9), access road construction is not necessary. This location's terminal layout is approximately 300 feet long and has three holding lanes. The average profile grade is 3.3 percent with constant slope from +35 feet at the highway to +25 feet at transfer span seat. The parking at the terminal is at 90 degrees with a center aisle and 15 spaces on each side. The terminal would be constructed about half on existing ground and half on in-water fill with riprap.

The ferry slip is oriented along the Tongass Narrows extending from the southeast to the northwest. This orientation takes advantage of the reasonable depths for constructing the berthing structures. Docking approaches in the southeast winds would require a backing maneuver into the slip.

Saxman Log Storage: The conceptual plan for the Saxman Log Storage site is shown in Figure 6-2. Due to its location directly on the South Tongass Highway (approximately Mile 2.1), access road construction is not necessary. Because the South Tongass Highway is relatively low

off the water in this location (+35 feet), the terminal is a 250-foot-long rectangle and has four holding lanes. This ensures the constant slope down the long axis of the terminal is not greater than 4 percent. The parking at the terminal is at 90 degrees with a center aisle and 15 spaces on each side. Fill and riprap would be placed out to the -20-foot contour and then a transition to a trestle on piling would be made.

The ferry slip is oriented along the Tongass Narrows with approximately the same orientation as the USGS slip. This orientation takes advantage of the reasonable depths for constructing the berthing structures and allows docking approaches into the southeast winds.

Saxman Seaport A: The conceptual plan for the Saxman Seaport A site is shown in Figure 7. Access to the terminal site begins at the Seaport Entrance (approximately Mile 2.7 on the South Tongass Highway). Starting at the Seaport Access Road, the access would then wind through the property behind the main building. Surfacing improvements would be needed. The terminal layout at this location is approximately 300 feet long and has three holding lanes. This layout takes the best advantage of existing space. The parking at the terminal is at 90 degrees with a center aisle and 15 spaces on each side. The terminal would be constructed about half on existing ground and half on in-water fill.

The ferry slip is oriented along the Tongass Narrows extending from the southeast to the northwest. This orientation takes advantage of the reasonable depths for constructing the berthing structures. Docking approaches in the southeast winds would require a backing maneuver into the slip. The existing Seaport breakwater may provide some level of protection.

Saxman Seaport B: The conceptual plan for the Saxman Seaport B site is shown in Figure 8. Access to the terminal site begins at the Seaport Entrance (approximately Mile 2.7 on the South Tongass Highway). The Seaport Access Road descends gradually to a level parking area that adjoins an existing barge ramp. The terminal layout at this location is approximately 300 feet long and has three holding lanes. This layout takes the best advantage of existing space. The parking at the terminal is at 90 degrees with a center aisle and 15 spaces on each side. The terminal would be constructed on existing ground with access road and surfacing improvements required.

The ferry slip is located behind the existing breakwater and oriented east to west. There is adequate depth for the ferry. This project would install a new ramp float and all new mooring structures, including both fixed pile dolphins and floating fenders.

Dairy: The conceptual plan for the Dairy site is shown in Figure 9. Access to the terminal site begins where the old South Tongass Highway forks off from the new South Tongass Highway alignment at approximately Mile 4.0. This alternative assumes the residences east of the terminal site can access their property from the east entrance to the old highway. The terminal area would be constructed entirely on level uplands, with surfacing improvements needed. The terminal layout at this location is approximately 300 feet long and has three holding lanes. This layout takes the best advantage of existing highway right-of-way (ROW). The parking at the terminal is at 90 degrees with a center aisle and 15 spaces on each side.

The ferry slip is oriented along the Tongass Narrows extending from the northwest to the southeast. Due to location of the -20 foot contour a considerable distance offshore, access to this slip will require a trestle approximately 500 feet long. This orientation takes advantage of the

reasonable depths for constructing the berthing structures and allows docking approaches into the southeast winds. Due to the exposure at this site, floats would not be feasible. The transfer span would adjust with a lift system rather than a float, and the breasting dolphins would all be fixed structures.

Mountain Point: The conceptual plan for the Mountain Point site is shown in Figure 10. Due to its location directly on the South Tongass Highway access road construction is not necessary. Because the South Tongass Highway is relatively high off the water in this location (+40 feet), the terminal is a 400-foot-long rectangle. This ensures the slope along the long axis of the terminal is not greater than 4 percent. The terminal building and bridge seat would be at +25 feet. The terminal layout is basically the same as the Thomas Basin site with the same circulation pattern and general shape. Fill and riprap would be placed out to the -20-foot contour and then a transition to a trestle on piling would be made.

The ferry slip is oriented along the Tongass Narrows extending from the southeast to the northwest. This orientation takes advantage of the reasonable depths for constructing the berthing structures. Docking approaches in the southeast winds would require a backing maneuver into the slip. Due to this site's exposure, floats would not be feasible. The transfer span would adjust with a lift system rather than a float, and the breasting dolphins would all be fixed structures.

N

0 100 200
SCALE IN FEET

CONTOUR	DEPTH
	0 to -20
	-20
	-20 to -50
	-50
	-50 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

KEY MAP

0 1/4 1/2
SCALE IN MILES (APPROX.)

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CH2MHILL

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*
PATH: *388640 TBasin-01.dwg [PLOT] October 20, 2010 - 7:04am*
PLOT:

Figure 4

Thomas Basin - Conceptual

South Tongass Highway
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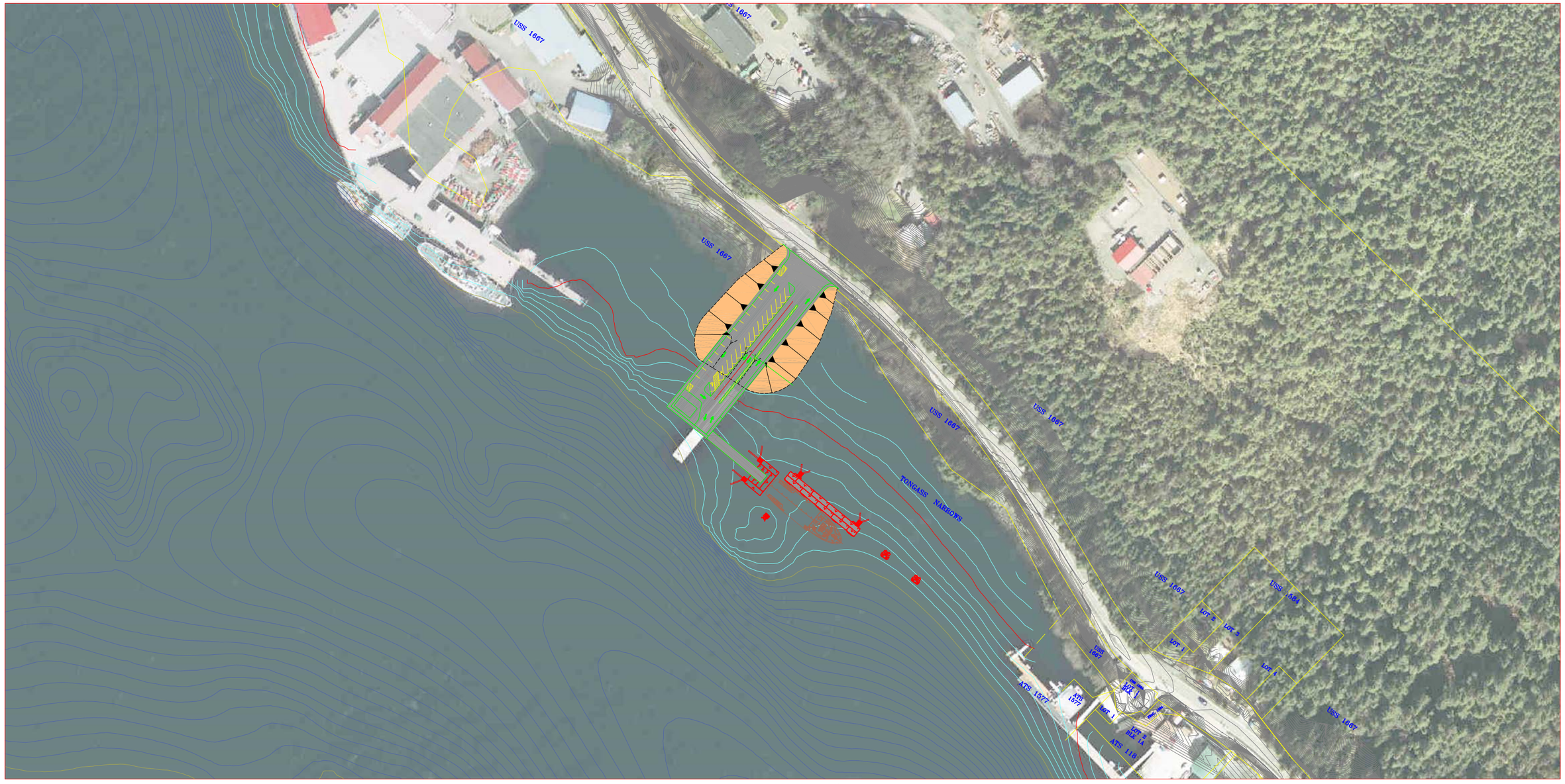

KEY MAP

0 1/4 1/2

SCALE IN MILES (APPROX.)

N

0 100 200

SCALE IN FEET

CONTOUR	DEPTH
	0 to -20
	-20
	-20 to -50
	-50
	-50 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

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Figure 5

USCG - Conceptual

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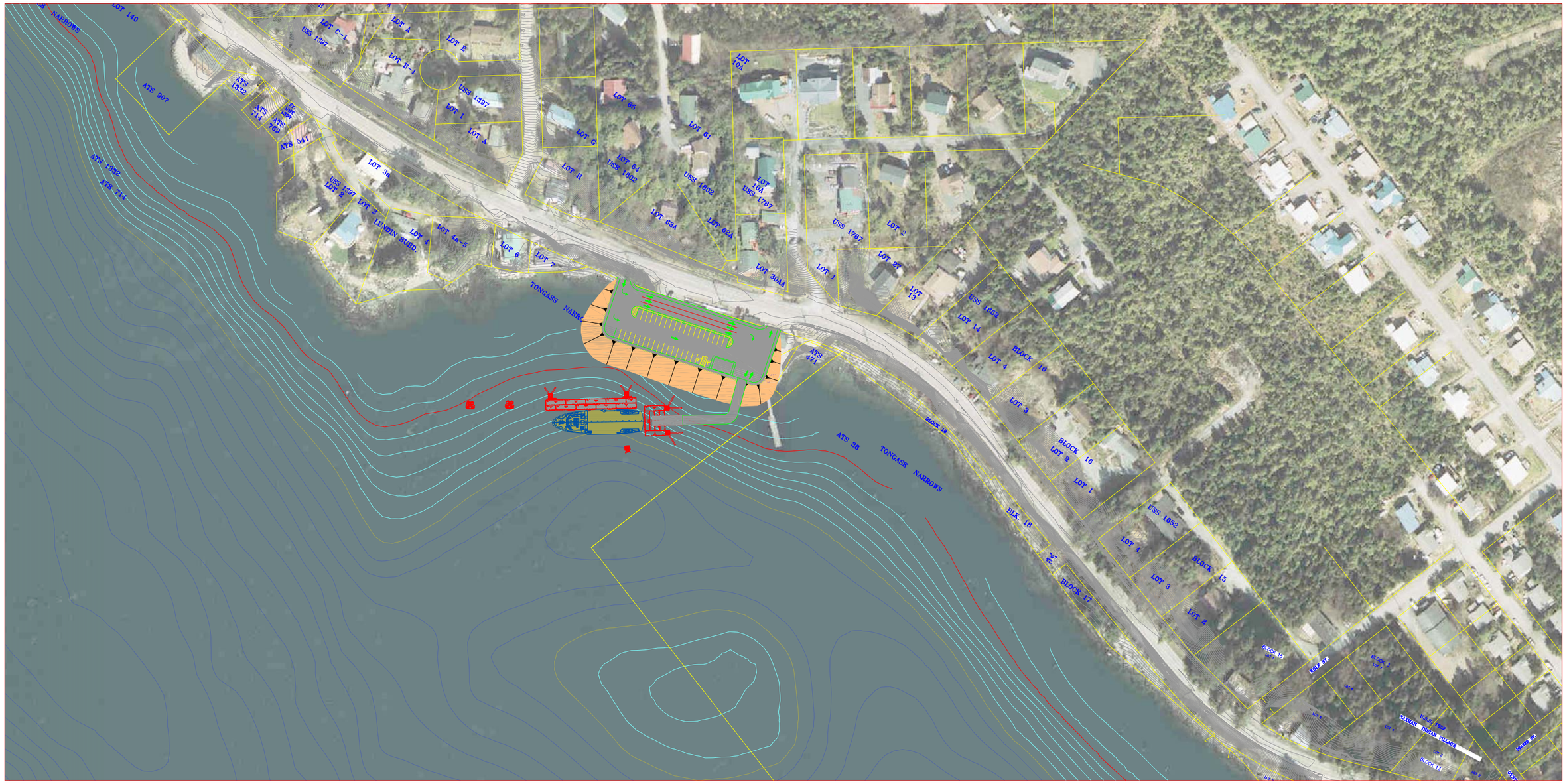

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SCALE IN MILES (APPROX.)

N

0 100 200

SCALE IN FEET

CONTOUR	DEPTH
	0 to -20
	-20
	-20 to -50
	-50
	-50 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

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PLOT:

Figure 6.1

Mile Post 1.9 Site - Conceptual

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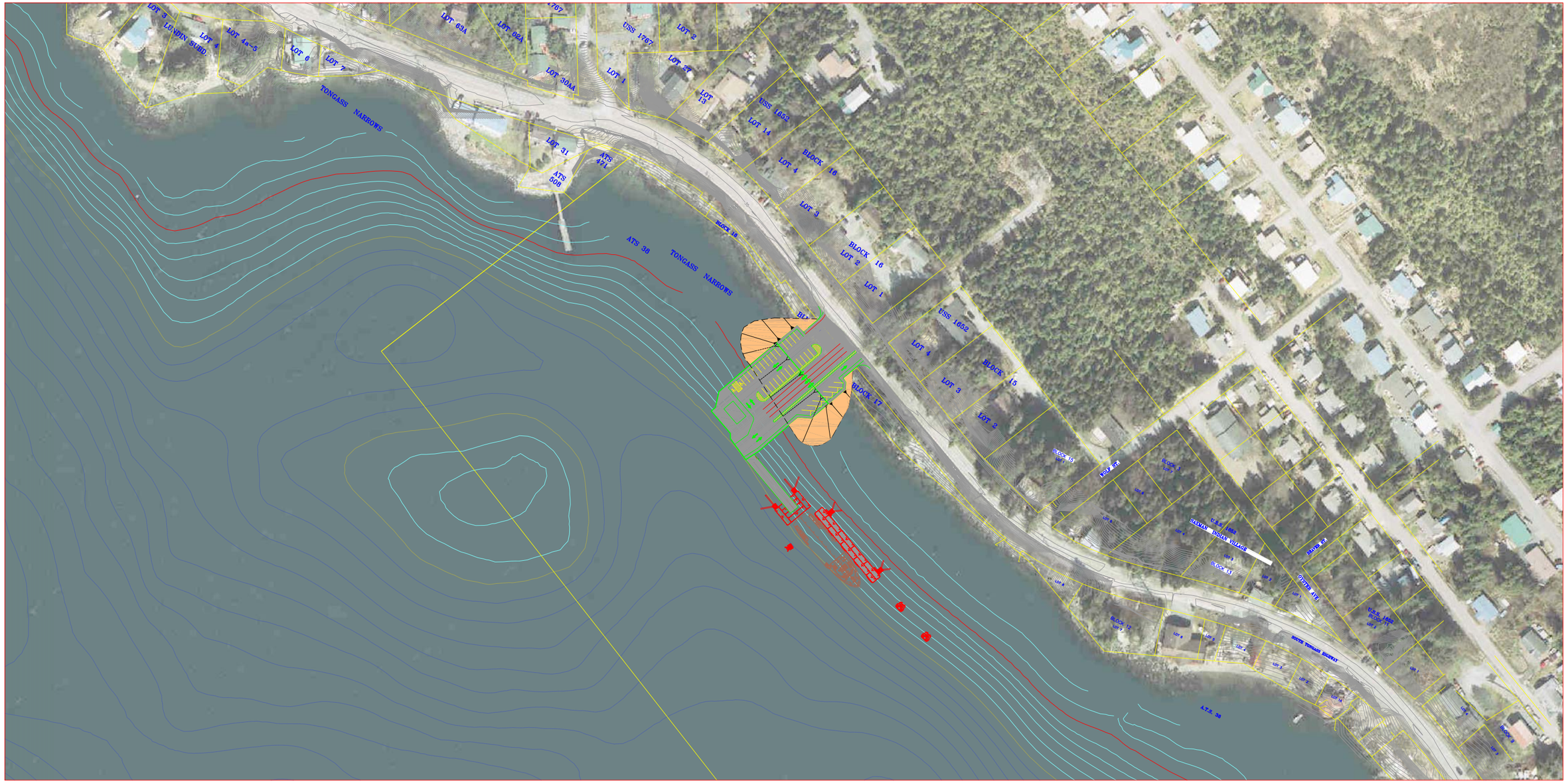

KEY MAP

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SCALE IN MILES (APPROX.)

N

0 100 200

SCALE IN FEET

CONTOUR	DEPTH
	0 to -20
	-20
	-20 to -50
	-50
	-50 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

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DRAFTED BY: *Jorge Monroy*

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PLOT:

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Figure 6.2

Saxman Log Storage - Conceptual

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			AKSAS 68336	*2009*		-

CONTOUR	DEPTH
─	0 to -20
─	-20
─	-20 to -50
─	-50
─	-50 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

KEY MAP

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY:

CH2MHILL

Figure 7

Saxman Seaport (A) – Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: Doug Playter
DRAFTED BY: Jorge Monroy
PATH: 388640 Saxman–02.dwg [PLOT] October 20, 2010 – 7:19am
PLOT:

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REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION	AKSAS 68336	2009		–

N

0 100 200
SCALE IN FEET

CONTOUR	DEPTH
—	0 to -20
—	-20
—	-20 to -50
—	-50
—	-50 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

KEY MAP

0 1/4 1/2
SCALE IN MILES (APPROX.)

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY:

CH2MHILL

Figure 8

Saxman Seaport (B) – Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*

PATH: *388640 Saxman–01.dwg [PLOT] October 20, 2010 – 7:24am*
PLOT:

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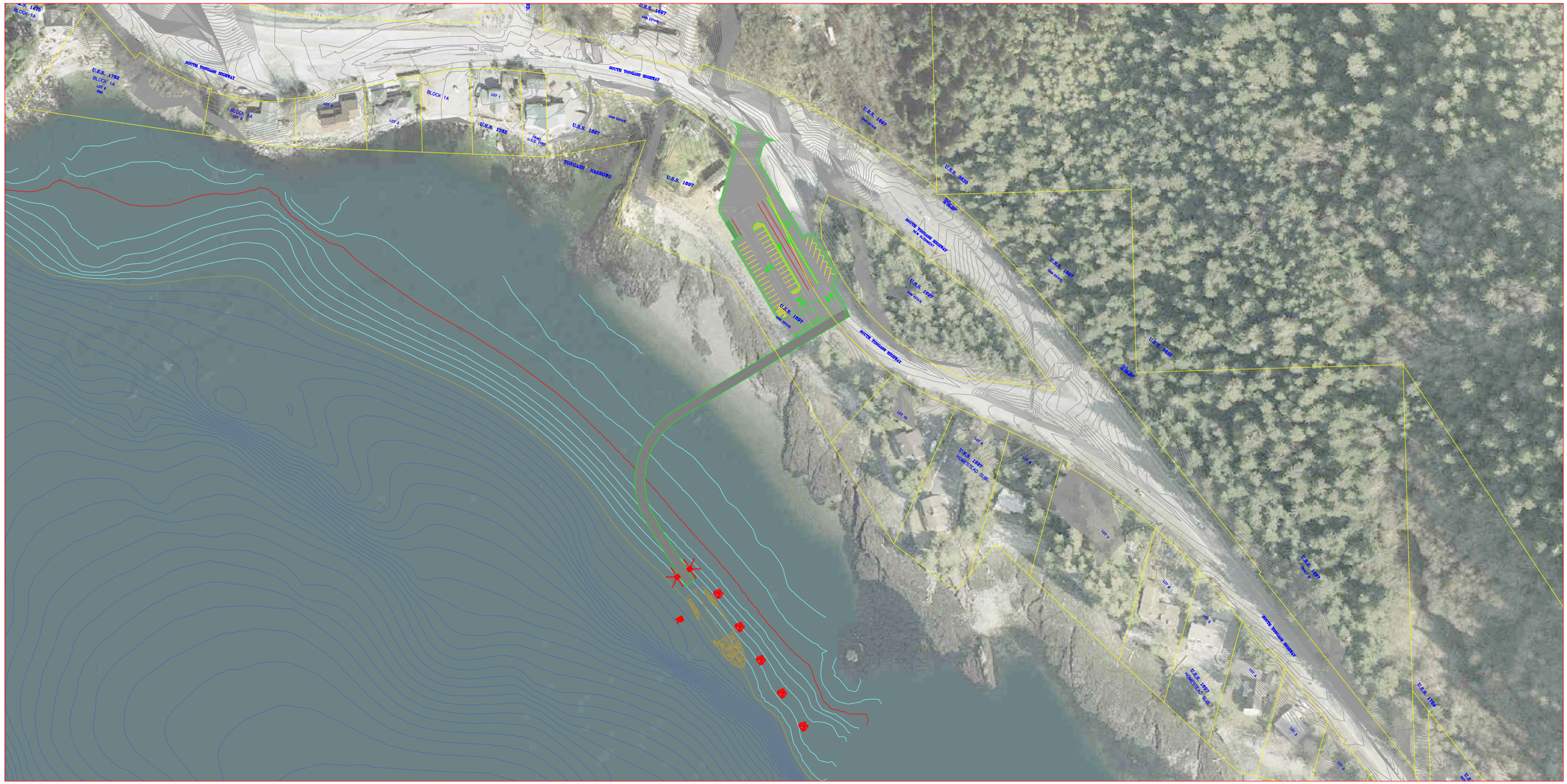
REVISIONS		
NO.	DATE	DESCRIPTION

PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
AKSAS 68336	*2009*		–



KEY MAP

0 1/4 1/2

SCALE IN MILES (APPROX.)

N

0 100 200

SCALE IN FEET

CONTOUR	DEPTH
	0 to -20
	-10
	-15 to -35
	-40
	-45 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY:

CH2MHILL

CHECKED BY: *Doug Playter*

DRAFTED BY: *Jorge Monroy*

PATH: *388640 Dairy-01.dwg [PLOT] October 20, 2010 - 6:53am*

PLOT:

Figure 9

Dairy - Conceptual

South Tongass Highway Ferry Terminal Reconnaissance Study November 2010

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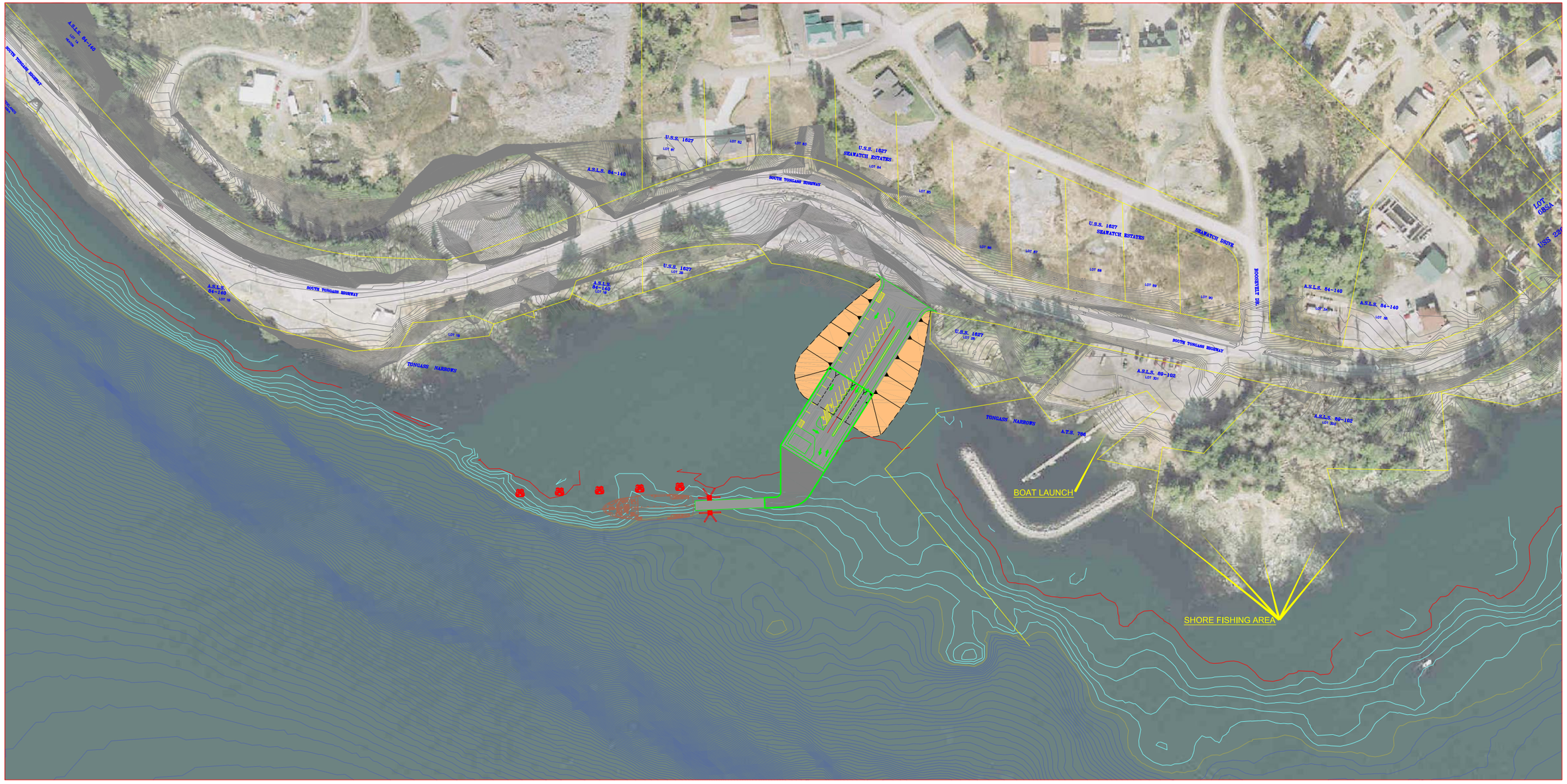
REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			AKSAS 68336	*2009*		-



KEY MAP

0 1/4 1/2

SCALE IN MILES (APPROX.)

N

0 100 200

SCALE IN FEET

CONTOUR	DEPTH
	0 to -20
	-10
	-15 to -35
	-40
	-45 to -600

NOTE: CONTOUR INTERVAL 5 FEET.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY:

CH2MHILL

CHECKED BY: *Doug Playter*

DRAFTED BY: *Jorge Monroy*

PATH: *388640 MPoint-01.dwg [PLOT] October 20, 2010 - 7:09am*

PLOT:

Figure 10

Mountain Point - Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

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REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			AKSAS 68336	*2009*		-

SITE SELECTION

With the eight terminals conceptually designed, a screening process was carried out to select the recommended site(s) to carry forward. The process involved evaluating each conceptual ferry terminal against the selected criteria listed in Table 4, established in the "DRAFT South Tongass Highway Ferry Terminal Project Design and Evaluation Criteria" technical memorandum (CH2M HILL, 2009). For each criterion, a narrative is included that compares the terminals. At the end of this chapter, a screening summary is presented with the recommended site(s) selected to carry forward.

TABLE 4 **South Tongass Highway Ferry Terminal Relocation Engineering Criteria**

Engineering Criteria	Criteria Definition
Travel Time from Metlakatla to KTN	Shortest total of combined ferry and roadway travel time
Level of Service	Number of roundtrips and one-way vehicle capacity per 10-hour operating day
Geotechnical	Ease of pile driving, known geologic hazards (slide zones, etc.)
Water Depth	Shortest distance from the road access point to -20 depth
Vessel Approach Characteristics	Ability to make reliable landing approaches to the terminal
Exposure to Wind, Waves, and Currents	Ability to reliably transfer vehicles and passengers at the terminal
Upland Storage	Ability to provide adequate vehicle staging and parking
Highway Access	Ability to safely access the terminal from the highway
Traffic Impacts to Existing Roadway	Level of Service drops one level or less
Utilities	Are utilities available at the site?
Maintenance Dredging Requirements	Will the site require any maintenance dredging?
Maintenance and Operations	Is overnight tie-up possible?
Cost	Cost limited to available funds

Travel Time between Metlakatla and Ketchikan

One-way travel times were computed using the existing run from Metlakatla to Ketchikan (KTN) Berth 3 as the baseline. The travel time is broken into the following segments.

- Drive and ferry wait time on Annette Island
- Ferry crossing to South Tongass Highway Terminal (see Figure 11)
- Drive time to KTN Terminal (see Figure 11)

Drive and Wait Time on Annette Island

Drive time to Annette Bay from Metlakatla was calculated assuming a 15-mile drive at 30 mph. Drive time for the baseline comparison is zero, because the existing terminal is in downtown Metlakatla.

Wait time is assumed to be a constant average of 30 minutes. It will be more for some drivers and less for others, but for this analysis an average of 30 minutes is appropriate.

Ferry Crossing Time

The ferry crossing time is made up of three components: 1) travel time at 12 knots, 2) travel time at 7 knots, and 3) acceleration and deceleration time. Figure 11 shows the boundaries of the 7-knot zone according the Coast Pilot (NOAA, 2008). The acceleration and deceleration time is a constant 4.5 minutes; this is added to the theoretical transit time at full speed to account for getting the vessel up to speed and then slowing the vessel at the end of the run.

Drive Time – South Tongass Highway Ferry Terminal to Ketchikan Ferry Terminal

The drive time from the South Tongass Highway ferry terminal sites is the sum of the travel time at speed according to Table 6. Drive times were calculated and verified for non-cruise season travel. It is possible that drive times during cruise ship season will be longer.

Total One-Way Travel Time

As can be seen in Table 7, the total travel times from Metlakatla to Ketchikan using any of the sites from Mile 1.9 south are within 3 minutes of each other (from 90 to 93 minutes). Considering the degree of accuracy of the assumptions we can assume these to be equal. The travel time using the USCG site increases by another 3 minutes to 96 minutes total, and Thomas Basin is another 4 minutes for a total of 100 minutes. There is a time penalty using these sites because the *Lituya* will be in the 7-knot zone just north of the Mile 1.9 location (see Figure 11). Once the ferry enters the 7-knot zone, the time advantage with driving is magnified as cars can travel at much faster speeds than ferries.

TABLE 5 **Vessel Run Time**

MET to KTN Ferry	12 Knots		7-Knot Zone		Accel-Decel	Run Time
	Dist (nm)	Time (min)	Dist (nm)	Time (min)	Time (min)	Total (min)
MET to KTN Berth 3	13.2	66.1	2.3	19.4	4.5	90.0
via Annette Bay - KTN Berth 3	4.4	21.8	2.3	19.4	4.5	45.6
via Annette Bay –Thomas Basin SE	3.6	17.8	1.3	11.2	4.5	33.5
via Annette Bay – USCG	3.6	17.8	0.6	5.2	4.5	27.6
via Annette Bay – Mile 1.9	3.6	17.8	0.0	0.0	4.5	22.3
via Annette Bay – Saxman Log Storage	3.5	17.4	0.0	0.0	4.5	21.9
via Annette Bay – Saxman Seaport	3.0	14.8	0.0	0.0	4.5	19.3
via Annette Bay – Dairy	2.2	10.9	0.0	0.0	4.5	15.4
via Annette Bay – Mountain Point	2.2	10.9	0.0	0.0	4.5	15.4

TABLE 6 **Drive Time between South Tongass Highway Ferry Terminal and KTN**

Location or Sign	Miles from KTN Terminal	Mile Post	Speed Zone	Segment Time (min)	Total Time (min)
Ketchikan Ferry Terminal (KTN)	0.00		25	0	0.0
Speed Limit Sign	1.52		20	3.85	3.8
Speed Limit Sign	2.16		30	2.12	6.0
Speed Limit Sign	2.20		20	0.08	6.0
Federal Building	2.30	0.0	20	0.30	6.3
Thomas Basin	2.56	0.3	20	0.78	7.1
Speed Limit Sign	2.6	0.3	30	0.12	7.3
USCG	3.4	1.1	45	1.60	8.8
Speed Limit Sign	3.8	1.5	30	0.48	9.3
Mile 1.9	4.2	1.9	30	0.87	10.2
Saxman Log Storage	4.4	2.1	30	0.4	10.6
Speed Limit Sign	4.8	2.5	45	0.82	11.4
Saxman Seaport	5.0	2.7	30	0.25	11.7
Dairy	6.4	4.0	45	2.80	14.5
Mountain Point	7.8		45	1.87	16.3

TABLE 7 **Travel Time between Metlakatla and Ketchikan**

MET to KTN	Drive Time at 30mph Time (min)	Wait & Load Time (min)	Run Time Total (min)	Drive Time (min)	Total Travel Time
MET to KTN Berth 3	0.0	30.0	90.0	0.0	120
via Annette Bay - KTN Berth 3	30.0	30.0	45.6	0.0	106
via Annette Bay –Thomas Basin SE	30.0	30.0	33.5	7.1	101
via Annette Bay – USCG	30.0	30.0	27.6	8.8	96
via Annette Bay – Mile 1.9	30.0	30.0	22.3	10.2	93
via Annette Bay – Saxman Log Storage	30.0	30.0	21.9	10.6	93
via Annette Bay – Saxman Seaport	30.0	30.0	19.3	11.7	91
via Annette Bay – Dairy	30.0	30.0	15.4	14.5	90
via Annette Bay – Mountain Point	30.0	30.0	15.4	16.4	92

Note: Expanded summary table in Appendix B

Level of Service

Service frequency and capacity were estimated for each site based on the new crossing times from the Annette Bay terminal as calculated in Table 5. Table 8 shows the estimated number of round trips in a 10-hour operational day, for each terminal based on the previously calculated crossing times and assuming an in-port time of 20 minutes (.33 hrs) for unloading and loading of passengers and vehicles. The numbers of potential round trips vary from four at the existing Berth 3 in Ketchikan to eight at either Dairy or Mountain Point.

Table 8 also shows the potential one-way capacity for each terminal based on 18 vehicles per sailing. The capacity increases as the sailing time decreases. The capacity varies from 72 vehicles at Ketchikan Berth 3 to 144 vehicles at either Dairy or Mountain Point.

TABLE 8 **Level of Service between Metlakatla and Ketchikan**

MET to KTN	Round trip time (hrs)	Round Trips per 10 hrs	Underway Time (hrs/day)	Total Ops Day (hrs)	Total Capacity – One Way (Vehicles)
MET to KTN Berth 3 (existing service)	3.00	2	6.00	7.65	36
via Annette Bay - KTN Berth 3	1.52	4	6.09	9.06	72
via Annette Bay –Thomas Basin SE	1.12	5	5.59	9.22	90
via Annette Bay – USCG	0.92	6	5.51	9.80	108
via Annette Bay – Mile 1.9	0.74	6	4.47	8.76	108
via Annette Bay – Saxman Log Storage	0.73	6	4.38	8.67	108
via Annette Bay – Saxman Seaport	0.64	7	4.50	9.45	126
via Annette Bay – Dairy	0.51	8	4.10	9.71	144
via Annette Bay – Mountain Point	0.51	8	4.10	9.71	144

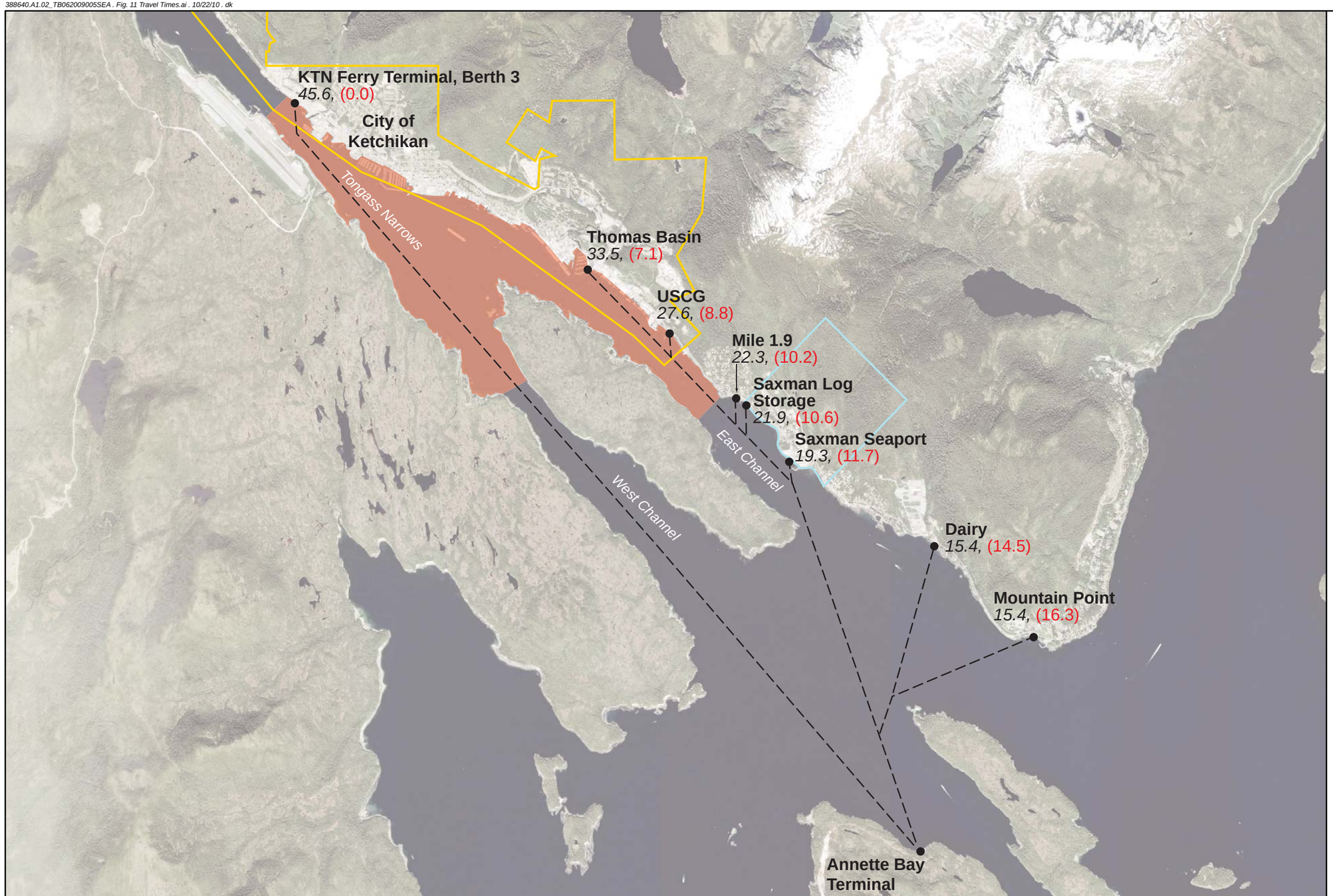
Geotechnical

Geotechnical conditions in this area are typical of Southeast Alaska. Rocky intertidal zones and steep drop offs to deep water make constructing terminals challenging as it is difficult to seat piling in or on sloping bedrock. To mitigate this, all terminal layouts were developed so piles would be driven between the -20 MLLW and -60 MLLW contours. These are reasonable depths for typical pile driving equipment. It is likely that most of the sites would require rock anchors for pile anchoring, and cost estimates will include an allowance for rock anchors. Because all sites exhibit the same basic characteristics, there is no real advantage to any one site from a geotechnical perspective.

Phone discussions with Ralph Swedel, ADOT&PF Regional Engineering Geologist, indicate there are no known significant geologic hazards in the study area.

Water Depth

The necessary water depth for vessel operation has been set at -20 feet. This is derived from the vessel design criteria and the lowest tide from the charts. A -5-foot tide combined with a maximum design vessel draft of 10.5 feet yields a maximum bottom elevation of approximately -14.5 feet. To give some additional room for wave action and bottom irregularity, the -20-foot contour has been selected.



LEGEND

- 7 Knot Zone
- 12 Knots (Lituya cruising speed)
- *XX.X* Sailing Time from Annette Bay Terminal or Metlakatla Terminal (minutes)
- (XX.X) Driving Time to KTN Terminal (minutes)
- Approximate Vessel Route
- City of Ketchikan
- City of Saxman

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Figure 11
TRAVEL TIMES
South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

The preliminary layouts for each facility locate the ferry landing at or beyond the -20-foot contour. For some of the terminals like Mountain Point or Dairy, this means extensive fill or a very long trestle will be required. From a water depth perspective, the advantage of one site over another is dependent on the cost estimates, which are presented later in this report.

Vessel Approach

Thomas Basin: Vessels would approach from the southeast up the east channel of Tongass Narrows. Because the slip is oriented parallel to the breakwater, the vessel would have to back into the slip with heavy beam seas on the port side of the vessel due to the prominent southeast winds.

USGS: Vessels would approach from the southeast up the east channel of Tongass Narrows. The terminal is exposed to seas from the southeast or northwest with the southeast being more prominent. The berthing maneuver would require a 180-degree turn and then landing into the southeast winds. There is more than adequate room to make this turn as the navigable channel is about 0.25 miles (1,300 feet) at this location. Using 5 times vessel length (5 x 181 feet) as the design criteria, a turning circle would require 905 feet. The terminal is oriented parallel with the USGS facility and several longstanding docks within the area. While the vessel will be exposed to beam seas during the turning movement, this condition should be manageable and is outweighed by the advantages of making the final approach into the heaviest southeast winds.

Mile 1.9: Vessels would approach from the southeast up the east channel of Tongass Narrows. The terminal is exposed to seas from the southeast or northwest with the southeast being more prominent. The berthing maneuver would require running just past the slip, using the outer fixed dolphins to pivot, and then backing in.

Saxman Log Storage: Vessels would approach from the southeast up the east channel of Tongass Narrows. The terminal is exposed to seas from the southeast or northwest with the southeast being more prominent. The berthing maneuver would require a 180-degree turn and then landing into the southeast winds. There is more than adequate room to make this turn as the navigable channel is about 0.30 miles (1,600 feet) at this location. Using 5 times vessel length (5 x 181 feet) as the design criteria, a turning circle would require 905 feet. The terminal is oriented parallel with the shoreline. While the vessel will be exposed to beam seas during the turning movement, this condition should be manageable and is outweighed by the advantages of making the final approach into the heaviest southeast winds.

Saxman Seaport A: Vessels would approach from the southeast up the east channel of Tongass Narrows. The terminal is exposed to seas from the southeast or northwest with the southeast being more prominent. The berthing maneuver would require running just past the slip, using the outer fixed dolphins to pivot, and then backing in. This site is just north of the Saxman breakwater, and it would receive some sheltering from the breakwater.

Saxman Seaport B: Vessels would approach from the southeast up the east channel of Tongass Narrows. The terminal is exposed to seas from the southeast or northwest with the southeast being more prominent. The berthing maneuver would require running just past the breakwater and then backing in. The breakwater should provide adequate protection, and additional turning dolphins would assist when winds are high.

Dairy: The location of this site being south of Pennock Island makes it also more exposed to winds and waves. The slip has been oriented to the southeast to allow vessel approaches into the strongest southeast winds. Maneuvering area is not an issue at this site, as the area is wide open. Exposure from the west, southwest, and south is a major concern and is discussed further in the next section of this report.

Mountain Point: The location of this site being south of Pennock Island makes it more exposed to winds and waves. Because of the proximity of the small boat launch east of the terminal and the rock bench extending about 500 feet offshore, the slip has been oriented to the northwest. While the maneuvering area is not an issue at this site (as the area is wide open), this site exposed to the south, southeast, west, and southwest winds. Exposure is a major concern and is discussed in the next section.

Exposure to Wind, Waves, and Currents

Waves for extreme winds were computed with the wave model CMS-Wave. For the study area, the 100-year wind speed is estimated to be 85 mph, and the 50-year wind speed 73 mph. Wave model simulations were conducted with 100-year and 50-year wind speeds for wind from the southeast, and for 50-year wind speeds for winds from the west and southwest. Output from the model was obtained for all eight locations and is shown in Table 9. For all wind conditions, Mountain Point was calculated to experience the largest waves, reaching 8 feet for the 100-year winds from the southeast. Because of its exposure to large, open areas of water, Mountain Point can experience large waves. Dairy was next highest with 6.5-foot waves from southwest winds. Saxman Seaport was calculated to experience the third highest waves. The location of Saxman Seaport is more confined than that of Mountain Point or Dairy, but it is in an area in which waves from the southeast are being reduced in size owing to the change from more open water to the more constricted channel. Dampening of the waves is not fully complete by the time they pass Saxman, and they become reduced in size as they travel toward the northwest.

Because of the exposure at Mountain Point and Dairy, ferries could expect to have sailings cancelled more often than the other sites. A terminal at Mountain Point or Dairy would not be a reliable place for emergency tie-up.

Upland Storage

All of the conceptual terminals have been designed to the same requirements for upland storage.

Highway Access

The USCG, Mile 1.9, Saxman Log Storage, Dairy and Mountain Point sites connect directly to the South Tongass Highway; the Thomas Basin and Saxman Seaport (A and B) sites do not. Thomas Basin does have an apparent sight distance deficiency where East Street intersects with the South Tongass Highway. If this site is carried forward, the sight distance issue would have to be mitigated. All other sites appear to have adequate sight distance, although it has not been formally documented through survey.

TABLE 9 **Wind-Wave Model**

Wind Speed (mph)	Wind Direction, from	Wave Height (feet)							
		Thomas Basin	USCG	Mile 1.9	Saxman Log Storage	Saxman Seaport A	Saxman Seaport B	Dairy	Mountain Point
73 (50-yr)	SE	3.9	4.0	4.3	4.3	4.5	4.5	5.1	7.2
85 (100-yr)	SE	4.3	4.4	4.7	4.7	4.9	4.9	5.7	8.0
73 (50-yr)	W	2.7	2.8	2.3	2.3	3.2	3.2	4.6	4.6
73 (50 yr)	SW	2.7	1.9	1.8	1.8	2.8	2.8	6.5	4.5

Winds:
50-year estimated 1-min wind speed = 73 mph
100-year 1-min wind speed = 85 mph

Traffic Impacts to Existing Roadway

Ferries unloading at the Thomas Basin site will occasionally interrupt access and egress to the marina and the Ketchikan Creek Corridor Trail.

Future AADT (year 2030) is based on two to four ferry sailings per day. The maximum amount of vehicles per day is 18 vehicles in each direction times the number of sailings. Therefore, additional traffic on the South Tongass Highway resulting from the proposed ferry terminal relocation is estimated to reach 72 to 144 vehicles per day by 2030. The additional vehicles going to and coming from the new ferry terminal will not cause a level of service (LOS) drop on the South Tongass Highway.

Utilities

All sites with the exception of MP 1.9 have available water, wastewater, and power. If MP 1.9 is to be developed, water and wastewater would need to be brought to the site.

Maintenance Dredging Requirements

None of the sites would have maintenance dredging requirements.

Maintenance and Operations

One of the goals of the project is to have overnight tie-up that would not require line handling in case of emergency. The ideal layout for these terminals uses floating dolphins for the purpose of tie-ups. Based on the wind-wave analysis, the Thomas Basin, USCG, Mile 1.9, Saxman Log Storage and Saxman Seaport (A&B) sites are protected enough to use the floating dolphins. The exposure at Dairy and Mountain Point make floats impractical.

The other important issue regarding vessel tie-up is that given the exposure, it is recommended that a facility at either the Dairy or Mountain Point sites be staffed overnight to prevent damage to moored vessels during a storm (even with all tide moorings). The Thomas Basin, USCG, Mile 1.9, Saxman Log Storage, and Saxmon Seaport (A&B) sites, as noted, are less exposed and offer more protection and have lower 50-year wave heights from the southeast (Table 7). These sites would also be superior in the event an emergency tie-up is needed due to sudden changes in the weather or a mechanical issue with the vessel.

Cost Estimates

Order of magnitude cost estimates including right-of-way (ROW) were developed for each site and are shown in Table 10. The main cost drivers are the amount of fill and/or trestle needed and cost of ROW. The least expensive terminal option is Dairy at $10.3 million, followed closely by Saxman Seaport B, at $10.4 million and Mile 1.9 at $13.2 million. Dairy requires little earthwork but has a long narrow trestle to reach berthing depth. Saxman Seaport B has a cost advantage over Mile 1.9 because there is an existing barge ramp that can be modified for use as the transfer span and utilities are available. Saxman Seaport B also has an existing road with a level area for staging with virtually no earthwork is required.

The other terminals range in price from $13.7 million to $18 million.

TABLE 10

South Tongass Highway
Ferry Terminal Preliminary Cost Estimate
November 2010

			Thomas Basin		USCG		MIle 1.9		Saxman Log Storage		Saxman Seaport A		Saxman Seaport B		Dairy		Mountain Point	
Item	Unit	Unit Price	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Mobilization	LS	10 percent	All Req'd.	$1,003,266.67	All Req'd.	$1,197,047.50	All Req'd.	$879,260.83	All Req'd.	$1,369,586.67	All Req'd.	$823,108.75	All Req'd.	$550,866.25	All Req'd.	$760,518.75	All Req'd.	$1,399,333.33
Worker Meals and Lodging, or Per Diem	LS	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00
Erosion and Pollution Control Administration	CS	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00
Temporary Erosion and Pollution Control	CS	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00
Constr. Surveying by the Contractor	LS	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00
Field Office	LS	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00
Inspection Vehicles	LS	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00
Removal of Structures & Obstructions	LS												All Req'd.	$375,000.00				
Borrow, Type X	CY	$32.00	0	$0.00	61000	$1,952,000.00	70000	$2,240,000.00	50000	$1,600,000.00	82000	$2,624,000.00	0	$0.00	0	$0.00	100000	$3,200,000.00
Aggreage Base Course, Grading D-1	TN	$24.00	1444	$34,666.67	1517	$36,400.00	3539	$84,933.33	1011	$24,266.67	5742	$137,800.00	5092	$122,200.00	3792	$91,000.00	1444	$34,666.67
Asphalt Concrete, Type II, Class B	TN	$150.00	477	$71,500.00	501	$75,075.00	1168	$175,175.00	334	$50,050.00	1992	$298,787.50	1766	$264,962.50	1251	$187,687.50	953	$143,000.00
Rip Rap	CY	$15.00	0	$0.00	4033	$60,500.00	4400	$66,000.00	3337	$50,050.00	2933	$44,000.00	0	$0.00	0	$0.00	4278	$64,166.67
Fender Float mooring dolphins	LS	$400,000.00		$400,000.00		$400,000.00		$400,000.00		$400,000.00		$400,000.00						
Fender float mooring struts	LS	$150,000.00												$150,000.00				
Existing Transfer Bridge Modifications	LS												All Req'd.	$250,000.00				
New Transfer Bridge and Abutment	LS	$850,000.00		$850,000.00		$850,000.00		$850,000.00		$850,000.00		$850,000.00				$850,000.00		$850,000.00
Transfer Bridge Abutment Modifications	LS	$60,000.00											All Req'd.	$60,000.00				
New 130 foot Covered Pedestrian Gangway	LS	$150,000.00											All Req'd.	$150,000.00				
Transfer Bridge Float	SF	$200.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00				
Transfer Bridge Lift System and Dolphins																$1,000,000.00		$1,000,000.00
Dolphin Anode & Cables	LS	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00		$40,000.00	0	$40,000.00
Intermediate Ramp/Apron	LS	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00
Bridge Float Fender, Platforms and stairways	LS	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00				
Fender Float	SF	$200.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00				
Fender Float Platform, Fenders, Anode & Cables	LS	$200,000.00		$200,000.00		$200,000.00		$200,000.00		$200,000.00		$200,000.00		$200,000.00				
3-pile Bridge Float Restraints with rock anchors	EA	$150,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00				
3-pile dolphin with rock anchors	EA	$200,000.00	1	$200,000.00	1	$200,000.00	1	$200,000.00	1	$200,000.00	1	$200,000.00	2	$400,000.00	1	$200,000.00	1	$200,000.00
4-pile Dolphin with rock anchors	EA	$290,000.00	2	$580,000.00	2	$580,000.00	2	$580,000.00	2	$580,000.00	2	$580,000.00	4	$1,160,000.00	3	$870,000.00	3	$870,000.00
4-Pile Dolphin with rock anchors/all Tide Mooring	EA	$350,000.00													2	$700,000.00	2	$700,000.00
New trestle	SF	$250.00	20800	$5,200,000.00	20000	$5,000,000.00	1600	$400,000.00	28500	$7,125,000.00	1600	$400,000.00			10000	$2,500,000.00	24100	$6,025,000.00
Rock Anchors	EA	$12,000.00	10	$120,000.00	20	$240,000.00	10	$120,000.00	20	$240,000.00	10	$120,000.00			40	$480,000.00	15	$180,000.00
Vessel Wastewater System-marine portion	LS	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$700,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00
Vessel Potable Water System-marine portion	LS	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$500,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00
Marine Electrical & Illumination System	LS	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00
		Basic Bid		**$11,035,933**		**$13,167,523**		**$9,671,869**		**$15,065,453**		**$9,054,196**		**$6,059,529**		**$8,365,706**		**$15,392,667**
		Less Item 644(1)		$35,000		$35,000		$35,000		$35,000		$35,000		$35,000		$35,000		$35,000
		Subtotal		$11,000,933		$13,132,523		$9,636,869		$15,030,453		$9,019,196		$6,024,529		$8,330,706		$15,357,667
		12% CE		$1,320,112		$1,575,903		$1,156,424		$1,803,654		$1,082,304		$722,943		$999,685		$1,842,920
		4.30% ICAP		$529,804.95		$632,462.28		$464,111.62		$723,866.63		$434,364.49		$290,141.30		$401,206.81		$739,625.23
		Total		$12,900,000		$15,400,000		$11,300,000		$17,600,000		$10,600,000		$7,100,000		$9,800,000		$18,000,000
		RIGHT OF WAY		$800,000		$0		$1,900,000		$400,000		$4,000,000		$3,300,000		$500,000		$0
		TOTAL		**$13,700,000**		**$15,400,000**		**$13,200,000**		**$18,000,000**		**$14,600,000**		**$10,400,000**		**$10,300,000**		**$18,000,000**

Comparison of Environmental Conditions

The following is a description of the environmental characteristics of the eight locations under consideration.

Land Ownership, Adjacent Development, and Right-of-Way Requirements

All potential sites are located along South Tongass Highway, some with little to no upland area between the site and the highway, others with developed or undeveloped upland areas between the site and the highway. Property ownership information was obtained from Ketchikan Gateway Borough GIS data. Maps of specific parcels that would need to be acquired are provided in Appendix E. Below is a summary of site-specific property ownership, adjacent development, and ROW requirement.

Thomas Basin: Adjacent land use to the north is a public marina and uses to the east between the proposed site and South Tongass Highway include one single-family residence, light industrial buildings and Ketchikan Community College. ROW acquisition would require acquisition of property from the University of Alaska, the City of Ketchikan and four private properties, resulting in displacement of one single-family residence.

USCG: Adjacent land use to the north is the USCG base, and property to the south is undeveloped for several hundred feet with limited upland development potential. There are no developed land uses between the proposed site and South Tongass Highway. Property on the east side of the highway is steep with minimal development potential and is generally undeveloped. A level area has been cleared for use as USCG storage. ROW acquisition would be required from the USCG but would not require any displacements or relocations.

Mile 1.9: Current land use at this site is residential. The properties directly to the west are residential. The properties directly to the east are undeveloped and unlikely to be developed because of limited developable land between South Tongass Highway and the shoreline. Properties to the north, across the highway, are residential. This location would require property acquisition from four private property owners and would require two to three residential relocations.

Saxman Log Storage: Properties directly to the north and south are undeveloped, and there is no development between the proposed site and South Tongass Highway. Property on the east side of highway is either vacant or single-family residential. This location would require acquisition from the City of Saxman and would not require any displacements or relocations.

Saxman Seaport A: Adjacent land ownership is industrial. ROW would be acquired from Southeast Stevedoring and the City of Saxman, and would not require any displacements or relocations.

Saxman Seaport B: Adjacent land ownership is industrial. ROW would be acquired from the City of Saxman and Southeast Stevedoring, and would not require any displacements or relocations.

Dairy: The site is currently private, vacant property zoned for residential use. Adjacent properties to the west and east are single-family residential. Property on north side of South Tongass Highway is undeveloped and zoned for commercial use. This location would use State ROW from South Tongass Highway and would require property acquisition from two private properties, but would not require any displacements or relocations.

Mountain Point: Adjacent properties are undeveloped with limited upland development potential. There is some residential development on the east side of the highway. This location would be within State ROW for South Tongass Highway and property owned by the ADNR, and would not require any displacements or relocations.

Marine/Aquatic Environment

Marine mammals found in the Ketchikan area include harbor seals (*Phoca vitulina richarsdsi*), Stellar sea lions (*Eumetopias jubata*), humpback whales (*Megapters novaeanliae*), killer whales (*Orcinus orca*), Dall porpoises (*Phocoenoides dalli*), Pacific white-sided dolphins (*Lagenorynchus phoecena*), minke whales (*Balaenoptera acuturostrata*), and harbor porpoises (*Phocoena phoecena*). National Oceanic and Atmospheric Administration (NOAA) Fisheries identifies Stellar sea lions and humpback whales, which are listed as Endangered under the Endangered Species Act, as being present in the Ketchikan area. No sea lion haul outs, however, are documented in the Ketchikan area (Ketchikan Gateway Borough, 2007).

Tongass Narrows is designated Essential Fish Habitat by NOAA Fisheries for 11 species of ground fish and five species of salmon (DOT&PF, 2004). Marine birds that use intertidal habitat in the area include oldsquaw (*Clangula hyemalis*), bufflehead (*Bucephala albeola*), common goldeneye (*Bucephala clangula*), Barrow's goldeneye (*Bucephala islandica*), harlequin duck (*Histrionicus histrionicus*), white-winged scoter (*Melanitta fusca*), surf scoter (*Melanitta perspicillata*), common merganser (*Mergus merganser*), and red-breasted merganser (*Mergus serrator*) (Ketchikan Gateway Borough, 2007). The following habitat descriptions provided below are based on information from the Gravina Access Project Biology Report (HDR, 2001).

Rocky Habitats

The predominant substrate at all locations is rock, riprap or bedrock. Rock, riprap, and boulder substrates in the upper intertidal zone (> +8 feet MLLW) is dominated by limpets (*Tectura persona* or *Lottia digitalis*), the barnacle (*Balanus glandula*), and to a lesser extent *Semibalanus balanoides* and *Chthamalus dalli*. Other animals present in this zone are the littorine snails *Littorina sitana* and *L. scutulata.* Rockweed (*Fucus gardneri*) covered the rocks at 50 to 100 percent coverage in some portion of this zone. Some red algaes are present in patches including *Gloiopeltis furcata* and *Endocladia muricata*.

Rock substrates in the middle intertidal zone (+8 to +4 feet MLLW) are dominated by rockweed and barnacles but at lower densities due to increased grazing and predation pressures. This zone supports dense beds of mussels (*Mytilus trossulus*) becoming less dense with depth due to predation from starfish (for example, *Lepasterias epichlora* and *Dermasterias imbricata*) and drills (*Nucella* spp.). Other species commonly found in the middle zone included red algaes such as *Halosaccion glandiforme*, *Mastocarpus papillatus*, and *Hildenbrandia rubra*.

Rock substrates in the lower intertidal zone (+4 to -4 feet MLLW) have greater diversity than the higher intertidal zones. Plants in this zone include sea lettuce (*Ulva fenestrata*) and the red algaes *Neodilsea boreali*, *M. papillatus*, *Neorhodomela oregona,* and *Cryptosiphonia woodii*. The brown algaes *Laminaria* spp. and *Cymathere triplicate* are also present. The encrusting coralline algae *Corallina frondescens* is abundant in places and grazed on by the chiton *Tonicella* spp., which are also common. Mussels are present but in limited numbers due to predation pressure from a variety of sea stars including *Lepasterias*, *Pycnopodia helianthoides*, *Dermasterias*, *Henricia leviuscula*, *Evasterias trochelli,* and *Mediaster aequalis*. The gastropods *Nucella* spp., *Searlesia dira*, and *Ceratostoma foliatum* also limit mussel numbers in this zone. Other species encrusting the rocks include bryozoans, serpulid polychaetes (*Serpula vermicularis* and *Pseudochitinopoma occidentalis*), spiorbid polychaetes, and tunicates (for example, *Cnemidocarpa finsmarkiensis* and *Aplidium californicum*) and sponges. Rock jingles (*Pododesmus macros*chisma), the chiton *Katharina tunicata*, and anemones (*Metridium* spp.) are also found in sheltered places.

Cobble and Gravel Habitats

Upper intertidal cobble and gravel beaches have limited biota. Low densities of barnacle and limpet are present on the largest cobbles. Shore crabs (*Hemigrapsus nudus*) are present.

The middle intertidal zone in this substrate size range has an increase in biota over the higher elevations. Typical plants in this zone are rockweed and *Mastocarpus*. Mussels and barnacles are present in the lower edge of this range, sometimes in greater numbers than on rocky shorelines. Small numbers of littleneck clams (*Protothaca staminea*) may be present in areas where silt accumulates.

Cobble beaches in the lower intertidal zone in Tongass Narrows support a diverse community of biota. The plant community includes several laminarian species and a number of foliose and filamentous red algae species. The larger cobbles support most of the epibiota described in lower rocky habitats. In addition, there are under-rock fauna including gammarid amphipods, crabs (*Petrolishes eriomerus*, *Lophopanopeus belli*, and *Cancer oregonensis*), jingles, sea cucumbers (*Cucumaria miniata*), and hermit crabs (*Pagurus beringanus* and *P. granosimanus*).

Sand, Mud, and Mixed-Fine Habitats

Sand and mud beaches in the upper intertidal zone are not common in Tongass Narrows, especially on the Revillagigido Island side. Few organisms are supported in this type of habitat in the upper intertidal zone. The abundance of infauna (animals that live below the sea floor surface, such as clams) depends on the proportion of fine sediment. Sand and mixed-fine substrates (a gravel/sand mix) support littleneck clams (*P. staminea*) and polychaete worms such as nerids and glycerids. These become more abundant in the lower tide elevations in this zone. Mussels can be abundant in the more gravelly areas of mixed-fine beaches. Where this occurs, rockweed can become established with their associated community of gammarid amphipods, isopods, limpets, littorine snails, and hermit crabs (*P. hirsutiusculus*).

Lower elevation mixed-fine beaches in the Tongass Narrows are common below upper and middle intertidal rocky beaches and have scattered boulders. These boulders support community assemblages similar to those described previously for rocky habitats. Mixed-fine substrates in this zone can support substantial numbers of littleneck and butter clams (*Saxidomus giganteus*), depending of predation pressure from sea stars and naticid snails (for example, *Polinices lewisii*).

A number of families of polychaete worms are represented in this habitat including Glyceridae, Capitellidae, Opheliidae, Nereidae, Chaetopteridae, and Oweniidae. Also present are the burrowing sea cucumber *Chiridota* and the peanut worm *Phascolosoma agassizii*.

Subtidal Habitats

The subtidal margins of Tongass Narrows slope steeply down to the flatter channel bottom at -80 to -150 feet MLLW. The slope is composed primarily of bedrock and coarse gravel/cobble substrates. These subtidal slopes support a number of kelp species down to a depth of -40 feet MLLW. In that zone, *Laminaria* covers most of the bottom with canopies of bull kelp (*Nereocyistis luetkeana*) in places. Below -40 feet MLLW, the bottom is relatively barren except that the sea cucumber *Parastichopus californicus* is common.

Site-Specific Analysis

Information on the intertidal habitat provided below for each location was obtained from the National Marine Fisheries Service (NMFS) shore zone inventory database. The biological communities at each of the alternative sites are dictated by substrate composition and depth. All eight locations are protected or semiprotected from wind waves by bordering islands, located on relatively steep rocky shorelines, and subject to strong tidal currents. Such conditions form a common basis for biological communities, especially the substrate conditions.

Since the alternative sites have roughly similar habitat types, the analysis of environmental impacts is mostly driven by the amount of intertidal/subtidal fill and/or overwater cover by the new facilities. No sensitive habitats, such as eelgrass, are present at any of the sites. If blasting were needed, that would also be a major factor. In addition, the demolition of existing facilities at Saxman Seaport B is a factor.

Because the area filled at each alternative site is rocky for the most part, the area lost would be partially offset by the surface area of the new riprap. However, since the relationship between new and old fill area would be similar at each site, the relative difference would be the same. Thus, the areas given can be used for comparative purposes.

The impact from shading is from loss of photosynthesis and lowered primary productivity in the footprint of shade. This area can still provide habitat for planktonic species, filter feeding species, their predators, and fish. Impacts from fill would be from direct loss of sea floor or a shift from one habitat type to another.

Thomas Basin: The entire intertidal zone at this site is riprap. The biological community in the intertidal zone will be similar to that given above. Subtidal habitat in the project footprint is likely to be riprap transitioning into gravel/cobble substrates. Biological information for this site provided by the NMFS shoreline database is as follows.

- Habitat Class 57: Man-modified
- Biological Wave Exposure: Protected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location, shown in Figure 12, would not require any fill and would result in shading of 32,600 square feet. This alternative is intermediate in impact with high shading impacts and no fill impacts.

FIGURE 12 **Thomas Basin Shoreline**

USCG: This project alternative site is to the immediate right of the area shown in Figure 13, but the character of habitat would be the same as shown in the photograph.

The intertidal zone is bedrock steeply sloping into the subtidal zone. Previous diving experience inshore of the USCG dock (immediately to the left of the area shown in Figure 13) indicates the bedrock likely transitions into a cobble/gravel slope down to depths of at least -40 feet MLLW. This comprises the entire project alternative footprint. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location would require 57,600 square feet to be filled and would result in shading of 31,800 square feet. The USCG Station alternative is high in shading impact and intermediate in fill area loss. Rocky substrates would start to recolonize during the first spring following construction. Kelp species would recover very quickly in the first year. Full recovery of the new surfaces would take about 10 years, which is the length of time it takes for the longer lived immobile invertebrates to mature. Recovery of mobile invertebrates and fish would take place in a few years as the supporting immobile invertebrate community begins to mature.

FIGURE 13 **USCG Shoreline**

Mile 1.9: The upper and middle intertidal zone appears to be rock rubble and riprap. The lower intertidal zone appears to be cobble and small boulder sized materials with some gravel in places. Subtidal habitat is probably cobble and gravel materials in the project footprint. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location, as shown in Figure 14, would require 52,000 square feet to be filled and would result in shading of 10,200 square feet. The MP 1.9 site is lower in shading impacts and intermediate in fill impacts.

FIGURE 14 **Mile 1.9**

Saxman Log Storage: The upper and middle intertidal zone appears to be bedrock. The lower intertidal zone appears to be bedrock and gravel. Subtidal habitat is likely to be mostly gravel/ cobble in the project alternative footprint. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location, shown in Figure 15, would require 38,000 square feet to be filled and would result in shading of 41,300 square feet. The Saxman Log Storage alternative is high in shading impact and low in fill impacts.

FIGURE 15 **Saxman Log Storage Shoreline**

Saxman Seaport A: The upper intertidal zone (shown on the far right of Figure 16) is a bedrock outcrop. Gravel, sand, and cobble are probably present below. Given the industrial nature of the shoreline, industrial debris may be present subtidally. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Patchy
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location would require 50,000 square feet to be filled and would result in shading of 13,400 square feet. The Saxman Seaport A is intermediate in shading impacts and intermediate in fill impacts.

FIGURE 16 **Saxman Seaport A Shoreline**

Saxman Seaport B: The entire intertidal zone is riprap. The subtidal zone below the riprap is likely to be cobble due to prop-wash from existing operations clearing out the smaller particulates. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location, shown in Figure 17, would not require any fill but would result in shading of 6,800 square feet. The Saxman Seaport B alternative has the lowest area of shading impact, but much of that already exists at this location. No fill is needed in this alternative. This alternative is different from the others in that there are existing in-water structures such as dolphins, which would have to be removed and replaced with new structures. The new structures would be largely the same as those at other locations. Saxman Seaport B is intermediate in shading impacts and has no fill impacts.

FIGURE 17 **Saxman Seaport B Shoreline**

Dairy: The upper and middle intertidal zone is bedrock. The lower intertidal zone appears to be mixed-fine and sand. Subtidal habitat would likely to be sand and mixed-fine at this site based on what can be seen in Figure 18. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Absent
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location would not require any fill but would result in shading of 12,200 square feet. Terminal structures at Dairy would have intermediate shading impacts but no fill impacts.

FIGURE 18 **Dairy Shoreline**

Mountain Point: The area potentially affected by this alternative is shown on the right side of Figure 19. The intertidal zone is bedrock with pockets of mixed-fine and sand habitats. The subtidal zone is likely to be bedrock, mixed-fine, and sand. The NMFS shoreline database description for this site is as follows.

- Habitat Class 41: Structuring processes dominated by wave energy
- Biological Wave Exposure: Semiprotected
- Salt Marsh Vegetation: Patchy
- Upper Intertidal Biobands: Continuous
- Lower Intertidal Biobands: Continuous
- Seagrasses: Absent
- Canopy Kelps: Absent

This location would require 56,600 square feet to be filled and would result in shading of 26,400 square feet. The Mountain Point alternative would have high shading impacts and the intermediate fill impacts.

FIGURE 19 **Mountain Point Shoreline**

Nonmarine Environment

National Wetlands Inventory mapping was reviewed to identify potential wetlands. The ADF&G Catalog of Waters Important for the Spawning, Rearing or Migration of Anadromous Fishes was reviewed for anadromous fish presence in the vicinity of each site. Data on eagle nests was obtained from the United States Fish and Wildlife Service (USFWS) online Eagle Nest Atlas. While several sites have identified nests locations, the latest survey data in this area is from 2000. An additional survey should be conducted for sites carried forward for further consideration.

In the Ketchikan Gateway Borough, the USFWS does not identify any species listed as Threatened or Endangered under the Endangered Species Act (Ketchikan Gateway Borough, 2007).

Thomas Basin: Upland areas are entirely developed between South Tongass Highway and the potential site. No wildlife habitat or wetlands are present in this area. Ketchikan Creek (ADF&G Stream #101-47-10250) empties into the Thomas Basin marina to the north of this potential site and has chum (*Onchorynchus keta*), coho (*Onchorynchus kisutch*), king (*Onchorynchus tshawytscha*), pink (*Onchorynchus gorbuscha*), and sockeye (*Onchorynchus nerka*) salmon, as well as cutthroat (*Onchorynchus clarkii*), and steelhead (*Onchoryncus mykiss*) trout present. An eagle nest, last observed in 2000, has been recorded approximately ¼ mile east of the potential site (DOT&PF, 2004; USFWS, 2009b).

USCG: There is minimal upland area in the vicinity of this potential site. No wildlife habitat or wetlands are present directly adjacent to this site. Property on the east side of the highway likely provides low habitat value. An eagle nest, last observed in 2000, has been recorded in the vicinity of the potential site (USFWS, 2009b).

Mile 1.9: Adjacent properties and properties east of the highway provide minimal habitat for wildlife. No wildlife habitat or wetlands are present directly adjacent to this site.

Saxman Log Storage: Properties adjacent to the site and properties east of the highway provide minimal habitat for wildlife. No wildlife habitat or wetlands are present directly adjacent to this site.

Saxman Seaport A and B: Upland areas are entirely developed between South Tongass Highway and the potential site. No wildlife habitat or wetlands are present in this area. Deer Creek (ADF&G Stream #101-47-10300) is just south of the site and is listed as having chum and pink salmon present. An eagle nest, last observed in 1991, has been recorded in the vicinity of the potential site (USFWS, 2009b).

Dairy: Upland areas have been cleared for residential development, and the potential site has limited vegetation after recent use as a trailer park. Areas east of the highway are undeveloped and may provide habitat for various species. No wetlands are present at this site. ADF&G Stream #101-41-10010, just north of the potential site, is listed as being used for pink salmon spawning.

Mountain Point: There is minimal upland area in the vicinity of this potential site. No wildlife habitat or wetlands are present directly adjacent to this site. Property on the east side of the highway likely provides low habitat value. An eagle nest, last observed in 1998, has been recorded in the vicinity of the potential site (USFWS, 2009b).

Hazardous Material Sites

The information in this section was obtained from the Alaska Department of Environmental Conservation online Contaminated Sites database, which was accessed on April 6, 2009.

Thomas Basin: No known contaminated sites are present in the vicinity of this site.

USCG: The USCG base to the north has known contamination from petroleum hydrocarbons both in surface soils and marine soils. No contamination has been recorded south of the breakwater; however, this area has not been tested.

Mile 1.9: No known contaminated sites are present in the vicinity of this site.

Saxman Log Storage: No known contaminated sites are present in the vicinity of this site.

Saxman Seaport A and B: No known contaminated sites are present in the vicinity of this site.

Dairy: No known contaminated sites are present in the vicinity of this site.

Mountain Point: No known contaminated sites are present in the vicinity of this site.

Subsistence/Recreational Use

A separated pathway known as the South Tongass Coastal Trail is planned and would parallel the west side of South Tongass Highway for the entire corridor, with the exception of within Saxman city limits, where the trail is planned but not constructed. The Thomas Basin, USCG, Dairy and Mountain Point sites would need to cross this pathway. The pathway would generally be within DOT&PF ROW.

Thomas Basin: Thomas Basin is a public marina used for boating activities, and the Ketchikan Creek Corridor trail follows the shoreline next to the marina, including out on the marina breakwater.

USCG: This site would not affect any recreational or subsistence use areas.

Mile 1.9: This site would not affect any recreational or subsistence use areas.

Saxman Log Storage: While residents of Saxman rely heavily on subsistence resources, no sites around Saxman are heavily used for subsistence activities. Rotary Beach, a public park, is located to the south but would not be affected by development of this site.

Saxman Seaport A and B: While residents of Saxman rely heavily on subsistence resources, no sites around Saxman are heavily used for subsistence activities.

Dairy: This site would not affect any recreational or subsistence use areas.

Mountain Point: Mountain Point provides a public boat launch owned by the ADNR Division of Parks and Outdoor Recreation and also offers shore fishing opportunities (see Figure 10). This site is considered a “significant location for marine fish” in the Ketchikan Coastal Management Plan.

Cultural Resource/Section 4(f) Issues

Alaska Heritage Resources Survey records were reviewed for the South Tongass Highway Corridor between Thomas Basin and Mountain Point.

Thomas Basin: No historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance. The ages of the buildings on and adjacent to this site would need to be determined, and if a building is 50 years or older, a determination of eligibility would need to be prepared. A historic shipwreck, the vessel Lakewood, is documented by the Mineral Management Service to have occurred in the Thomas Basin area in 1932 (Ketchikan Gateway Borough, 2007). Little is known about this site.

USCG: No historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance.

Mile 1.9: No known historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance. The ages of the buildings displaced and those adjacent to the site would need to be determined, and if 50 years or older, a determination of eligibility would need to be prepared.

Saxman Log Storage: No historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance.

Saxman Seaport A. No historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance.

Saxman Seaport B: No historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance.

Dairy: To the west of this site is a private residence, known as the Gain House (KET-863), that has been determined eligible for the National Register of Historic Places by the State Office of History and Archaeology. This site, a former diner during construction of the highway from 1926 to 1929, is eligible based on the significant role it played during "the construction and development of South Tongass which led to subsequent increased settlement in the area" (AHRS Form KET-863).

Mountain Point: No historic resources have been identified in the vicinity of this site. All property that would be affected is currently developed, so there is low potential for new ground disturbance. Boat launch to the south is owned by ADF&G and would be subject to Section 6(f) of the Land and Water Conservation Fund (LWCF) Act because LWCF funds were used for the boat launch. The boat launch would also be subject to Section 4(f) of the Department of Transportation Act.

Potential for Noise Impacts

Noise impacts could occur where noise sensitive land uses such as homes, schools, or churches are located close to the ferry terminal. This analysis is based on the land uses discussed previously.

Thomas Basin: The single-family residence that would be most affected by noise would be relocated and is not of concern. The Ketchikan Community College building could be a noise-sensitive land use, depending on how the building is used. There may be some residences east of the Thomas Basin Marina that would be noise-sensitive as well. Other land uses in the area are generally commercial or light industrial and would not be considered noise-sensitive.

USCG: There are no noise-sensitive lands uses in the vicinity of this site.

Mile 1.9: There are residential properties to the north and west that would be noise-sensitive.

Saxman Log Storage: There are residential properties to the north and east that would be noise-sensitive.

Saxman Seaport A: There is one residential property to the north that would be noise-sensitive.

Saxman Seaport B: There are no noise-sensitive lands uses in the vicinity of this site.

Dairy: There are residential properties to the north and south that would be noise-sensitive.

Mountain Point: There are residential properties to the north and east that would be noise-sensitive.

Key Environmental Issues (excluding ROW)

The key environmental issues for each site are summarized below. Since preliminary research included only a cursory evaluation of property acquisition requirements, acquisitions could ultimately be more complex than indicated in this report.

Thomas Basin: The key issues at this site will be property acquisition and potential for encountering a shipwreck.

USCG: The key issue at this site will be high shading impacts and the large fill required.

Mile 1.9: This site has minimal environmental issues other than requiring residential displacements.

Saxman Log Storage: This site has minimal environmental issues other than the high area of shading.

Saxman Seaport A: This site has minimal environmental issues other than intermediate levels of fill and area of shading.

Saxman Seaport B: This site has the lowest level of shading and no fill impacts.

Dairy: The key issues at this site will be the intermediate levels of shading and potential for disturbing the adjacent historic building.

Mountain Point: The key issues at this site will be the large fill required, high shading impacts, and potential for conflict with the nearby boat launch.

TABLE 11 **Screening Summary**

Engineering Criteria	Existing KTN FT	Thomas Basin	USCG	Mile 1.9	Saxman Log Storage	Saxman Seaport A	Saxman Seaport B	Dairy	Mountain Point
Travel time from Metlakatla to KTN via Annette Bay	106 Minutes	101 Minutes	96 Minutes	93 Minutes	93 Minutes	91 Minutes	91 Minutes	90 Minutes	92 Minutes
Level of Service Service Frequency Potential (10 hr) Service Capacity (Veh/10 hr)	4 72	5 90	6 108	6 108	6 108	7 126	7 126	8 144	8 144
Geotechnical		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Water depth		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Vessel approach characteristics		Vessel traffic and proximity of docks	No Issues	No Issues	No Issues	No Issues	Backing into slip in heavy weather is challenging	West and southwest winds on beam	Southeast, south and southwest winds on beam
Exposure to wind, waves, and currents		Beam to southeast in slip	No Issues	No Issues	No Issues	No Issues	No Issues	Southeast, south and southwest winds on beam	Southeast, south and southwest winds on beam
Upland Storage		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Highway access		Poor sight distance from East St.	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Impacts to existing roadway		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Utilities		No Issues	No Issues	Minor Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Maintenance dredging requirements		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Maintenance and operations		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	Unsafe in severe weather conditions	Unsafe in severe weather conditions
Total Cost, including design, construction & ROW	--	$13,700,000	$15,400,000	$13,200,000	$18,000,000	$14,600,000	$10,400,000	$10,300,000	$18,000,000

Key:	Not an Issue	Minor Issue	Difficult Issue	For comparison

TABLE 12 **Environmental Siting Criteria**

Criteria	Site							
	Thomas Basin	**USCG**	**Mile 1.9**	**Saxman Log Storage**	**Saxman Seaport A**	**Saxman Seaport B**	**Dairy**	**Mountain Point**
Right-of-Way Requirements	Private property acquisition, one residential relocation	Property acquisition from USCG, no relocations	Acquisition of private property, two to three residential relocations	Property acquisition from City of Saxman, no relocations	Private property acquisition and, no relocations	Property acquisition from City of Saxman, no relocations	Private property acquisition, no relocations	Within DOT&PF and DNR property; no relocations
Area of Fill (Square Feet)	0	57,600	52,000	38,000	50,000	0	0	56,600
New Shaded Area	32,600	31,800	10,200	41,300	13,400	6,800	12,200	26,400
Other Wildlife Issues?	Potential eagle nest	Potential eagle nest	None previously recorded	None previously recorded	Potential eagle nest	Potential eagle nest	None previously recorded	Potential eagle nest
Cultural Resources	None identified	None identified	None identified	None identified	None identified	None identified	NHRP eligible property adjacent to site	None identified
Potential for Impacts to Subsistence Use Area	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated
Potential for Impacts to Recreational Use Areas	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	Potential conflict with boat launch activity
Potential for Impacts to Section 4(f)/6(f) Resources	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated
Hazardous Material Sites	None anticipated	Minor potential for encountered contamination	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated
Potential for Noise Impacts	Nearby residential properties	None	Nearby residential properties	Nearby residential properties	None	None	Nearby residential properties	Nearby residential properties

Key:	Not an Issue	Minor Issue	Difficult Issue

PUBLIC AND AGENCY INVOLVEMENT

The South Tongass Ferry Terminal Site Reconnaissance Study was issued for public and agency review on February 12, 2010. Copies of the report were sent to all property owners whose properties were identified for potential acquisition, as well as 29 federal, state and local agencies and organizations. Public meetings were held in Metlakatla and Saxman on March 9th, 2010, and an agency meeting was held in Juneau on March 10th, 2010. Public comments on the draft report were accepted until April 9, 2010.

Appendix F, Public Involvement Summary, includes the following items:

- A full list of agency and organization receiving the document,
- meeting information and public notice
- a summary of each meeting
- sign-in sheets from each meeting
- the presentation used at the public meetings, and
- all public and agency comments received

SUMMARY

The recommended sites for the South Tongass Highway Ferry Terminal in order of preference from an engineering, environmental and cost perspective are as follows:

1. **Saxman B**. This site has the overall lowest cost, a sheltered harbor, and the least environmental issues.
2. **Mile 1.9**. Of the operable sites, this has the next lowest cost, even though utilities would need to be developed. This site's natural environmental issues are similar to other new development sites but, based on public input, it has the highest human environmental issues.
3. **Saxman A**. This is a less desirable site than the Saxman B or Mile 1.9 because of cost and impacts to business, but its environmental issues are similar to Saxman B.
4. **Saxman Log Storage**. Of the operable sites, this has the highest cost. A large new fill would be required as well as a large dock and piling structure. This site's natural environmental issues are similar to other new development sites with somewhat less human environmental issues than at the Mile 1.9 site.

REFERENCES

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Appendix A.
Memorandums of Agreement

Appendix A-Memorandums of Agreement

Contents:

Memorandum of Agreement–1997

COUNCIL ANNETTE ISLANDS RESERVE

METLAKATLA INDIAN COMMUNITY

MAY 1997

TIMOTHY E. GILMARTIN, MAYOR
JUDITH A. LAUTH, SECRETARY
BARBARA J. FAWCETT, TREASURER

ESTABLISHED 1887

POST OFFICE BOX 8
METLAKATLA, ALASKA 99926
PHONE (907) 886-4441
FAX (907) 886-3338
FAX (907) 886-7097

September 18, 1998

Mr. Joseph L. Perkins, P.E.
Commissioner, Alaska Department of
Transportation & Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

Re: Memorandum of Agreement

Dear Commissioner Perkins:

Please find enclosed a copy of the "Memorandum of Agreement" executed by all parties on May 29, 1997. The purpose of the "Memorandum of Agreement" is to construct 14.7 miles of road on the Annette Islands Reserve.

The parties to this "Memorandum of Agreement" are:

1. DoD through the JTF Commander, as assigned by the Commander Alaskan Command.
2. The Metlakatla Indian Community.
3. The Bureau of Indian Affairs.
4. The Alaska Department of Transportation & Public Facilities.
5. The Federal Highway Administration.
6. The Alaska National Guard.

The "Memorandum of Agreement" calls for a review by the parties annually prior to 30 September.

Please review the attached document, as called for on page 6, lines 39 and 40. We have had numerous meetings since the Agreement was executed. We, therefore, assume that all parties are satisfied with the contents of the MOA since no modifications have been recommended. If any questions, please call Sol Atkinson, Walden Point Road Coordinator, at 907-886-1121.

Thank you for your continued support to our "Walden Point Road Project".

Sincerely,

Tim Gilmartin

Tim Gilmartin, Mayor

Encl.

MAY 1997

MEMORANDUM OF AGREEMENT AMONG THE UNITED STATES PACIFIC COMMAND, THE UNITED STATES ALASKAN COMMAND, THE METLAKATLA INDIAN COMMUNITY, THE BUREAU OF INDIAN AFFAIRS, THE FEDERAL HIGHWAY ADMINISTRATION, THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, AND THE ALASKA NATIONAL GUARD REGARDING THE INNOVATIVE READINESS TRAINING OPPORTUNITIES ON THE ANNETTE ISLANDS RESERVE, ALASKA.

PURPOSE

The purpose of this Memorandum of Agreement is to facilitate approval of Department of Defense (DoD) participation in an Innovative Readiness Training Program (IRT) training opportunity involving furnishing assistance in accordance with applicable laws to the Metlakatla Indian Community, a federally recognized Indian Tribe, to construct a road approximately 14 miles in length on the Annette Islands Reserve, Alaska (the Project), to set forth the guidelines for and the extent of DoD component support and participation in the Project, and to identify the responsibilities of the parties in furtherance of the Project. The DoD anticipates that its participation in the Project will provide training opportunities to military personnel while providing infrastructure construction assistance to eligible entities.

PARTIES

The parties to this Memorandum of Agreement are:

The Department of Defense by and through the Commander, United States Pacific Command and its designated executive agent for planning and Joint Task Force Commander for execution, the Commander Alaskan Command;

The Metlakatla Indian Community;

The Bureau of Indian Affairs;

The Alaska Department of Transportation & Public Facilities;

The Federal Highway Administration;

The Alaska National Guard.

AUTHORITIES

The signatories for the respective parties represent that their agencies or organizations are authorized to enter into this Memorandum of Agreement by the following:

The Department of Defense, and the Adjutant General of Alaska for the Departments of the Army and Air Force, Alaska National Guard, by and through the Commander, United States Pacific Command and its executive agent for planning and Joint Task Force Commander for execution, the Commander, Alaskan Command, by Title 10 United States Code Section 2012;

The Metlakatla Indian Community, by and through the authority of its governing Council under its Constitution and Bylaws and its inherent authority pursuant to its recognized sovereignty as a Federally recognized Indian tribe and by Title 25 United States Code Section 495 and Title 25 United States Code Section 476;

The Bureau of Indian Affairs by Title 25 United States Code Sections 81, 84, 177 and its Federal trust responsibility;

The Alaska Department of Transportation & Public Facilities by Alaska Statue 19.05.010;

The Federal Highway Administration by Title 23 United States Code;

The Alaska National Guard by Title 10 United States Code Section 2012.

TERMS AND CONDITIONS

The parties acknowledge and agree that DoD participation in the Project is limited to those activities which fulfill a valid training need of a DoD unit or units, which do not significantly increase the cost of obtaining that training, and which do not adversely affect the quality of the training obtained or otherwise interfere with the ability of a DoD unit to perform the military functions of the unit. The parties acknowledge and agree that DoD participation in the project is solely dependent upon other potential operational requirements/taskings of the military units involved which may preempt participation in the Project, as well as the availability of necessary resources such as Innovative Readiness Training funds, personnel and equipment, and may be terminated or postponed without notice to the other parties due to operational necessity, provided however, the DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical. The parties further agree that any unanticipated environmental circumstances that preclude continuing compliance with the mandates of the National Environmental Policy Act of 1969 (NEPA) or the Council on Environmental Quality regulations implementing NEPA during the conduct of any phase of the exercise may delay or prevent military support and continued work.

The parties agree to the following division of responsibilities, as may be amended by supplemental agreements from time to time, to facilitate completion of the Project:

The DoD will:

Provide personnel to perform those construction activities which meet valid unit or personnel training needs as agreed upon by the parties prior to each construction season (May to September yearly);

Provide military or leased equipment to perform those construction activities which meet a valid unit or personnel training need as agreed upon prior to each construction season;

Provide transportation for DoD personnel to and from the Annette Islands Reserve, to and from the construction site, and other locations as necessary;

Construct a base camp for housing military personnel involved in training activities on the Annette Islands Reserve;

Provide all subsistence (Classes I - IX) to support military personnel involved in training activities on the Annette Islands Reserve;

Provide security for the base camp and military equipment and military law enforcement during the construction season;

Provide or arrange for health care services for all military personnel involved in training activities on the Annette Islands Reserve. Health care services for non-military personnel is the responsibility of their respective employers;

Provide for public affairs support to explain the IRT Program and DoD's involvement in the Project to the Metlakatla Indian Community and the general public and publicize the cooperative nature of the Project.

Metlakatla Indian Community (MIC) will:

Serve as the responsible official in accordance with Title 10 United States Code Section 2012(c) by requesting IRT Program involvement in the Project and providing the required certificate of non-competition;

Serve as the lead agency for determining Project requirements and coordinating Project activities;

Issue, obtain or assist in obtaining all permits necessary for activities on the Annette Islands Reserve in support of the Project;

Perform or contract for the performance of all non-military construction activities necessary to facilitate completion of the Project (i.e. logging, paving etc.) as determined by the parties prior to each construction season;

Provide or arrange for the provision of all construction materials prior to each construction season;

Provide or arrange for the medical care of its employees and the employees of any non-military contractors which it may employ to work on the Project;

Negotiate separate agreements with DoD governing the use of MIC facilities (i.e. recreation areas, gymnasiums) by military forces participating in training on the Annette Islands Reserve;

Perform other tasks necessary to facilitate completion of the Project as may be agreed upon by the parties.

Bureau of Indian Affairs (BIA) will:

Serve as the lead Federal agency for any actions necessary to comply with the National Environmental Policy Act and the Council on Environmental Quality regulations for complying with that act;

Perform any necessary archaeological surveys;

Perform its assigned trust functions with regard to the Annette Islands Reserve;

Serve as the local approval authority for activities on the Annette Islands Reserve in relation to land matters during the construction of the Project;

Support the project with BIA funds as available and/or facilitate securing funding for the Project from other sources.

Alaska Department of Transportation & Public Facilities (ADoT & PF) will:

Complete the environmental impact analysis process required by the National Environmental Policy Act and supply that analysis to the BIA;

Obtain necessary permits for construction in delineated wetlands;

Establish a construction monitoring program for the Project;

Provide funding to complete the environmental analysis and the necessary permit processes;

Provide funding for the design and construction of two ferry terminals.

Federal Highway Administration (FHWA) will:

Serve as designer of the Project;

Coordinate the provision of funding for Project design and non-military construction;

Coordinate completion of non-military construction with MIC, ADoT & PF and BIA, which may include contract preparation and administration;

Provide periodic reviews to assure compliance with the construction monitoring program.

Alaska National Guard (AKANG) will:

Provide military forces with valid training needs which may be met by participation in the Project as requested by the Commander, Alaskan Command;

By the signature of the Adjutant General on this Memorandum of Agreement, signify its approval of the Project as an IRT project to be undertaken in the State of Alaska.

PROJECT TIMELINE

The parties anticipate that construction of the Project will cover approximately five Federal fiscal years (1997 - 2001). Recognizing that various uncertainties currently exist which prevent the incorporation of a detailed project timeline into this Memorandum of Agreement, the parties agree that this memorandum will be supplemented to establish milestones to facilitate completion of the Project within the time anticipated. To facilitate efficient planning for execution of the Project, the parties agree to conduct Project planning meetings chaired by MIC in March, July, and November, and at other times necessary in the opinion of one or more of the parties, for the duration of this Agreement. The parties further agree that the availability of funding and military forces may affect the anticipated duration of the Project and may affect the meeting of any agreed upon Project milestones and hereby waive any claims against any other parties for failure to meet any of the agreed upon milestones.

The parties agree to appoint a senior level leadership representative to a Metlakatla Innovative Readiness Training Interagency Coordinating Committee chaired by MIC which shall meet in conjunction with the July planning meeting, and at other times as deemed necessary by MIC, for the duration of this Agreement. The purpose of the Metlakatla Innovative Readiness Training Interagency Coordinating Committee is to keep senior level leadership informed on the progress of the Project and to provide necessary coordination for planning and execution of the Project.

AVAILABILITY OF FUNDS

The responsibilities of the parties hereunder is dependent upon the availability of funds. Insofar as the Federal agency parties are concerned nothing herein shall work an obligation of funds in violation of the Anti-Deficiency Act. Should any provision of this agreement be held to work an obligation of funds in violation of the Anti-Deficiency Act, said provision shall be given no force and effect.

DISPUTE RESOLUTION

Should any dispute arise between or among any of the parties concerning performance of the Project, exclusive of the DoD's decision concerning whether requested activities meet valid training goals which decision is final, the parties agree that MIC shall resolve such disputes after considering the views of the parties and direct actions necessary to implement that decision.

However, MIC shall have no authority to direct Federal agency actions which result in the expenditure of funds not otherwise obligated to support the Project.

WAIVER OF CLAIMS

The parties agree to waive any claims against any other party for damages to its property, natural resources, personnel or employees caused by another party or parties arising from the performance of the Project.

COMPLIANCE WITH LOCAL LAWS

The parties agree that the MIC has no criminal jurisdiction over non-Indians for criminal offenses committed on the Annette Islands Reserve. Non-military personnel shall remain subject to the criminal jurisdiction of the State of Alaska while on the Reserve and military personnel shall remain subject to the Uniform Code of Military Justice. The MIC agrees to waive to military authorities any tribal court jurisdiction it may have over Indian members of military units for criminal offenses committed on the Annette Islands Reserve and to waive to military authorities any tribal court jurisdiction it may have over all members of military units for civil matters.

The parties agree to comply with certain tribal laws which are not specifically waived by subsequent agreement while on the Metlakatla Indian Reservation and the commanding officer of military forces on the Reserve shall issue orders requiring compliance with those tribal laws which are not waived. Any prosecution or punishment for violations of tribal laws by military personnel shall be in accordance with the Uniform Code of Military Justice pursuant to the discretion of the commanding officer.

The parties agree that the commanding officer of the military forces on the Reserve shall be responsible for law enforcement to ensure the good order and discipline of those forces assigned to his command. The military commander is not responsible for the conduct of contractors engaged by or employees of other parties.

PERIOD OF AGREEMENT AND MODIFICATION OR TERMINATION OF THE AGREEMENT

This Memorandum of Agreement will terminate on 30 September 2001 unless sooner terminated by completion of the Project or terminated or extended by mutual agreement of the parties.

This Memorandum of Agreement is to be reviewed by the parties annually prior to 30 September.

A party may terminate its participation in this Memorandum of Understanding and Agreement by furnishing 90 days notice to the other parties, unless such termination is by the DoD based upon operational requirements in which event no notice is required, however DoD shall make

reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical.

This Memorandum of Agreement may be modified by the agreement of all of the parties.

Signed in duplicate originals by the parties this 27th day of May, 1997.

PATRICK K. GAMBLE
Lieutenant General, USAF
Commander Alaskan Command

JACK L. BOOTH, SR.
Mayor
Metlakatla Indian Community

JOSEPH L. PERKINS, P.E.
Commissioner, Alaska Department of
Transportation & Public Facilities

AKE LESTENKOF
Major General, AK NG
The Adjutant General

TOM HILDRETH
Operations Engineer, Federal Highway Administration
Western Federal Lands Highway Division

STAN SPEAKS
Area Director, Bureau of Indian
Affairs, Portland Area Office

Memorandum of Agreement–2000

MEMORANDUM OF AGREEMENT AMONG THE UNITED STATES PACIFIC COMMAND, THE UNITED STATES ALASKAN COMMAND, THE METLAKATLA INDIAN COMMUNITY, THE BUREAU OF INDIAN AFFAIRS, THE FEDERAL HIGHWAY ADMINISTRATION, THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, AND THE ALASKA NATIONAL GUARD REGARDING THE INNOVATIVE READINESS TRAINING OPPORTUNITIES ON THE ANNETTE ISLANDS RESERVE, ALASKA.

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The Bureau of Indian Affairs;

The Alaska Department of Transportation & Public Facilities;

The Federal Highway Administration;

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The Metlakatla Indian Community, by and through the authority of its governing Council under its Constitution and Bylaws and its inherent authority pursuant to its recognized sovereignty as a Federally recognized Indian tribe and by Title 25 United States Code Section 495 and Title 25 United States Code Section 476;

The Bureau of Indian Affairs by Title 25 United States Code Sections 81, 84, 177 and its Federal trust responsibility;

The Alaska Department of Transportation & Public Facilities by Alaska Statue 19.05.010;

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TERMS AND CONDITIONS

The parties acknowledge and agree that DoD participation in the Project is limited to those activities which fulfill a valid training need of a DoD unit or units, which do not significantly increase the cost of obtaining that training, and which do not adversely affect the quality of the training obtained or otherwise interfere with the ability of a DoD unit to perform the military functions of the unit. The parties acknowledge and agree that DoD participation in the project is solely dependent upon other potential operational requirements/taskings of the military units involved which may preempt participation in the Project, as well as the availability of necessary resources such as Innovative Readiness Training funds, personnel and equipment, and may be terminated or postponed without notice to the other parties due to operational necessity, provided however, the DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical. The parties further agree that any unanticipated environmental circumstances that preclude continuing compliance with the mandates of the National Environmental Policy Act of 1969 (NEPA) or the Council on Environmental Quality regulations implementing NEPA during the conduct of any phase of the exercise may delay or prevent military support and continued work.

The parties agree to the following division of responsibilities, as may be amended by supplemental agreements from time to time, to facilitate completion of the Project:

The DoD will:

Provide personnel to perform those construction activities which meet valid unit or personnel training needs as agreed upon by the parties prior to each construction season.

Provide military or leased equipment to perform those construction activities which meet a valid unit or personnel training need as agreed upon prior to each construction season;

Provide transportation for DoD personnel to and from the Annette Islands Reserve, to and from the construction site, and other locations as necessary;

Maintain a base camp for housing military personnel involved in training activities on the Annette Islands Reserve through 2007;

Maintain a maintenance facility for performing operational maintenance and equipment services required for training activities on the Annette Islands Reserve through 2007;
Provide all subsistence (Classes I - IX) to support military personnel involved in training activities on the Annette Islands Reserve;

Provide security for the base camp and maintenance facility and military equipment and military law enforcement during the construction season;

During non construction season time periods (typically Oct – Dec) provide periodic physical checks of facilities;

Provide or arrange for health care services for all military personnel involved in training activities on the Annette Islands Reserve. Health care services for non-military personnel is the responsibility of their respective employers;

Provide for public affairs support to explain the IRT Program and DoD's involvement in the Project to the Metlakatla Indian Community and the general public and publicize the cooperative nature of the Project.

Metlakatla Indian Community (MIC) will:

Serve as the responsible official in accordance with Title 10 United States Code Section 2012(c) by requesting IRT Program involvement in the Project and providing the required certificate of non-competition;

Serve as the lead agency for determining Project requirements and coordinating Project activities;

Issue, obtain or assist in obtaining all permits necessary for activities on the Annette Islands Reserve in support of the Project;

Perform or contract for the performance of all non-military construction activities necessary to facilitate completion of the Project (i.e. logging, paving etc.) as determined by the parties prior to each construction season;

Provide or arrange for the provision of all construction materials prior to each construction season;

Provide or arrange for the medical care of its employees and the employees of any non-military contractors which it may employ to work on the Project;

Negotiate separate agreements with DoD governing the use of MIC facilities (i.e. recreation areas, gymnasiums) by military forces participating in training on the Annette Islands Reserve;

Perform other tasks necessary to facilitate completion of the Project as may be agreed upon by the parties.

Assist with security of equipment and structures during the non-construction season periods;

Convene three yearly meetings with project participants. Publish meeting dates, invitations, and agendas in advance of the meetings. Publish meeting minutes and results of meetings.

Bureau of Indian Affairs (BIA) will:

Serve as the lead Federal agency for any actions necessary to comply with the National Environmental Policy Act and the Council on Environmental Quality regulations for complying with that act;

Perform any necessary archaeological surveys;

Perform its assigned trust functions with regard to the Annette Islands Reserve;

Serve as the local approval authority for activities on the Annette Islands Reserve in relation to land matters during the construction of the Project;

Support the project with BIA funds as available and/or facilitate securing funding for the Project from other sources.

Alaska Department of Transportation & Public Facilities (ADoT & PF) will:

Fund, design, and construct two ferry terminals.

Prepare environmental documentation and obtain necessary permits for construction of the ferry terminals

Federal Highway Administration (FHWA) will:

Serve as designer of the Project;

Coordinate the provision of funding for Project design and non-military construction;

Coordinate completion of non-military construction with MIC, ADoT & PF and BIA, which may include contract preparation and administration;

Provide periodic reviews to assure compliance with the construction monitoring program.

Establish a construction monitoring program for the project;

Alaska National Guard (AKANG) will:

In response to requests by the CDR ALCOM, the AKNG will assess training needs and participate in those aspects of the Project which meet those needs with individuals and units that are available;

By the signature of the Adjutant General on this Memorandum of Agreement, signify its approval of the Project as an IRT project to be undertaken in the State of Alaska;

In Accordance with Title 10, U.S. Code, Section 2012 the Alaska National Guard will endeavor to provide under the current Interservice Support Agreement (WC1JTW-00-140-001) stated categories of support to the JTF Alaska Road Project as requested by the Alaskan Command;

In so far as it does not interfere with primary missions, and is in accordance with applicable DOD, Air Force and Army regulations, provide military aircraft with valid training needs which would be met by participation in the project;

PROJECT TIMELINE

The parties anticipate that construction of the Project will cover approximately eleven Federal fiscal years (1997 – 2007). Recognizing that various uncertainties currently exist which prevent the incorporation of a detailed project timeline into this Memorandum of Agreement, the parties agree that this memorandum will be supplemented to establish milestones to facilitate completion of the Project within the time anticipated. To facilitate efficient planning for execution of the Project, the parties agree to conduct Project planning meetings chaired by MIC in March, July, and November, or at other times necessary in the opinion of one or more of the parties, for the duration of this Agreement. The parties further agree that the availability of funding and military forces may affect the anticipated duration of the Project and may affect the

meeting of any agreed upon Project milestones and hereby waive any claims against any other parties for failure to meet any of the agreed upon milestones.

The parties agree to appoint a senior level leadership representative to a Metlakatla Innovative Readiness Training Interagency Coordinating Committee chaired by MIC which shall meet in conjunction with the July planning meeting, and at other times as deemed necessary by MIC, for the duration of this Agreement. The purpose of the Metlakatla Innovative Readiness Training Interagency Coordinating Committee is to keep senior level leadership informed on the progress of the Project and to provide necessary coordination for planning and execution of the Project.

AVAILABILITY OF FUNDS

The responsibilities of the parties hereunder is dependent upon the availability of funds. Insofar as the Federal agency parties are concerned nothing herein shall work an obligation of funds in violation of the Anti-Deficiency Act. Should any provision of this agreement be held to work an obligation of funds in violation of the Anti-Deficiency Act, said provision shall be given no force and effect.

DISPUTE RESOLUTION

Should any dispute arise between or among any of the parties concerning performance of the Project, exclusive of the DoD's decision concerning whether requested activities meet valid training goals which decision is final, the parties agree that MIC shall resolve such disputes after considering the views of the parties and direct actions necessary to implement that decision. However, MIC shall have no authority to direct Federal agency actions which result in the expenditure of funds not otherwise obligated to support the Project.

WAIVER OF CLAIMS

The parties agree to waive any claims against any other party for damages to its property, natural resources, personnel or employees caused by another party or parties arising from the performance of the Project.

COMPLIANCE WITH LOCAL LAWS

The parties agree that the MIC has no criminal jurisdiction over non-Indians for criminal offenses committed on the Annette Islands Reserve. Non-military personnel shall remain subject to the criminal jurisdiction of the State of Alaska while on the Reserve and military personnel shall remain subject to the Uniform Code of Military Justice. The MIC agrees to waive to military authorities any tribal court jurisdiction it may have over Indian members of military units for criminal offenses committed on the Annette Islands Reserve and to waive to military authorities any tribal court jurisdiction it may have over all members of military units for civil matters.

The parties agree to comply with certain tribal laws which are not specifically waived by subsequent agreement while on the Metlakatla Indian Reservation and the commanding officer of military forces on the Reserve shall issue orders requiring compliance with those tribal laws which are not waived. Any prosecution or punishment for violations of tribal laws by military personnel shall be in accordance with the Uniform Code of Military Justice pursuant to the discretion of the commanding officer.

The parties agree that the commanding officer of the military forces on the Reserve shall be responsible for law enforcement to ensure the good order and discipline of those forces assigned to his command. The military commander is not responsible for the conduct of contractors engaged by or employees of other parties.

PERIOD OF AGREEMENT AND MODIFICATION OR TERMINATION OF THE AGREEMENT

This Memorandum of Agreement will terminate on 30 July 2005 unless sooner terminated by completion of the Project or terminated or extended by mutual agreement of the parties.

This Memorandum of Agreement is to be reviewed by the parties annually prior to 30 July.

A party may terminate its participation in this Memorandum of Understanding and Agreement by furnishing 90 days notice to the other parties, unless such termination is by the DoD based upon operational requirements in which event no notice is required, however DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical.

This Memorandum of Agreement may be modified by the agreement of all of the parties.

Signed in duplicate originals by the parties this 29th day of Nov, 2000.

NORTON A. SCHWARTZ
Lieutenant General, USAF
Commander Alaskan Command

SOL D. ATKINSON
Mayor
Metlakatla Indian Community

JOSEPH L. PERKINS, P.E.
Commissioner, Alaska Department of
Transportation & Public Facilities

PHILLIP E. OATES
Major General, (AK) AKNG
The Adjutant General

RONALD W. CARMICHAEL
Division Engineer
Federal Highway Administration

EDWARD W. GUNYAH
Field Representative for Mellakatla
Field Station

DAVID P. HAGARMAN
COLONEL, AKGB
USPFO for Alaska

Memorandum of Agreement–2003

NOV. 2003

MEMORANDUM OF AGREEMENT AMONG THE UNITED STATES PACIFIC COMMAND, THE UNITED STATES ALASKAN COMMAND, THE METLAKATLA INDIAN COMMUNITY, THE BUREAU OF INDIAN AFFAIRS, THE FEDERAL HIGHWAY ADMINISTRATION, THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, AND THE ALASKA NATIONAL GUARD REGARDING THE INNOVATIVE READINESS TRAINING OPPORTUNITIES ON THE ANNETTE ISLANDS RESERVE, ALASKA.

PURPOSE

The purpose of this Memorandum of Agreement is to facilitate approval of Department of Defense (DoD) participation in an Innovative Readiness Training Program (IRT) training opportunity involving furnishing assistance in accordance with applicable laws to the Metlakatla Indian Community, a federally recognized Indian Tribe, to construct a road approximately 14 miles in length on the Annette Islands Reserve, Alaska (the Project), to set forth the guidelines for and the extent of DoD component support and participation in the Project, and to identify the responsibilities of the parties in furtherance of the Project. DoD participation in the Project will provide training opportunities to military personnel while providing infrastructure construction assistance to eligible entities.

PARTIES

The parties to this Memorandum of Agreement are:

The Department of Defense by and through the Commander, United States Pacific Command and its designated executive agent for planning and Joint Task Force Commander for execution, the Commander Alaskan Command;

The Metlakatla Indian Community;

The Bureau of Indian Affairs;

The Federal Highway Administration;

The Alaska Department of Transportation & Public Facilities;

The Alaska National Guard.

AUTHORITIES

The signatories for the respective parties represent that their agencies or organizations are authorized to enter into this Memorandum of Agreement by the following:

The Department of Defense, and the Adjutant General of Alaska for the Departments of the Army and Air Force, Alaska National Guard, by and through the Commander, United States Pacific Command and its executive agent for planning and Joint Task Force (JTF) Commander for execution, the Commander, Alaskan Command, by Title 10 United States Code Section 2012;

The Metlakatla Indian Community, by and through the authority of its governing Council under its Constitution and Bylaws and its inherent authority pursuant to its recognized sovereignty as federally recognized Indian tribe and by Title 25 United States Code Section 495 and Title 25 United States Code Section 476;

The Bureau of Indian Affairs by Title 25 United States Code Sections 81, 84, 177 and its Federal trust responsibility;

The Alaska Department of Transportation & Public Facilities by Alaska Statue 19.05.010;

The Federal Highway Administration by Title 23 United States Code;

The Alaska National Guard by Title 10 United States Code Section 2012.

TERMS AND CONDITIONS

The parties acknowledge and agree that DoD participation in the Project is limited to those activities which fulfill a valid training need of a DoD unit or units, which do not significantly increase the cost of obtaining that training, and which do not adversely affect the quality of the training obtained or otherwise interfere with the ability of a DoD unit to perform the military functions of the unit. The parties acknowledge and agree that DoD participation in the project is solely dependent upon other potential operational requirements/taskings of the military units involved which may preempt participation in the Project, as well as the availability of necessary resources such as Innovative Readiness Training funds, personnel and equipment, and may be terminated or postponed without notice to the other parties due to operational necessity, provided however, the DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical. The parties further agree that any unanticipated environmental circumstance that preclude continuing compliance with the mandates of the National Environmental Policy Act of 1969 (NEPA) or the Council on Environmental Quality regulations implementing NEPA during the conduct of any phase of the exercise may delay or prevent military support and continued work.

The parties agree to the following division of responsibilities, as may be amended by supplemental agreements from time to time, to facilitate completion of the Project:

The DoD through Alaskan Command will:

Provide personnel to perform those construction activities, which meet valid unit, or personnel training needs as agreed upon by the parties prior to each construction season;

Provide military or leased equipment to perform those construction activities, which meet a valid unit, or personnel training need as agreed upon prior to each construction season;

Provide transportation for DoD personnel to and from the Annette Islands Reserve, to and from the construction site, and other locations as necessary;

Construct a base camp for housing military personnel involved in training activities on the Annette Islands Reserve through 2007;

Maintain a maintenance facility for performing operational maintenance and equipment services required for training activities on the Annette Islands Reserve through 2007;

Provide all subsistence (Classes I - IX) to support military personnel involved in training activities on the Annette Islands Reserve;

Provide security for the base camp and maintenance facility and military equipment and military law enforcement during the construction season;

During non construction season time periods (typically Oct - Dec) provide periodic physical checks of facilities and conduct inspection of explosives magazines in accordance with Title 27 ATF and other applicable regulations and report inspection results to MIC and BIA;

Provide or arrange for health care services for all military personnel involved in training activities on the Annette Islands Reserve. Health care services for non-military personnel are the responsibility of their respective employers;

Provide for public affairs support to explain the IRT Program and DoD's involvement in the Project to the Metlakatla Indian Community and the general public and publicize the cooperative nature of the Project.

Metlakatla Indian Community (MIC) will:

Serve as the responsible official in accordance with Title 10 United States Code Section 2012(c) by requesting IRT Program involvement in the Project and providing the required certificate of non-competition;

Serve as the lead agency for determining Project requirements and coordinating Project activities;

Issue, local permits necessary for activities on the Annette Islands Reserve in support of the Project;

Perform or contract for the performance of all non-military construction activities necessary to facilitate completion of the Project (i.e. logging, paving etc.) as determined by the parties prior to each construction season;

Provide or arrange for the medical care of its employees and the employees of any non-military contractors, which it may employ to work on the Project;

Negotiate separate agreements with DoD governing the use of MIC facilities (i.e. recreation areas, gymnasiums) by military forces participating in training on the Annette Islands Reserve;

Perform other tasks necessary to facilitate completion of the Project as may be agreed upon by the parties;

Assist with security of equipment and structures during the non-construction season periods;

Convene two yearly meetings with project participants. Publish meeting dates, invitations, and agendas in advance of the meetings. Publish meetings minutes and results of meetings.

Bureau of Indian Affairs (BIA) will:

Serve as the lead Federal agency for any actions necessary to comply with the National Environmental Policy Act and the Council on Environmental Quality regulations for complying with that act;

Perform any necessary archaeological surveys;

Perform its assigned trust functions with regard to the Annette Islands Reserve;

Serve as the local approval authority for activities on the Annette Islands Reserve in relation to land matters during the construction of the Project;

Support the project with BIA funds as available and/or facilitate securing funding for the Project from other sources;

Obtain and assist in obtaining all State and Federal permits necessary for activities of the Walden Point Road to completion.

Alaska Department of Transportation & Public Facilities (ADoT & PF) will:

Fund, design, and construct two ferry terminals;

Prepare environmental documentation and obtain necessary permits for construction of the ferry terminals.

Federal Highway Administration (FHWA) will:

Serve as designer of the Project;

Coordinate the provision of funding for Project design and non-military construction;

Assist in procuring construction material;

Coordinate completion of non-military construction with MIC, AK DOT & PF and BIA, which may include contract preparation and administration;

Contract for the performance of non-military construction activities not performed by MIC but deemed necessary to facilitate completion of the Project as determined by the parties prior to each construction seasons;

Procure and provide all materials needed to support military construction activities prior to each construction seasons;

Provide periodic reviews to assure compliance with the construction-monitoring program;

Establish a construction-monitoring program for the Project.

Alaska National Guard (AKANG) will:

Provide military support forces with valid training needs which may be met by participation in the Project as requested by the Commander, Alaskan Command;

In Accordance with Title 10, U.S. Code, Section 2012 the Alaska National Guard will provide under the current Interservice Support Agreement (WC1JTW-00-140-001) stated categories of support to the JTF Alaska Road Project as requested by the Alaskan Command;

Assist the Joint Forces Engineer Component Command (JFECC) in filling positions on the Table of Distribution and Allowances-Personnel (TDA);

Provide military airlift with valid training needs which may be met by participation in the project.

PROJECT TIMELINE

The parties anticipate that construction of the Project will cover approximately thirteen Federal fiscal years (1997 - 2009). Recognizing that various uncertainties currently exist which prevent the incorporation of a detailed project timeline into this Memorandum of Agreement, the parties agree that this memorandum will be supplemented to establish milestones to facilitate completion of the Project within the time anticipated. To facilitate efficient planning for execution of the Project, the parties agree

to conduct Project planning meetings chaired by MIC in March and November, or at other times necessary in the opinion of one or more of the parties, for the duration of this Agreement. The parties further agree that the availability of funding and military forces may affect the anticipated duration of the Project and may affect the meeting of any agreed upon Project milestones and hereby waive any claims against any other parties for failure to meet any of the agreed upon milestones.

AVAILABILITY OF FUNDS

The responsibilities of the parties hereunder are dependent upon the availability of funds. Insofar as the Federal agency parties are concerned, nothing herein shall work an obligation of funds in violation of the Anti-Deficiency Act. Should any provision hereunder be held to work an obligation of funds in violation of the Anti-Deficiency Act, said provision shall be given no force and effect.

DISPUTE RESOLUTION

Should any dispute arise between or among any of the parties concerning performance of the Project, exclusive of the DoD's decision concerning whether requested activities meet valid training goals which decision is final, the parties agree that MIC shall resolve such disputes after considering the views of the parties and direct actions necessary to implement that decision. However, MIC shall have no authority to direct Federal agency actions that result in the expenditure of funds not otherwise obligated to support the Project.

WAIVER OF CLAIMS

The parties agree to waive any claims against any other party for damages to its property, natural resources, personnel, or employees caused by another party or parties arising from the performance of the Project.

COMPLIANCE WITH LOCAL LAWS

The parties agree that the MIC has no criminal jurisdiction over non-Indians for criminal offenses committed on the Annette Islands Reserve. Non-military personnel shall remain subject to the criminal jurisdiction of the State of Alaska while on the Reserve and military personnel shall remain subject to the Uniform Code of Military Justice. The MIC agrees to waive to military authorities any tribal court jurisdiction it may have over Indian members of military units for criminal offenses committed on the Annette Islands Reserve and to waive to military authorities any tribal court jurisdiction it may have over all members of military units for civil matters.

The parties agree to comply with certain tribal laws which are not specifically waived by subsequent agreement while on the Metlakatla Indian Reservation and the commanding officer of military forces on the Reserve shall issue orders requiring compliance with those tribal laws which are not waived. Prosecution and punishment for violations of tribal laws by military personnel shall be in accordance with the Uniform Code of Military Justice pursuant to the discretion of the commanding officer.

The parties agree that the commanding officer of the military forces on the Reserve shall be responsible for law enforcement to ensure the good order and discipline of those forces assigned to his command. The military commander is not responsible for the conduct of contractors engaged by or employees of other parties.

PERIOD OF AGREEMENT AND MODIFICATION OR TERMINATION OF THE AGREEMENT

This Memorandum of Agreement will terminate 30 September 2006 unless sooner terminated by completion of the Project or terminated or extended by mutual agreement of the parties.

This Memorandum of Agreement is to be reviewed by the parties annually at the pre construction meeting.

A party may terminate its participation in this Memorandum of Understanding and Agreement by furnishing 90 days notice to the other parties, unless such termination is by the DoD based upon operational requirements in which event no notice is required, however DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical.

This Memorandum of Agreement may be modified by the agreement of all of the parties.

Signed in duplicate originals by the parties this 18th day of Nov, 2003.

CARROL H CHANDLER
Lieutenant General, USAF
Commander Alaskan Command

VICTOR C WELLINGTON SR
Mayor
Metlakatla Indian Community

MIKE BARTON
Commissioner, Alaska Department of
Transportation & Public Facilities

CRAIG E CAMPBELL
Brigadier General, (AK) AKNG
The Adjutant General

RONALD W. CARMICHAEL
Division Engineer
Federal Highway Administration

EDWARD W. GUNYAH
Field Representative
Bureau of Indian Affairs

Memorandum of Agreement–2006

June 2006

HEADQUARTERS
ALASKAN COMMAND (ALCOM)
ELMENDORF AIR FORCE BASE, ALASKA 99506

17 May 2006

JTF Alaskan Road J5
9480 Pease Avenue, Suite 301
Elmendorf AFB AK 99506-2100

Mr. Andy Hughes
Alaska Department of Transportation & Public Facilities
Southeast Region Planning
68610 Glacier Highway
Juneau AK 99801-7999

Mr. Michael Traffalis
Western Federal Lands Highway Division
610 East Fifth St
Vancouver WA 98661-3801

Dear Mr. Hughes and Mr. Traffalis

The purpose of the attached Memorandum of Agreement (MOA) is to identify the responsibilities of the parties in the furtherance of the Walden Point Road Project. We have completed the review process and the MOA is ready for signature.

Mr. Hughes: Once your Commissioner signs it, request you fax me a copy at (907) 552-4855 and forward the original to Mr. Michael Traffalis at Federal Highway Administration so he can arrange for Mr. Carmichael's signature. Please use the enclosed FEDEX envelope.

Mr. Traffalis: Once Mr. Ricardo Suarez signs it, request you fax me a copy at (907) 552-4855 and forward the original to me using the enclosed FEDEX envelope.

If you have any questions or concerns, please feel free to call me at (907) 552-2607 or my POC, Mr. Dave Bich at (907) 552-3366 or email at david.bich@elmendorf.af.mil.

Sincerely,

James R DeMoss

JAMES R DEMOSS
LTC, USA
Director of Plans and Policy

Attachment:
Memorandum of Agreement

June 2006

MEMORANDUM OF AGREEMENT AMONG THE UNITED STATES PACIFIC COMMAND, THE UNITED STATES ALASKAN COMMAND, THE METLAKATLA INDIAN COMMUNITY, THE BUREAU OF INDIAN AFFAIRS, THE FEDERAL HIGHWAY ADMINISTRATION, AND THE ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, REGARDING THE INNOVATIVE READINESS TRAINING OPPORTUNITIES ON THE ANNETTE ISLANDS RESERVE, ALASKA.

PURPOSE

The purpose of this Memorandum of Agreement is to facilitate approval of Department of Defense (DoD) participation in an Innovative Readiness Training Program (IRT) training opportunity (Alaskan Road) involving furnishing assistance in accordance with applicable laws to the Metlakatla Indian Community, a federally recognized Indian Tribe, to construct a road approximately 14 miles in length on the Annette Islands Reserve, Alaska (the Project), to set forth the guidelines for and the extent of DoD component support and participation in the Project, and to identify the responsibilities of the parties in furtherance of the Project. DoD participation in the Project will provide training opportunities to military personnel while providing infrastructure construction assistance to eligible entities.

PARTIES

The parties to this Memorandum of Agreement are:

The Department of Defense by and through the Commander, United States Pacific Command and its designated executive agent for planning and Joint Task Force Commander for execution, the Commander Alaskan Command;

The Metlakatla Indian Community;

The Bureau of Indian Affairs;

The Federal Highway Administration;

The Alaska Department of Transportation & Public Facilities;

The Alaska National Guard.

AUTHORITIES

The signatories for the respective parties represent that their agencies or organizations are authorized to enter into this Memorandum of Agreement by the following:

The Department of Defense, for the Departments of the Army and Air Force, by and through the Commander, United States Pacific Command and its executive agent for planning and Joint Task Force (JTF) Commander for execution, the Commander, Alaskan Command, by Title 10 United States Code Section 2012;

The Metlakatla Indian Community, by and through the authority of its governing Council under its Constitution and Bylaws and its inherent authority pursuant to its recognized sovereignty as federally recognized Indian tribe and by Title 25 United States Code Section 495 and Title 25 United States Code Section 476;

The Bureau of Indian Affairs by Title 25 United States Code Sections 81, 84, 177 and its Federal trust responsibility;

The Alaska Department of Transportation & Public Facilities by Alaska Statue 19.05.010;

The Federal Highway Administration by Title 23 United States Code;

The Alaska National Guard by Title 10 United States Code Section 2012.

TERMS AND CONDITIONS

The parties acknowledge and agree that DoD participation in the Project is limited to those activities which fulfill a valid training need of a DoD unit or units, which do not significantly increase the cost of obtaining that training, and which do not adversely affect the quality of the training obtained or otherwise interfere with the ability of a DoD unit to perform the military functions of the unit. The parties acknowledge and agree that DoD participation in the project is solely dependent upon other potential operational requirements/taskings of the military units involved which may preempt participation in the Project, as well as the availability of necessary resources such as Innovative Readiness Training funds, personnel and equipment, and may be terminated or postponed without notice to the other parties due to operational necessity, provided however, the DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical. The parties further agree that any unanticipated environmental circumstance that preclude continuing compliance with the mandates of the National Environmental Policy Act of 1969 (NEPA) or the Council on Environmental Quality regulations implementing NEPA during the conduct of any phase of the exercise may delay or prevent military support and continued work.

The parties agree to the following division of responsibilities, as may be amended by supplemental agreements from time to time, to facilitate completion of the Project:

The DoD through Alaskan Command will:

Provide personnel to perform those construction activities, which meet valid unit, or personnel training needs as agreed upon by the parties prior to each construction season;

Provide military or leased equipment to perform those construction activities, which meet a valid unit, or personnel training need as agreed upon prior to each construction season;

Provide transportation for DoD personnel to and from the Annette Islands Reserve, to and from the construction site, and other locations as necessary;

Maintain a base camp for housing military personnel involved in training activities on the Annette Islands Reserve through 2007;

Maintain a maintenance facility for performing operational maintenance and equipment services required for training activities on the Annette Islands Reserve through 2007;

Provide all subsistence (Classes I - IX) to support military personnel involved in training activities on the Annette Islands Reserve;

Provide security for the base camp and maintenance facility and military equipment and military law enforcement during the construction season;

During non construction season time periods (typically Oct – Feb) provide periodic physical checks of facilities and conduct inspection of explosives magazines in accordance with Title 27 ATF and other applicable regulations and report inspection results to MIC and BIA;

Provide or arrange for health care services for all military personnel involved in training activities on the Annette Islands Reserve. Health care services for non-military personnel are the responsibility of their respective employers;

Provide for public affairs support to explain the IRT Program and DoD's involvement in the Project to the Metlakatla Indian Community and the general public and publicize the cooperative nature of the Project.

Complete construction activities on 31 August 2007. Our goal is to construct a "pioneer road" from Beginning of the Project (BOP) to 3+600 and a "rough road" from 3+600 to End of Project (EOP).

Retrograde from Annette Islands Reserve with a completion date of 1 June 2008. Disposition of DoD assets will be negotiated under separate arrangements following DoD rules and regulations.

Metlakatla Indian Community (MIC) will:

Serve as the responsible official in accordance with Title 10 United States Code Section 2012(c) by requesting IRT Program involvement in the Project and providing the required certificate of non-competition;

Serve as the lead agency for determining Project requirements and coordinating Project activities;

Issue, local permits necessary for activities on the Annette Islands Reserve in support of the Project;

Perform or contract for the performance of all non-military construction activities necessary to facilitate completion of the Project (i.e. logging, paving etc.) as determined by the parties prior to each construction season;

Provide or arrange for the medical care of its employees and the employees of any non-military contractors, which it may employ to work on the Project;

Negotiate separate agreements with DoD governing the use of MIC facilities (i.e. recreation areas, gymnasiums) by military forces participating in training on the Annette Islands Reserve;

Perform other tasks necessary to facilitate completion of the Project as may be agreed upon by the parties;

Assist with security of equipment and structures during the non-construction season periods;

Convene two yearly meetings with project participants. Publish meeting dates, invitations, and agendas in advance of the meetings. Publish meetings minutes and results of meetings.

Bureau of Indian Affairs (BIA) will:

Serve as the lead Federal agency for any actions necessary to comply with the National Environmental Policy Act and the Council on Environmental Quality regulations for complying with that act;

Perform any necessary archaeological surveys;

Perform its assigned trust functions with regard to the Annette Islands Reserve;

Serve as the local approval authority for activities on the Annette Islands Reserve in relation to land matters during the construction of the Project;

Support the project with BIA funds as available and/or facilitate securing funding for the Project from other sources;

Obtain and assist in obtaining all State and Federal permits necessary for activities of the Walden Point Road to completion.

Alaska Department of Transportation & Public Facilities (ADoT & PF) will:

Fund, design, and construct two ferry terminals;

Prepare environmental documentation and obtain necessary permits for construction of the ferry terminals.

Federal Highway Administration (FHWA) will:

Serve as designer of the Project;

Coordinate the provision of funding for Project design and non-military construction except for construction of all bridges on the Walden Point Road Project;

Assist in procuring construction material;

Coordinate with DoD to remove temporary bridges and arrange shipment to FHWA storage location, Removal of bridges to be completed by September 2007;

Coordinate completion of non-military construction with MIC, AK DOT & PF and BIA, which may include contract preparation and administration;

Contract for the performance of non-military construction activities not performed by MIC but deemed necessary to facilitate completion of the Project as determined by the parties prior to each construction seasons;

Procure and provide all materials needed to support military construction activities prior to each construction seasons;

Provide periodic reviews to assure compliance with the construction-monitoring program;

Establish a construction-monitoring program for the Project.

PROJECT TIMELINE

The parties anticipate that construction of the Project will cover approximately twelve Federal fiscal years (1997 - 2008). Recognizing that various uncertainties currently exist which prevent the incorporation of a detailed project timeline into this Memorandum of Agreement, the parties agree that this memorandum will be supplemented to establish milestones to facilitate completion of the Project within the time anticipated. To facilitate efficient planning for execution of the Project, the parties agree to conduct Project planning meetings chaired by MIC in March and November, or at other times necessary in the opinion of one or more of the parties, for the duration of this Agreement. The parties further agree that the availability of funding and military forces may affect the anticipated duration of the Project and may affect the meeting of any agreed upon Project milestones and hereby waive any claims against any other parties for failure to meet any of the agreed upon milestones.

AVAILABILITY OF FUNDS

The responsibilities of the parties hereunder are dependent upon the availability of funds. Insofar as the Federal agency parties are concerned, nothing herein shall work an obligation of funds in violation of the Anti-Deficiency Act. Should any provision hereunder be held to work an obligation of funds in violation of the Anti-Deficiency Act, said provision shall be given no force and effect.

DISPUTE RESOLUTION

Should any dispute arise between or among any of the parties concerning performance of the Project, exclusive of the DoD's decision concerning whether requested activities meet valid training goals which decision is final, the parties agree that MIC shall resolve such disputes after considering the views of the parties and direct actions necessary to implement that decision. However, MIC shall have no authority to direct Federal agency actions that result in the expenditure of funds not otherwise obligated to support the Project.

WAIVER OF CLAIMS

The parties agree to waive any claims against any other party for damages to its property, natural resources, personnel, or employees caused by another party or parties arising from the performance of the Project.

COMPLIANCE WITH LOCAL LAWS

The parties agree that the MIC has no criminal jurisdiction over non-Indians for criminal offenses committed on the Annette Islands Reserve. Non-military personnel shall remain subject to the criminal jurisdiction of the State of Alaska while on the Reserve and military personnel shall remain subject to the Uniform Code of Military Justice. The MIC agrees to waive to military authorities any tribal court jurisdiction it may have over Indian members of military units for criminal offenses committed on the Annette Islands Reserve and to waive to military authorities any tribal court jurisdiction it may have over all members of military units for civil matters.

The parties agree to comply with certain tribal laws which are not specifically waived by subsequent agreement while on the Metlakatla Indian Reservation and the commanding officer of military forces on the Reserve shall issue orders requiring compliance with those tribal laws which are not waived. Prosecution and punishment for violations of tribal laws by military personnel shall be in accordance with the Uniform Code of Military Justice pursuant to the discretion of the commanding officer.

The parties agree that the commanding officer of the military forces on the Reserve shall be responsible for law enforcement to ensure the good order and discipline of those forces assigned to his command. The military commander is not responsible for the conduct of contractors engaged by or employees of other parties.

PERIOD OF AGREEMENT AND MODIFICATION OR TERMINATION OF THE AGREEMENT

This Memorandum of Agreement will terminate 7 August 2008 unless sooner terminated by completion of the Project or terminated or extended by mutual agreement of the parties.

This Memorandum of Agreement is to be reviewed by the parties biennially at the pre construction meeting.

A party may terminate its participation in this Memorandum of Understanding and Agreement by furnishing 90 days notice to the other parties, unless such termination is by the DoD based upon operational requirements in which event no notice is required, however DoD shall make reasonable efforts to provide notice of any termination of its participation in this project as far in advance as is practical.

This Memorandum of Agreement may be modified by the agreement of all of the parties.

Signed in duplicate originals by the parties this ____ day of _____, 2006.

DOUGLAS M. FRASER
Lieutenant General, USAF
Commander Alaskan Command

VICTOR C WELLINGTON III
Mayor
Metlakatla Indian Community

Mike Barton 6/8/06

MIKE BARTON
Commissioner, Alaska Department of
Transportation & Public Facilities

RICARDO SUAREZ
Acting Division Engineer
Federal Highway Administration

EDWARD W. GUNYAH
Field Representative
Bureau of Indian Affairs

Marine Components of Walden Point Road Project

Status Report
April 5, 2005

- **Metlakatla Shuttle Ferry,**

  Constructed 181' Shuttle Ferry *M/V Lituya*. The Lituya has a service speed of 12 knots or 13.8 miles per hour and a capacity to transport 149 passengers and 18 std. Cars. The *Lituya* entered service in May 1, 2004 between Metlakatla and Ketchikan Terminals.

  Total cost $12,000,000

- **Metlakatla Ferry Terminal Modifications,**

  Constructed all tide mooring facility to accommodate overnight layover of the *M/V Lituya*.

  Total cost $1,590,893

- **Saxman Ferry Terminal,**

  Current Programmed Construction year is beyond 2006. Project is in the environmental phase. STIP 2004-06, Amendment #8 contains $1,500.0 for Right of Way. Construction may be programmed in 2006 or 2007.

  Total estimated project cost is $10,000,000.

- **Annette Bay Ferry Terminal,**

  Current Programmed Construction year is beyond 2006. Project schedule subject to adjustment to coincide with completion of Walden Point Road.

  Total estimated project cost is $7,500,000.

Total Estimated Cost of Marine Components $31,100,000.

Appendix B.
Total Travel Time and Level of Service

Total One Way Travel Time - Metlakatla to Downtown Ketchikan Terminal

MET to KTN	Drive Time at 30mph		Wait & Load	Vessel Run Time						Drive	One Way	
				12-kts		7 Knot Zone		Accel-Decel	Ferry			
	Dist(mi)	Time(m)	Time(m)	Dist(nm)	Time(m)	Dist(nm)	Time(m)	Time(m)	total(min)	Time(m)	Minutes	Hours
MET to KTN Berth 3 (Baseline)	0.0	0.0	30.0	13.2	66.1	2.3	19.4	4.5	90.0	0.0	120	2.0
via Annette Bay - KTN Berth 3	15.0	30	30.0	4.4	21.8	2.3	19.4	4.5	45.6	0.0	106	1.8
via Annette Bay - Thomas Basin SE	15.0	30	30.0	3.6	17.8	1.3	11.2	4.5	33.5	7.1	101	1.7
via Annette Bay - USCG	15.0	30	30.0	3.6	17.8	0.6	5.2	4.5	27.6	8.8	96	1.6
via Annette Bay - Mile 1.9	15.0	30	30.0	3.6	17.8	0.0	0.0	4.5	22.3	10.2	93	1.5
via Annette Bay - Saxman Log Storage	15.0	30	30.0	3.5	17.4	0.0	0.0	4.5	21.9	10.6	93	1.5
via Annette Bay - Saxman Seaport	15.0	30	30.0	3.0	14.8	0.0	0.0	4.5	19.3	11.7	91	1.5
via Annette Bay - Dairy	15.0	30	30.0	2.2	10.9	0.0	0.0	4.5	15.4	14.5	90	1.5
via Annette Bay - Mountain Point	15.0	30	30.0	2.2	10.9	0.0	0.0	4.5	15.4	16.3	92	1.5

Drive Time between South Tongass Highway Ferry Terminal and KTN

Location or Sign	Miles from KTN Terminal	Mile Post	Speed zone	Segment Time(min)	Total Time(min)
Ketchikan Ferry Terminal (KTN)	0.00		25	0	0.0
Speed Limit Sign	1.52		20	3.85	3.8
Speed Limit Sign	2.16		30	2.12	6.0
Speed Limit Sign	2.20		20	0.08	6.0
Federal Building	2.30	0.0	20	0.30	6.3
Thomas Basin	2.56	0.3	20	0.78	7.1
Speed Limit Sign	2.6	0.3	30	0.12	7.3
USCG	3.4	1.1	45	1.60	8.8
Speed Limit Sign	3.8	1.5	30	0.48	9.3
Mile 1.9	4.2	1.9	30	0.87	10.2
Saxman Log Storage	4.4	2.1	30	0.4	10.6
Speed Limit Sign	4.8	2.5	45	0.82	11.4
Saxman Seaport	5.0	2.7	30	0.25	11.7
Dairy	6.4	4.0	45	2.80	14.5
Mountain Point	7.8		45	1.87	16.3

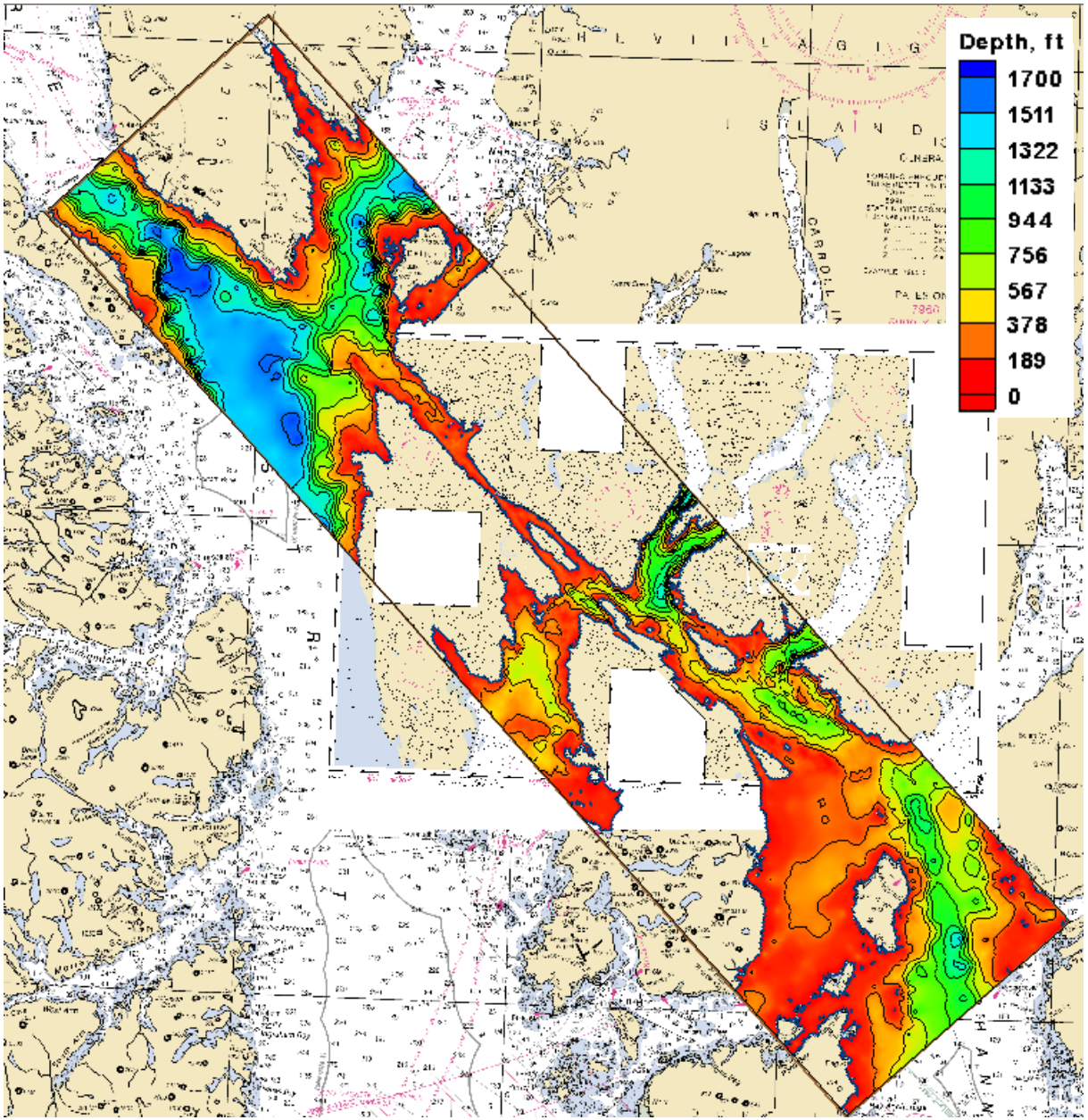
Level of Service between Metlakatla and Ketchikan

MET to KTN	Way - Vessel Run Time						Round trip	Round trips	Underway time	In-port stops	In-port Time (hrs)	Total Ops Day	Total Capacity (one way)
	12-kts		7 Knot Zone		Accel-Decel	Ferry							
	Dist(nm)	Time(m)	Dist(nm)	Time(m)	Time(m)	total(m)	(hr)	Per 10* hrs	(hrs/day)		*0.33*	(hrs)	Vehicles
MET to KTN Berth 3 (Baseline)	13.2	66.1	2.3	19.4	4.5	90.0	*3.00*	***2***	*6.00*	*5*	*1.65*	***7.65***	*36*
via Annette Bay - KTN Berth 3	4.4	21.8	2.3	19.4	4.5	45.6	*1.52*	***4***	*6.09*	*9*	*2.97*	***9.06***	*72*
via Annette Bay - Thomas Basin SE	3.6	17.8	1.3	11.2	4.5	33.5	*1.12*	***5***	*5.59*	*11*	*3.63*	***9.22***	*90*
via Annette Bay - USCG	3.6	17.8	0.6	5.2	4.5	27.6	*0.92*	***6***	*5.51*	*13*	*4.29*	***9.80***	*108*
via Annette Bay - Mile 1.9	3.6	17.8	0.0	0.0	4.5	22.3	*0.74*	***6***	*4.47*	*13*	*4.29*	***8.76***	*108*
via Annette Bay - Saxman Log Storage	3.5	17.4	0.0	0.0	4.5	21.9	*0.73*	***6***	*4.38*	*13*	*4.29*	***8.67***	*108*
via Annette Bay - Saxman Seaport	3.0	14.8	0.0	0.0	4.5	19.3	*0.64*	***7***	*4.50*	*15*	*4.95*	***9.45***	*126*
via Annette Bay - Dairy	2.2	10.9	0.0	0.0	4.5	15.4	*0.51*	***8***	*4.10*	*17*	*5.61*	***9.71***	*144*
via Annette Bay - Mountain Point	2.2	10.9	0.0	0.0	4.5	15.4	*0.51*	***8***	*4.10*	*17*	*5.61*	***9.71***	*144*

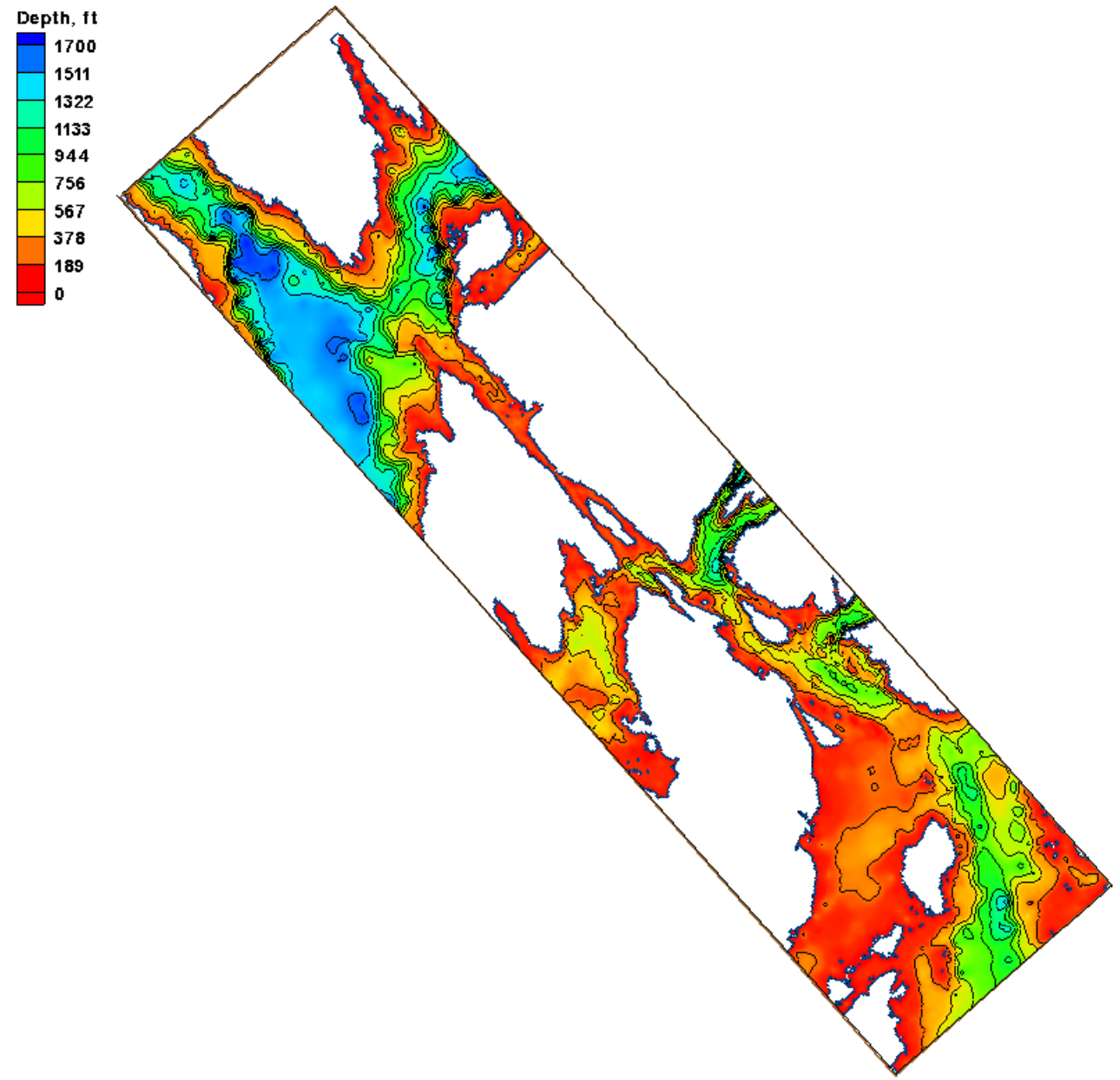
*Note: Total crew time is 12 hrs to allow 1 hour each for start up and shut down per day.

Appendix C.
Wind-Wave Analysis

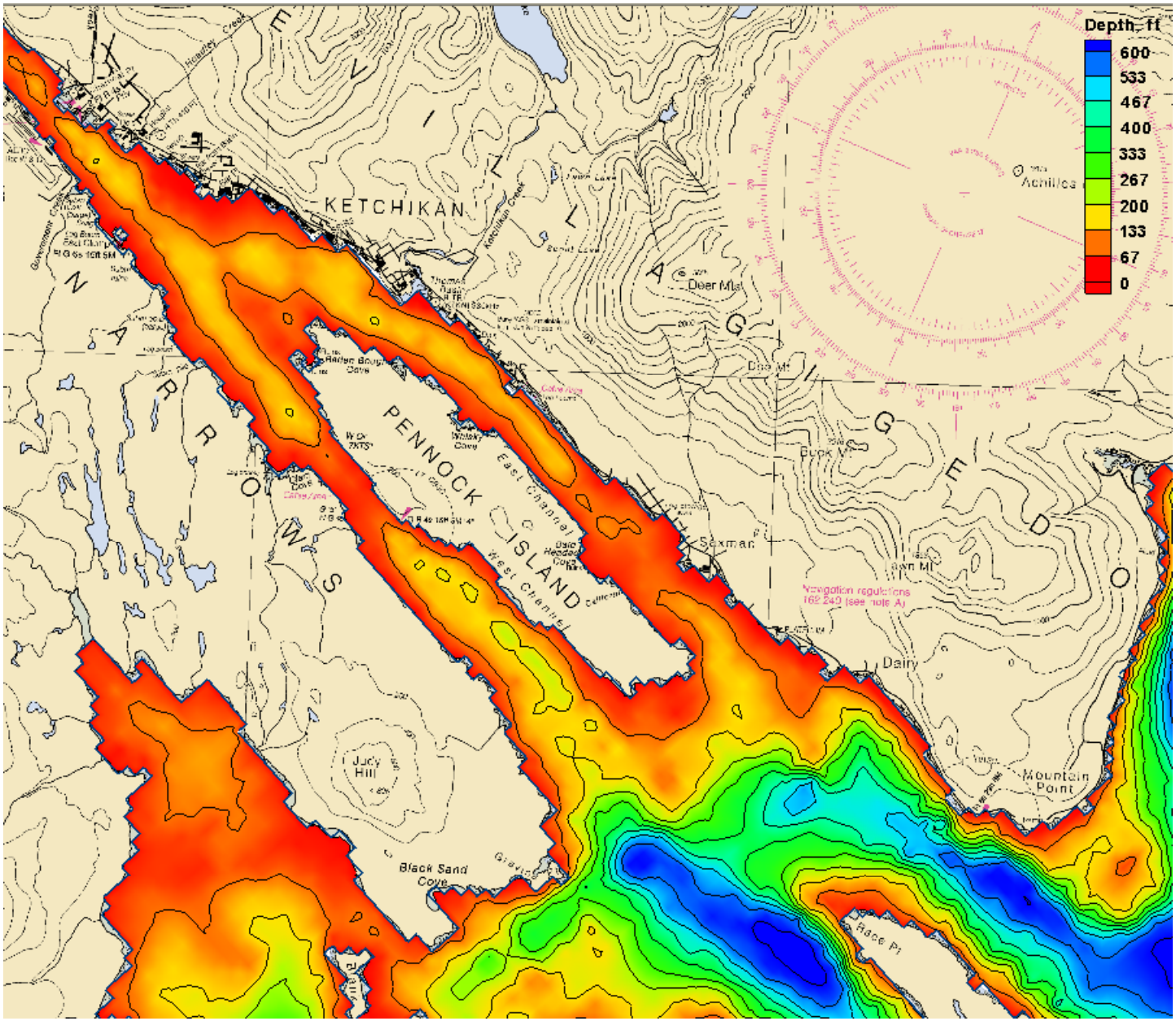
Grid Domain & Bathymetry



Grid Domain & Bathymetry



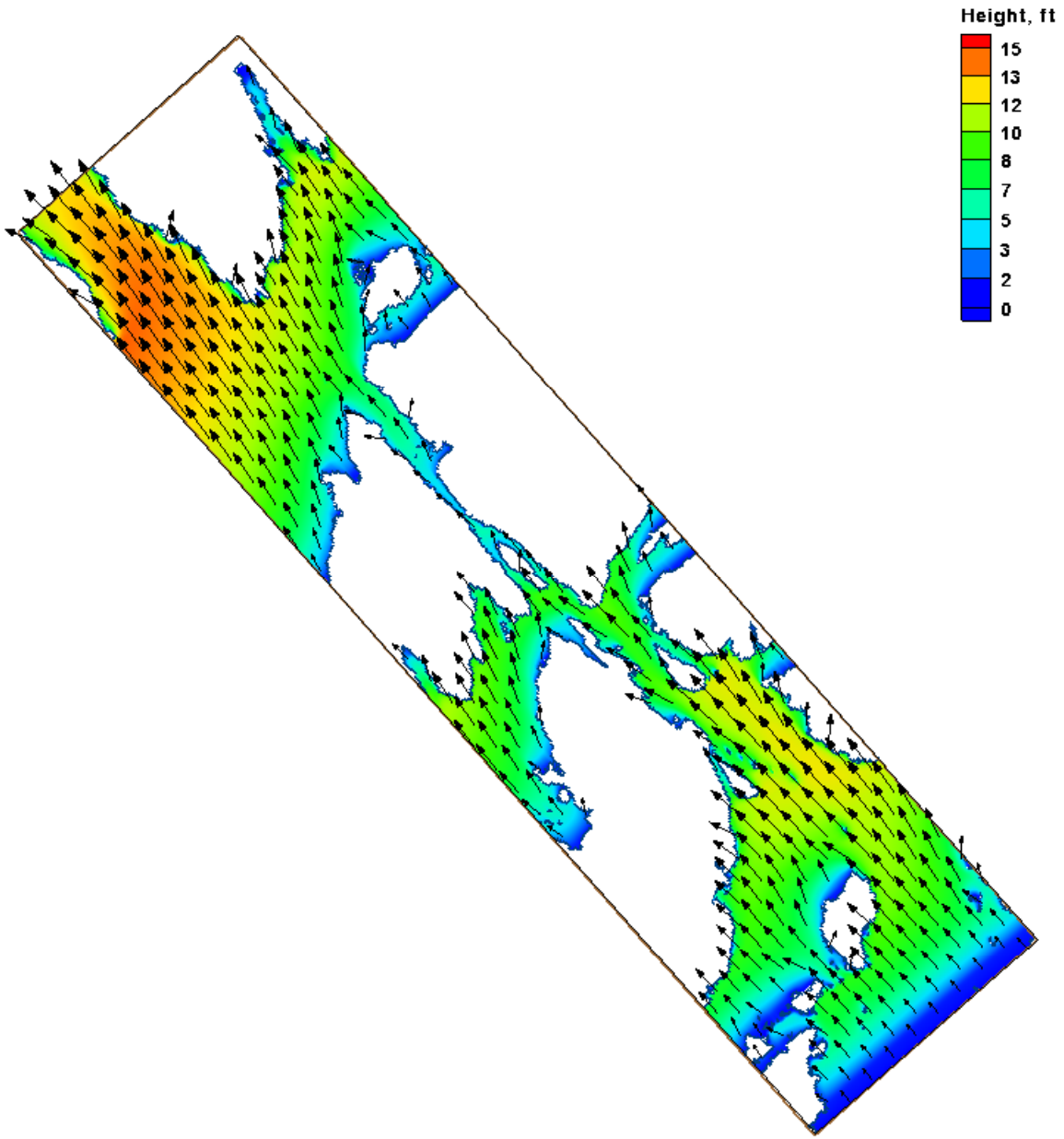
Bathymetry in Ketchikan Vicinity



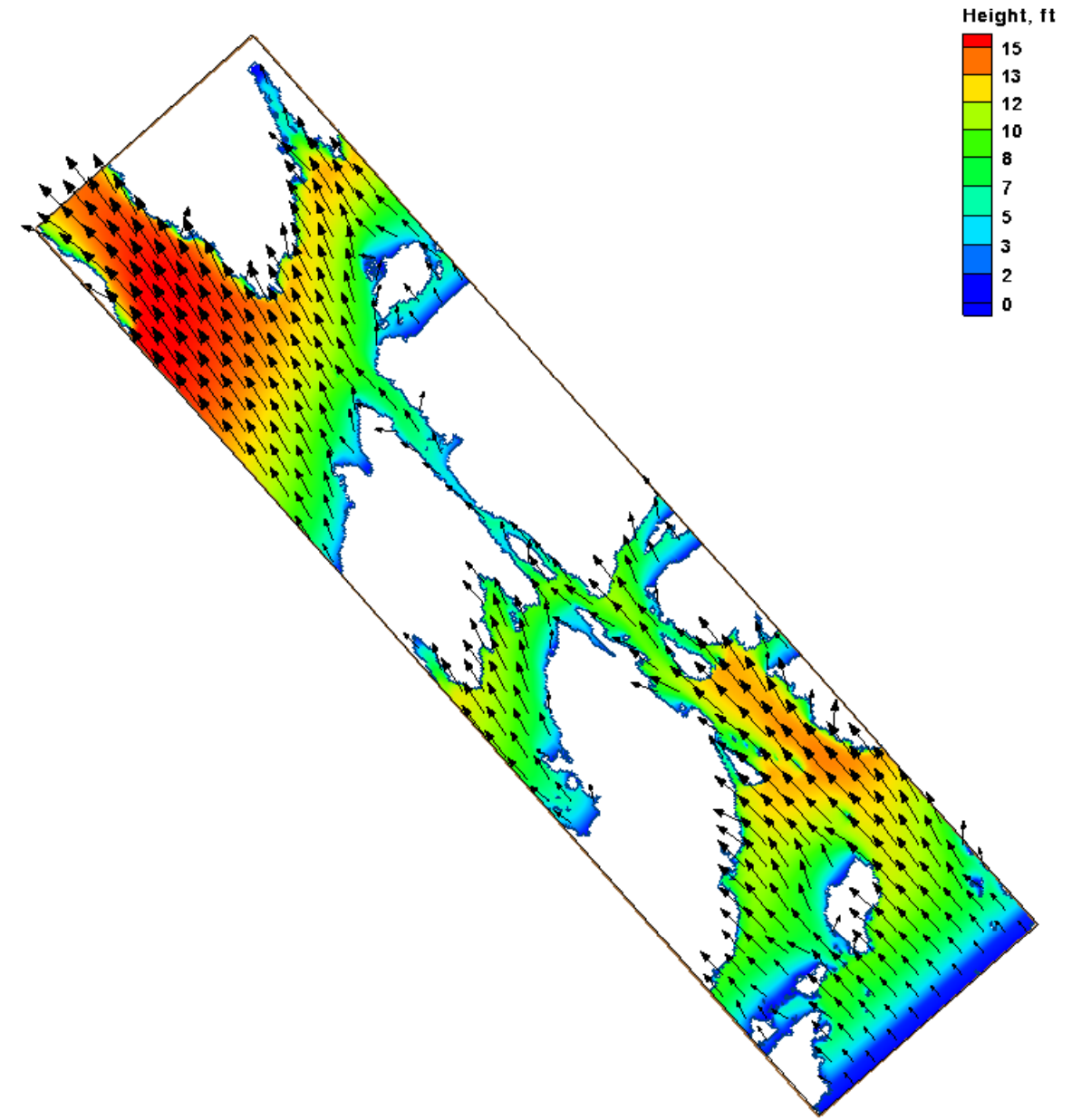
Winds:
50 year estimated 1-min wind speed = 73 mph
100 year 1-min wind speed = 85 mph

Wind Speed, mph	Wind Direction, from	Wave Height, ft					
		Thomas Basin	USCG	Saxman Log Storage	Saxman Seaport	Dairy	Mountain Point
73 (50-yr)	SE	3.9	4.0	4.3	4.5	5.1	7.2
85 (100-yr)	SE	4.3	4.4	4.7	4.9	5.7	8.0
73 (50-yr)	W	2.7	2.8	2.3	3.2	4.6	4.6
73 (50 yr)	SW	2.7	1.9	1.8	2.8	6.5	4.5

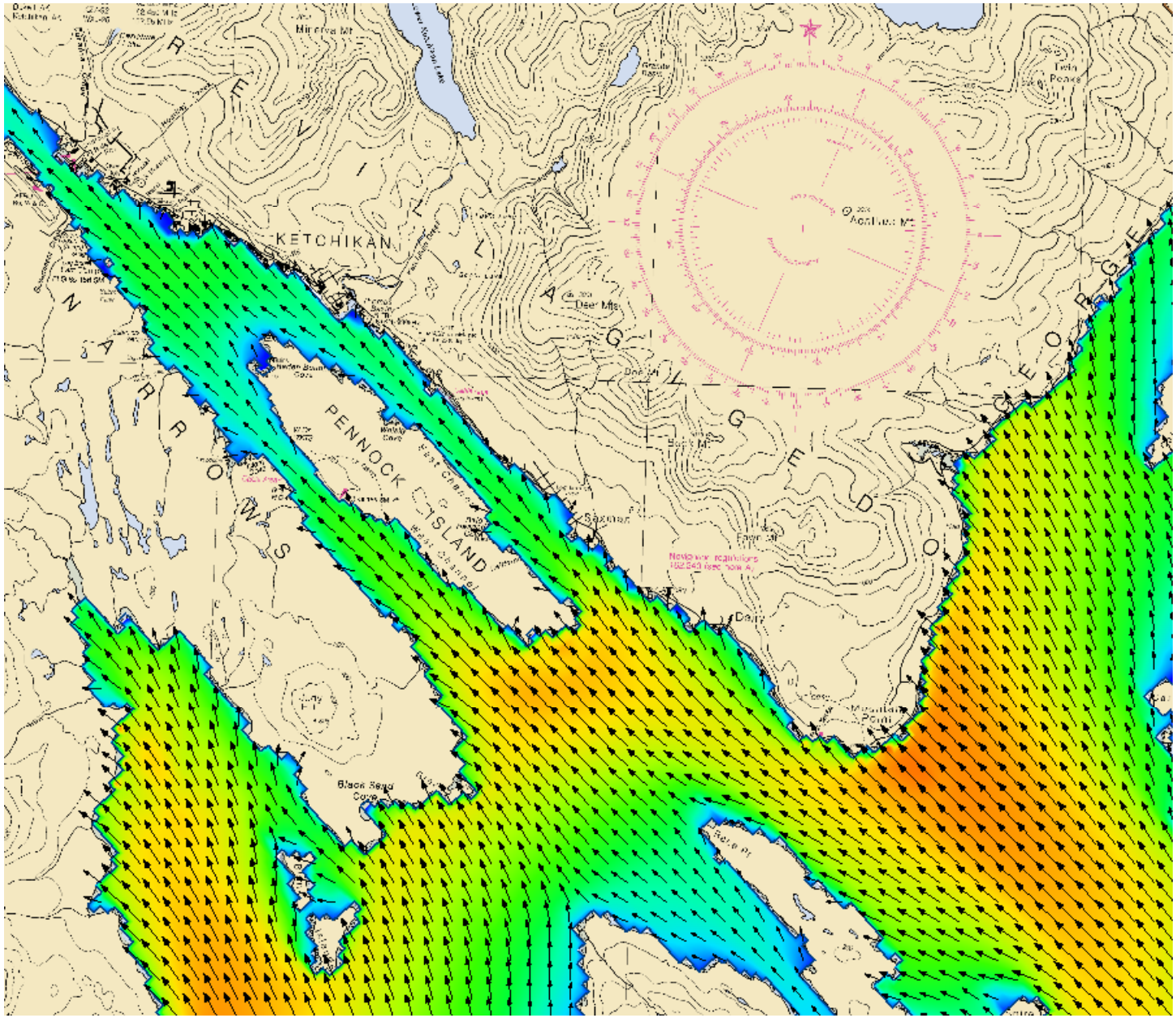
Wave Height for 50-yr Wind Speed (73 mph)



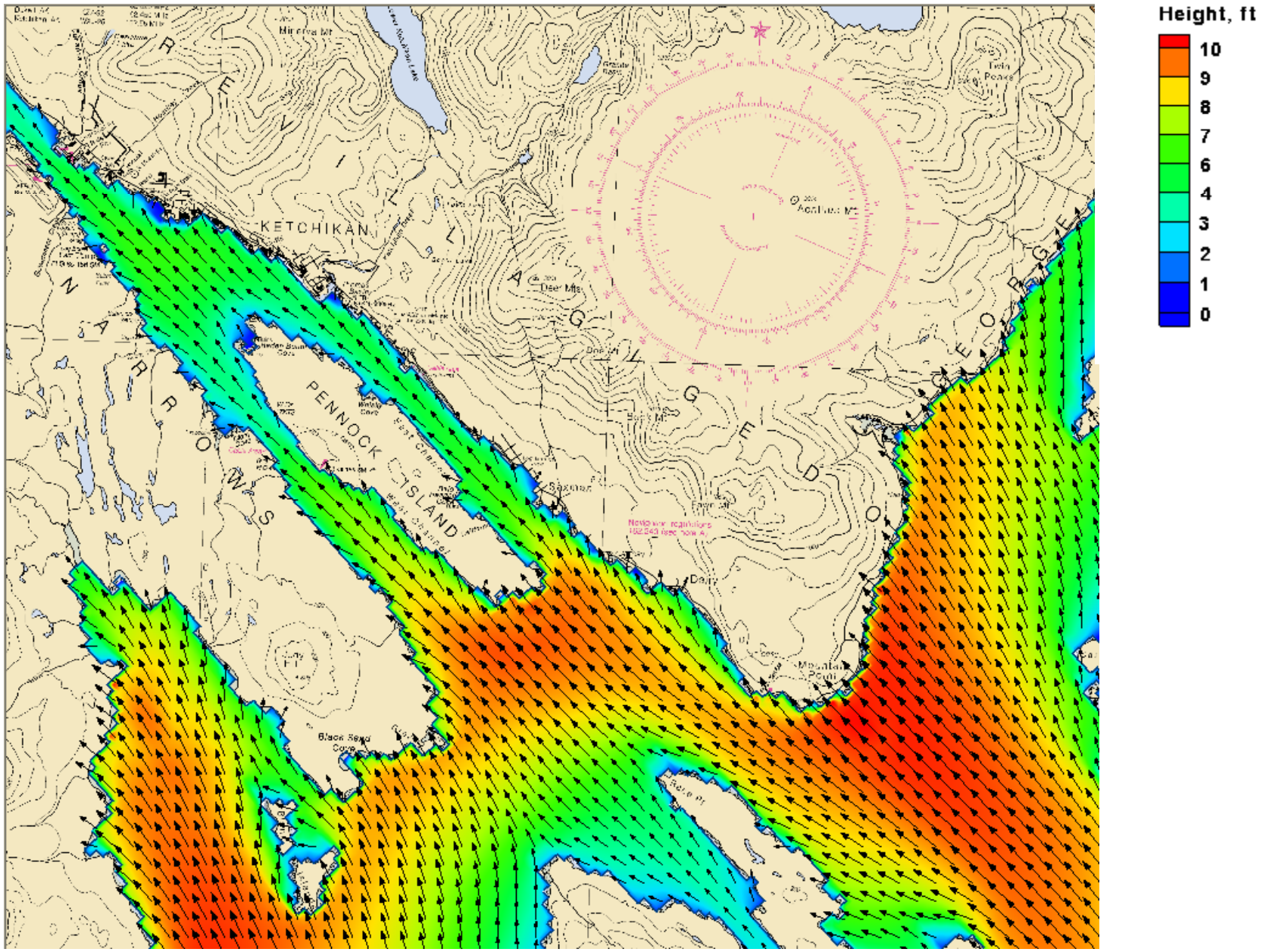
Wave Height for 100-yr Wind Speed (85 mph)



Wave Height for 50-yr Wind Speed (73 mph)

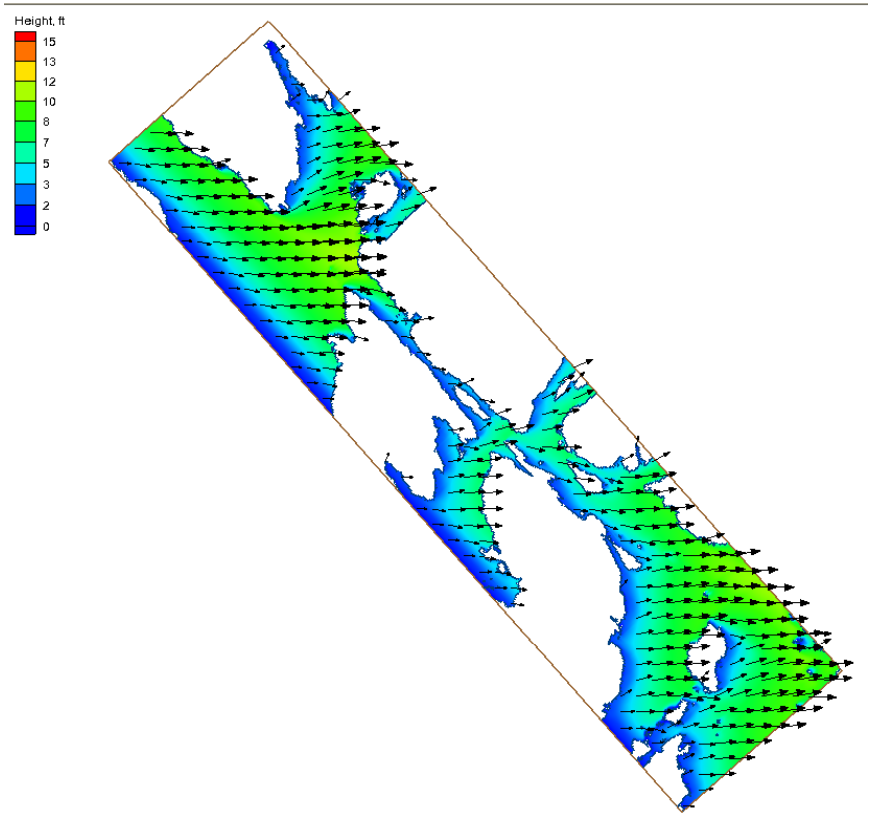


Wave Height for 100-yr Wind Speed (85 mph)

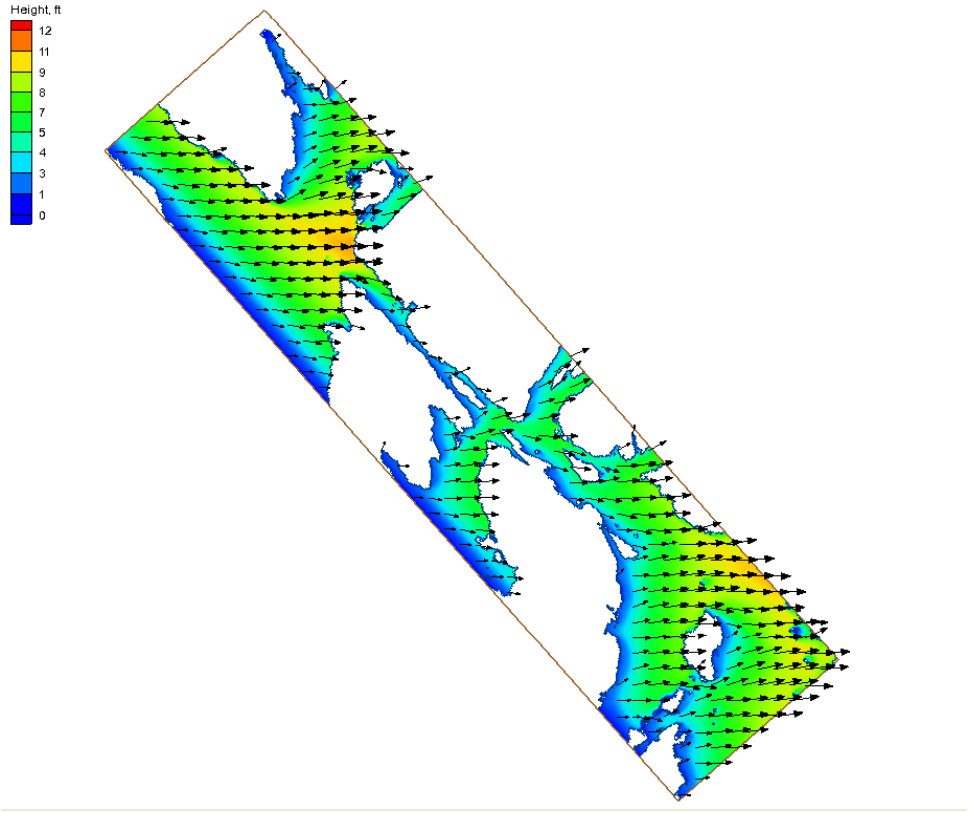


Wave Height for 50-yr Wind Speed (73 mph)
Wind from West

Contour scale: 0 to 15 ft

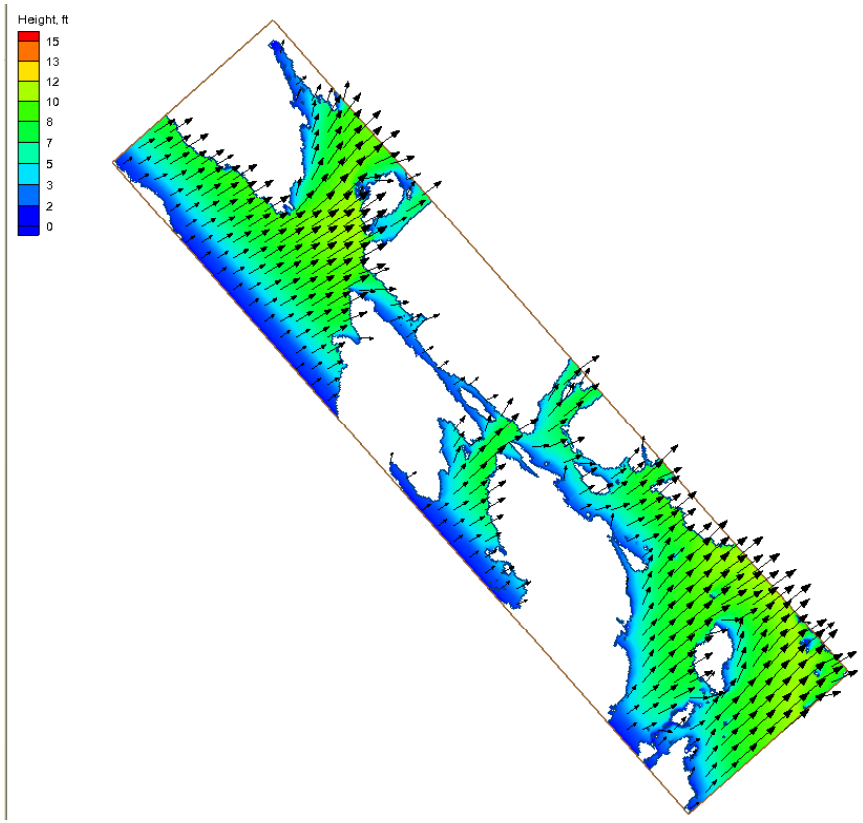


Contour scale: 0 to 12 ft

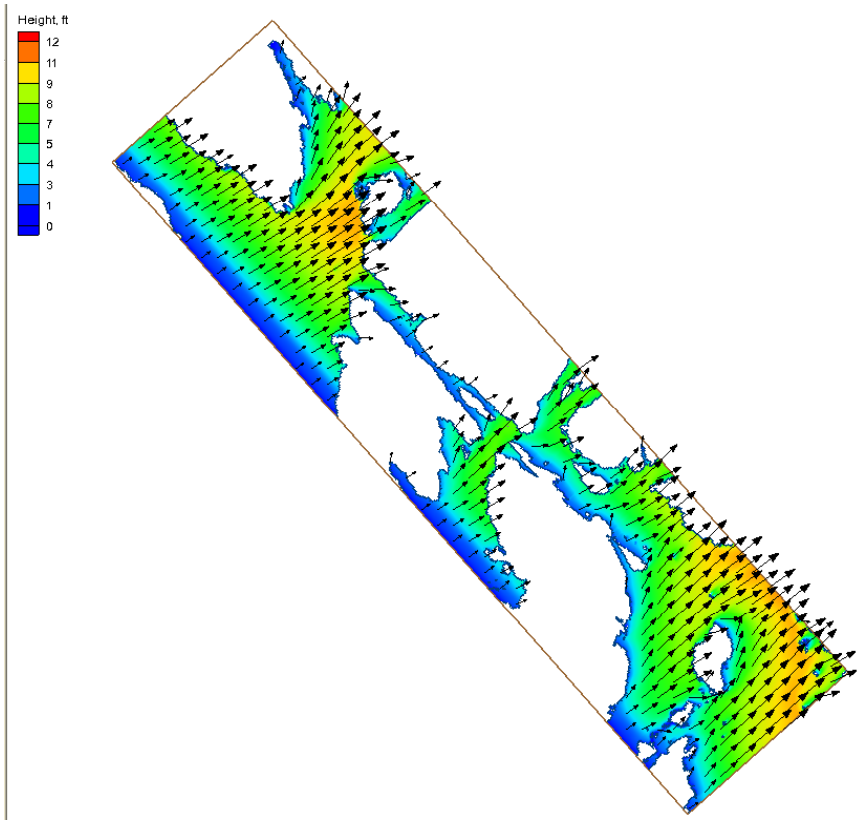


Wave Height for 50-yr Wind Speed (73 mph)
Wind from Southwest

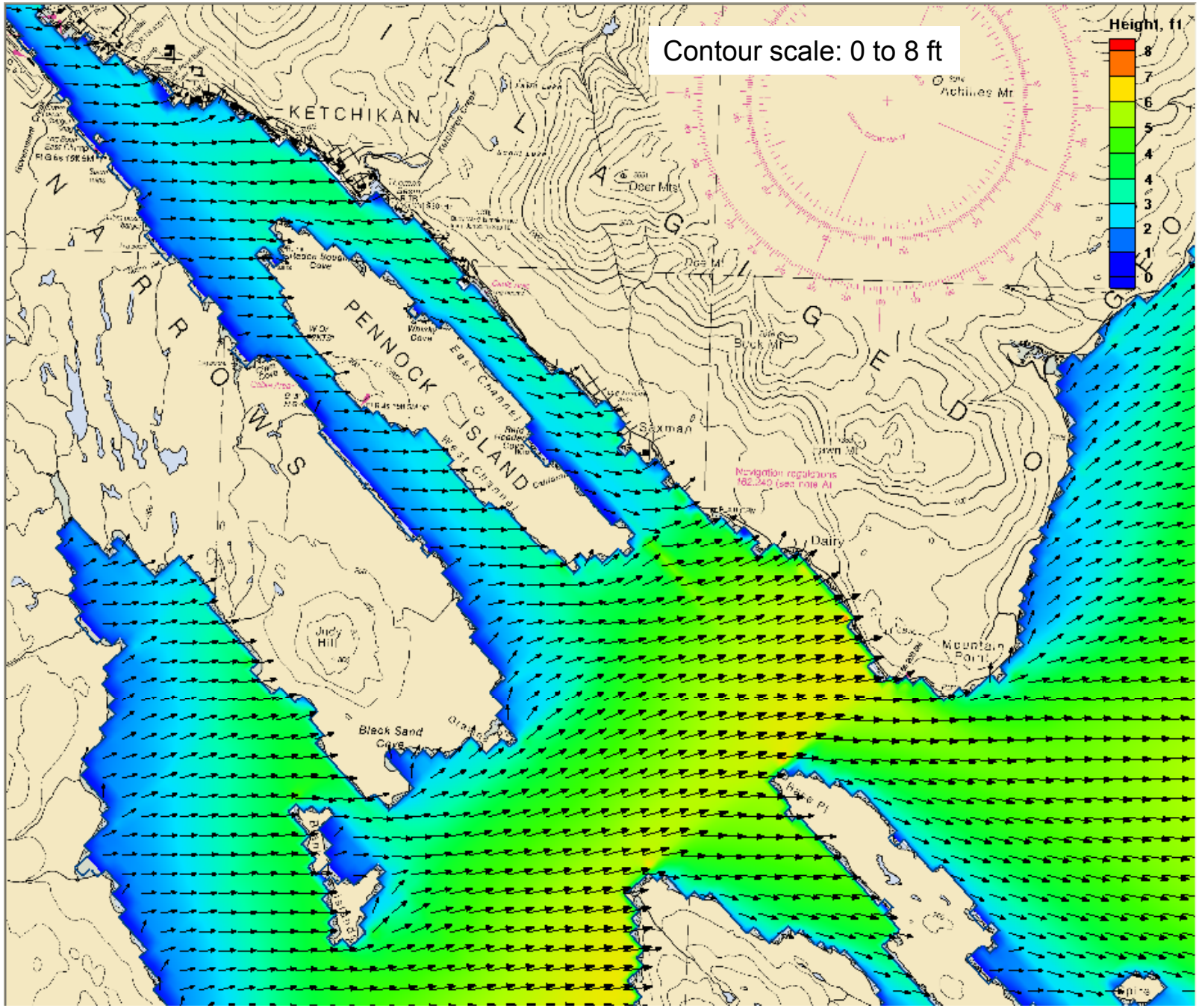
Contour scale: 0 to 15 ft



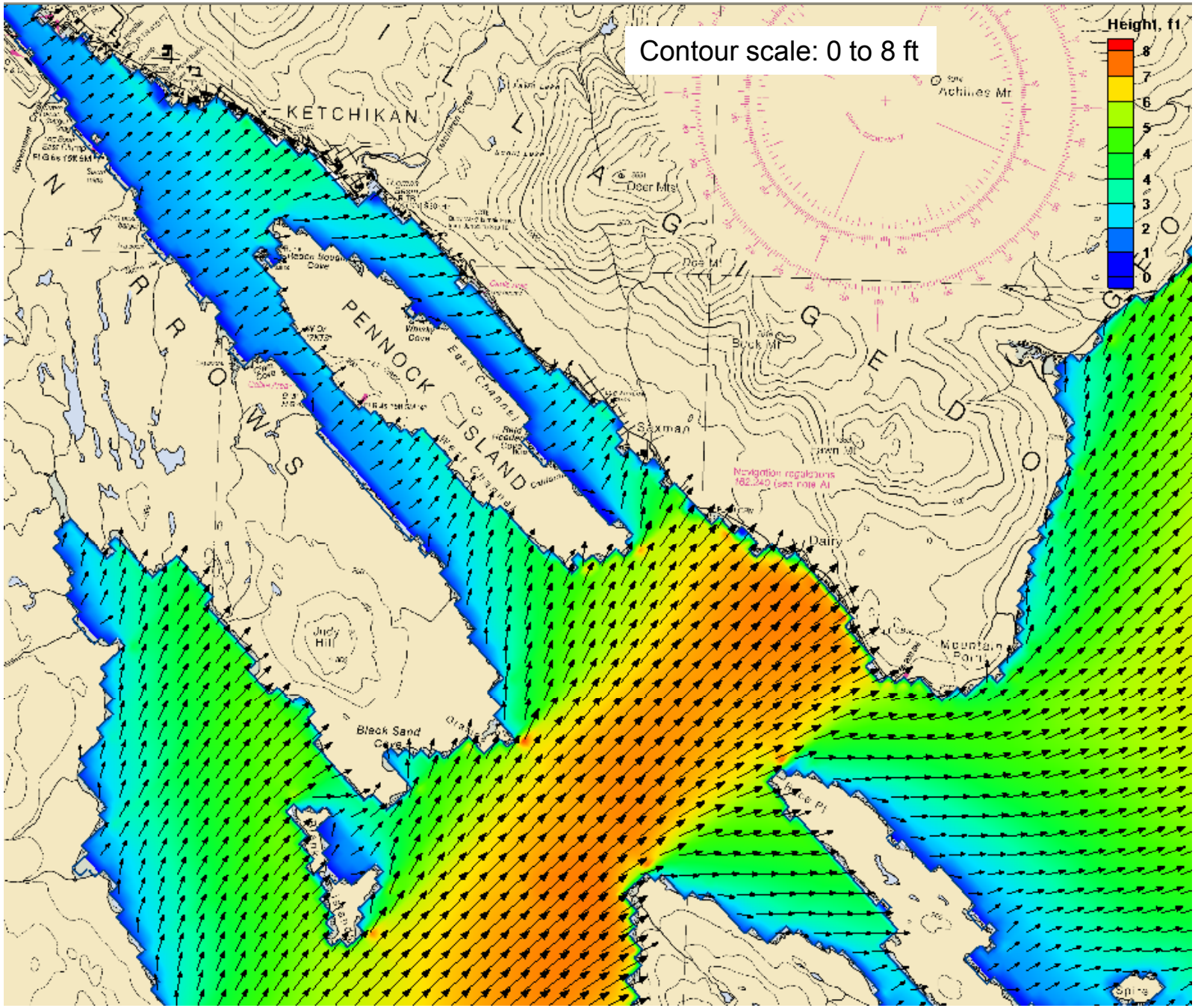
Contour scale: 0 to 12 ft



Wave Height for 50-yr Wind Speed (73 mph), Wind from West



Wave Height for 50-yr Wind Speed (73 mph), Wind from Southwest



Appendix D.
Cost Estimates

South Tongass Highway
Ferry Terminal Preliminary Cost Estimate
November 2010

			Thomas Basin		USCG		Mlle 1.9		Saxman Log Storage		Saxman Seaport A		Saxman Seaport B		Dairy		Mountain Point	
Item	Unit	Unit Price	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
Mobilization	LS	10 percent	All Req'd.	$1,003,266.67	All Req'd.	$1,197,047.50	All Req'd.	$879,260.83	All Req'd.	$1,369,586.67	All Req'd.	$823,108.75	All Req'd.	$550,866.25	All Req'd.	$760,518.75	All Req'd.	$1,399,333.33
Worker Meals and Lodging, or Per Diem	LS	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00	All Req'd.	$45,000.00
Erosion and Pollution Control Administration	CS	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00
Temporary Erosion and Pollution Control	CS	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00	All Req'd.	$2,000.00
Constr. Surveying by the Contractor	LS	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00	All Req'd.	$30,000.00
Field Office	LS	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00	All Req'd.	$35,000.00
Inspection Vehicles	LS	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00	All Req'd.	$22,500.00
Removal of Structures & Obstructions	LS												All Req'd.	$375,000.00				
Borrow, Type X	CY	$32.00	0	$0.00	61000	$1,952,000.00	70000	$2,240,000.00	50000	$1,600,000.00	82000	$2,624,000.00	0	$0.00	0	$0.00	100000	$3,200,000.00
Aggreage Base Course, Grading D-1	TN	$24.00	1444	$34,666.67	1517	$36,400.00	3539	$84,933.33	1011	$24,266.67	5742	$137,800.00	5092	$122,200.00	3792	$91,000.00	1444	$34,666.67
Asphalt Concrete, Type II, Class B	TN	$150.00	477	$71,500.00	501	$75,075.00	1168	$175,175.00	334	$50,050.00	1992	$298,787.50	1766	$264,962.50	1251	$187,687.50	953	$143,000.00
Rip Rap	CY	$15.00	0	$0.00	4033	$60,500.00	4400	$66,000.00	3337	$50,050.00	2933	$44,000.00	0	$0.00	0	$0.00	4278	$64,166.67
Fender Float mooring dolphins	LS	$400,000.00		$400,000.00		$400,000.00		$400,000.00		$400,000.00		$400,000.00						
Fender float mooring struts	LS	$150,000.00												$150,000.00				
Existing Transfer Bridge Modifications	LS												All Req'd.	$250,000.00				
New Transfer Bridge and Abutment	LS	$850,000.00		$850,000.00		$850,000.00		$850,000.00		$850,000.00		$850,000.00				$850,000.00		$850,000.00
Transfer Bridge Abutment Modifications	LS	$60,000.00											All Req'd.	$60,000.00				
New 130 foot Covered Pedestrian Gangway	LS	$150,000.00											All Req'd.	$150,000.00				
Transfer Bridge Float	SF	$200.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00	2400	$480,000.00				
Transfer Bridge Lift System and Dolphins																$1,000,000.00		$1,000,000.00
Dolphin Anode & Cables	LS	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00	All Req'd.	$40,000.00		$40,000.00	0	$40,000.00
Intermediate Ramp/Apron	LS	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00	All Req'd.	$300,000.00
Bridge Float Fender, Platforms and stairways	LS	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00	All Req'd.	$150,000.00				
Fender Float	SF	$200.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00	3600	$720,000.00				
Fender Float Platform, Fenders, Anode & Cables	LS	$200,000.00		$200,000.00		$200,000.00		$200,000.00		$200,000.00		$200,000.00		$200,000.00				
3-pile Bridge Float Restraints with rock anchors	EA	$150,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00	2	$300,000.00				
3-pile dolphin with rock anchors	EA	$200,000.00	1	$200,000.00	1	$200,000.00	1	$200,000.00	1	$200,000.00	1	$200,000.00	2	$400,000.00	1	$200,000.00	1	$200,000.00
4-pile Dolphin with rock anchors	EA	$290,000.00	2	$580,000.00	2	$580,000.00	2	$580,000.00	2	$580,000.00	2	$580,000.00	4	$1,160,000.00	3	$870,000.00	3	$870,000.00
4-Pile Dolphin with rock anchors/all Tide Mooring	EA	$350,000.00													2	$700,000.00	2	$700,000.00
New trestle	SF	$250.00	20800	$5,200,000.00	20000	$5,000,000.00	1600	$400,000.00	28500	$7,125,000.00	1600	$400,000.00			10000	$2,500,000.00	24100	$6,025,000.00
Rock Anchors	EA	$12,000.00	10	$120,000.00	20	$240,000.00	10	$120,000.00	20	$240,000.00	10	$120,000.00			40	$480,000.00	15	$180,000.00
Vessel Wastewater System-marine portion	LS	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$700,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00	All Req'd	$60,000.00
Vessel Potable Water System-marine portion	LS	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$500,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00	All Req'd	$40,000.00
Marine Electrical & Illumination System	LS	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00	All Req'd	$150,000.00
		Basic Bid		**$11,035,933**		**$13,167,523**		**$9,671,869**		**$15,065,453**		**$9,054,196**		**$6,059,529**		**$8,365,706**		**$15,392,667**
		Less Item 644(1)		$35,000		$35,000		$35,000		$35,000		$35,000		$35,000		$35,000		$35,000
		Subtotal		$11,000,933		$13,132,523		$9,636,869		$15,030,453		$9,019,196		$6,024,529		$8,330,706		$15,357,667
		12% CE		$1,320,112		$1,575,903		$1,156,424		$1,803,654		$1,082,304		$722,943		$999,685		$1,842,920
		4.30% ICAP		$529,804.95		$632,462.28		$464,111.62		$723,866.63		$434,364.49		$290,141.30		$401,206.81		$739,625.23
		Total		$12,900,000		$15,400,000		$11,300,000		$17,600,000		$10,600,000		$7,100,000		$9,800,000		$18,000,000
		RIGHT OF WAY		$800,000		$0		$1,900,000		$400,000		$4,000,000		$3,300,000		$500,000		$0
		TOTAL		**$13,700,000**		**$15,400,000**		**$13,200,000**		**$18,000,000**		**$14,600,000**		**$10,400,000**		**$10,300,000**		**$18,000,000**

Appendix E.
Land Ownership

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

N

0 100 200
SCALE IN FEET

Legend

- – – – *Approximate Limits of Toe Fill*
- —·— *Approximate Limits of Right-of-Way*

DESIGNED BY:

CH2MHILL

Right-of-Way Map

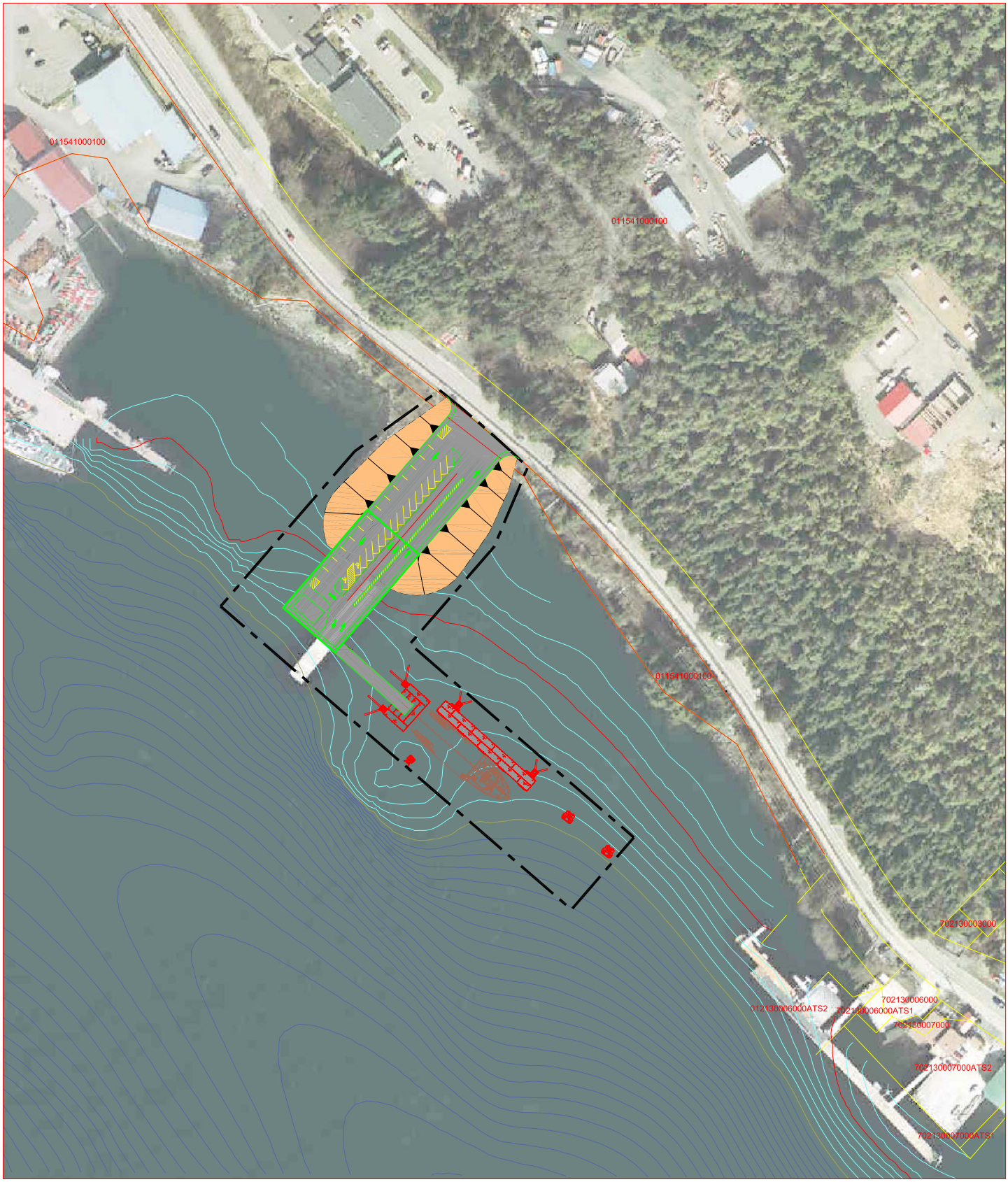
Thomas Basin – Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*
PATH: *388640 TBasin-01_AR.dwg [PLOT] October 19, 2010 – 3:11pm*
PLOT:

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			AKSAS 68336	*2009*		-



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Legend

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- —·— *Approximate Limits of Right-of-Way*

DESIGNED BY:

CH2MHILL

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*
PATH: *388640 USCG-01_AR.dwg [PLOT] October 25, 2010 – 3:08pm*
PLOT:

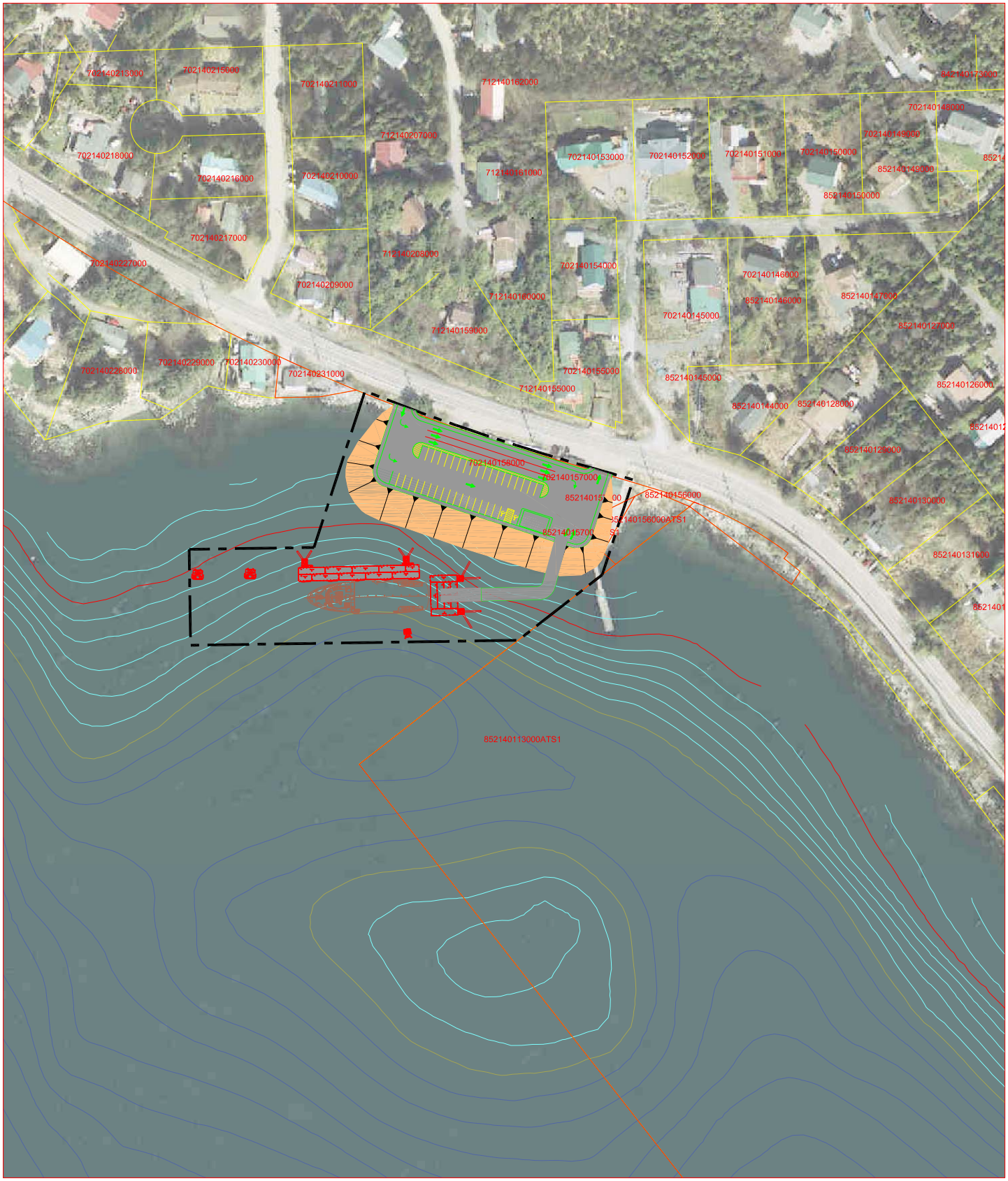
Right-of-Way Map

USCG – Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			AKSAS 68336	*2009*		-



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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- Approximate Limits of Toe Fill
- Approximate Limits of Right-of-Way

DESIGNED BY:

CH2MHILL

CHECKED BY: Doug Playter
DRAFTED BY: Jorge Monroy
PATH: 388640 MP4-1B_AR.dwg [PLOT] October 21, 2010 - 9:27am
PLOT:

Right-of-Way Map

Mile 1.9 Site - Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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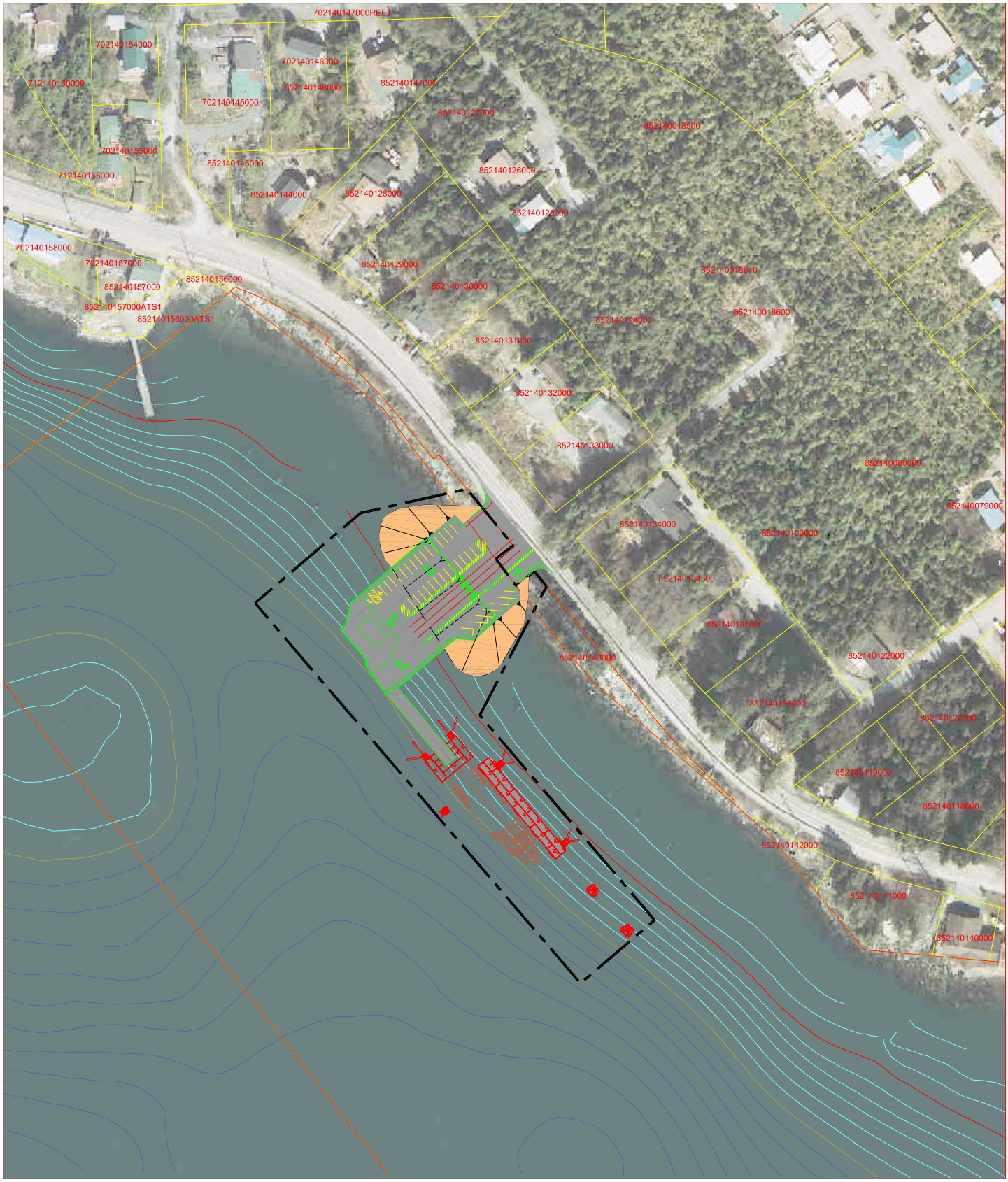

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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SCALE IN FEET

Legend

- – – – – *Approximate Limits of Toe Fill*
- ——·—— *Approximate Limits of Right-of-Way*

DESIGNED BY:

CH2MHILL

Right-of-Way Map

Saxman Log Storage - Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*
PATH: *388640 SaxLog-01_AR.dwg [PLOT] October 19, 2010 - 3:28pm*
PLOT:

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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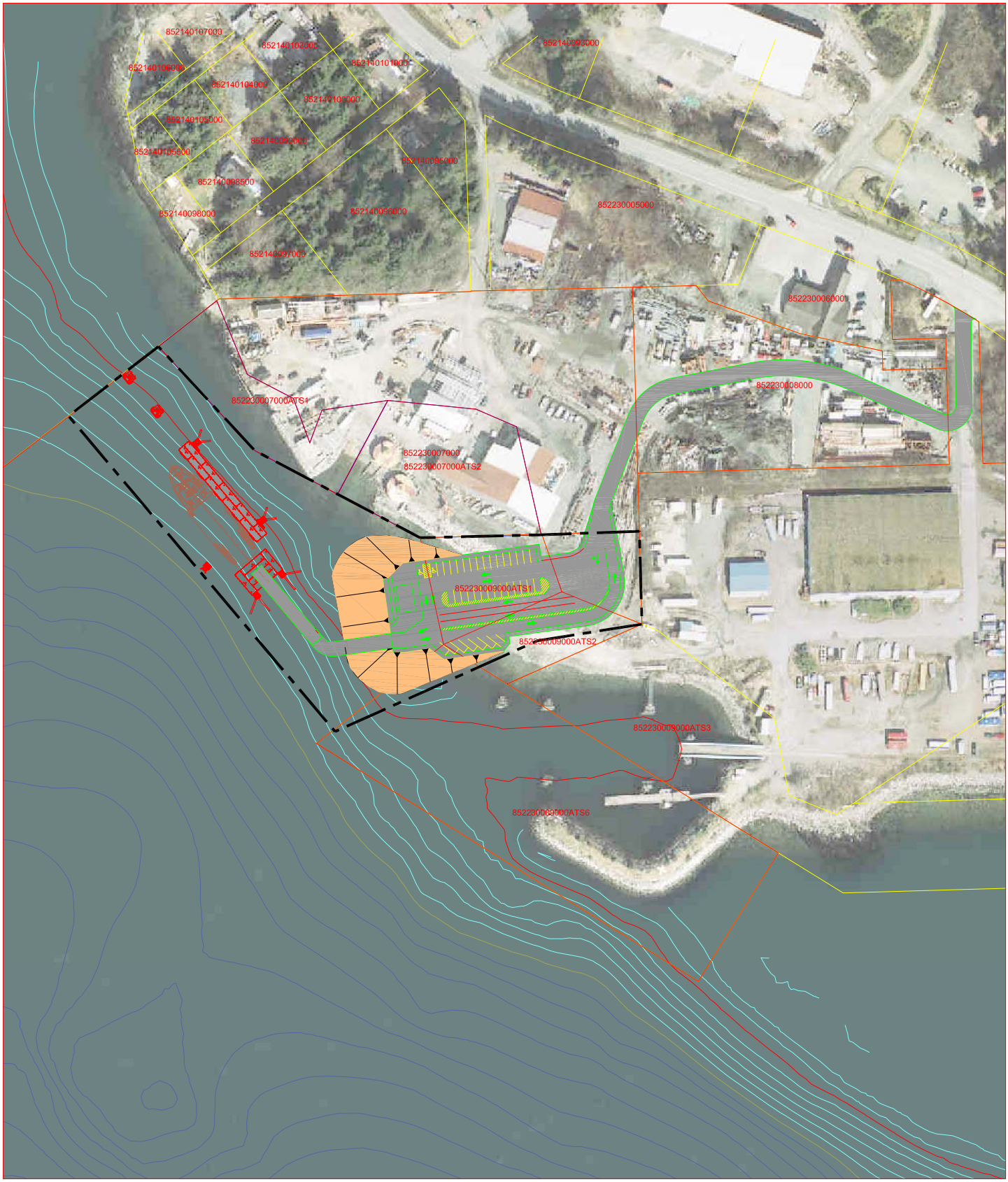

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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SCALE IN FEET

Legend

- Approximate Limits of Toe Fill
- Approximate Limits of Right-of-Way

DESIGNED BY:

CH2MHILL

Right-of-Way Map

Saxman Seaport (A) – Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: Doug Playter
DRAFTED BY: Jorge Monroy
PATH: 388640 Saxman-02_AR.dwg [PLOT] October 19, 2010 - 3:45pm
PLOT:

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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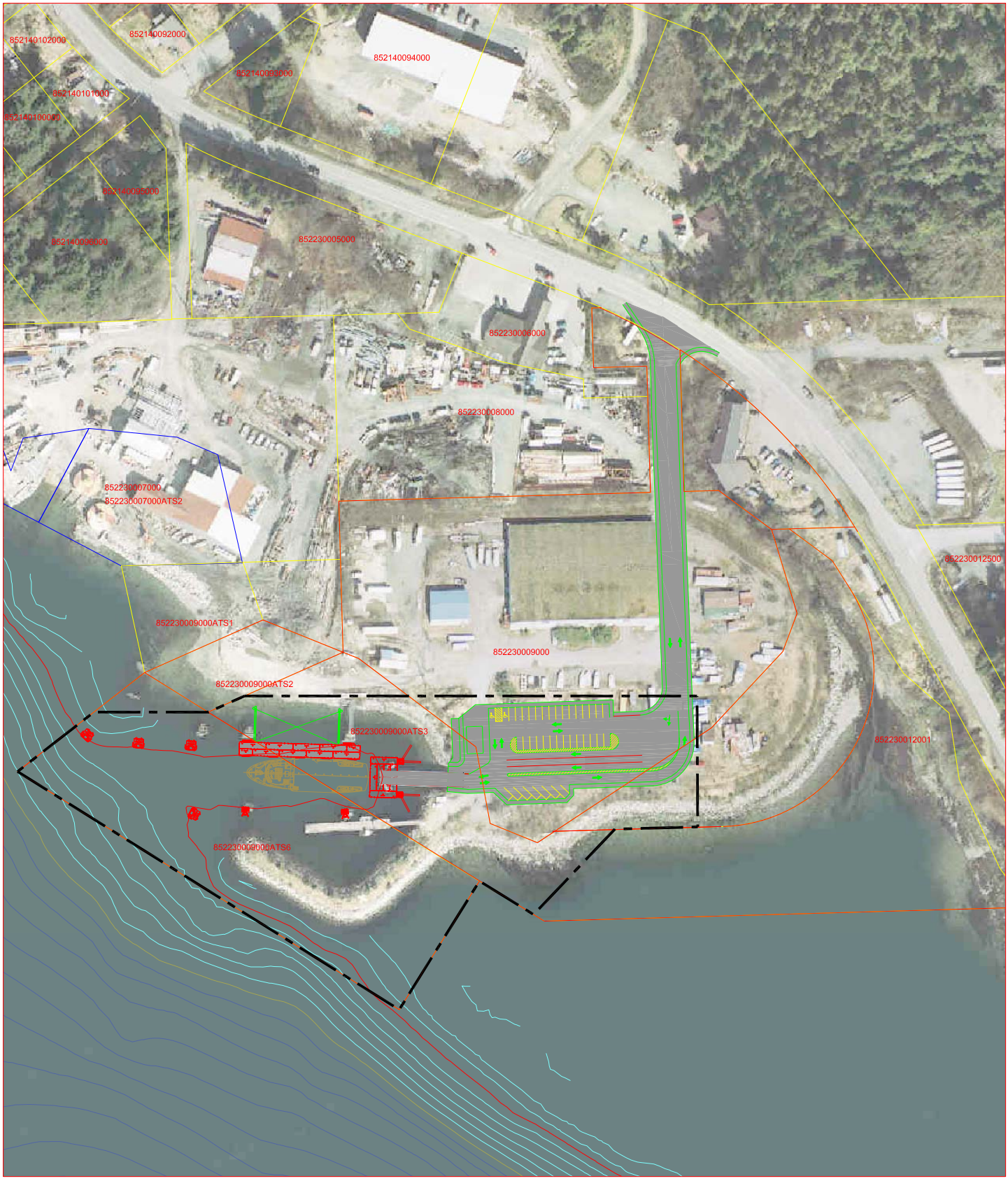

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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SCALE IN FEET

Legend

- Approximate Limits of Toe Fill
- Approximate Limits of Right-of-Way

DESIGNED BY:

CH2MHILL

Right-of-Way Map

Saxman Seaport (B) - Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: Doug Playter
DRAFTED BY: Jorge Monroy
PATH: 388640 Saxman-01_AR.dwg [PLOT] October 19, 2010 - 3:39pm
PLOT:

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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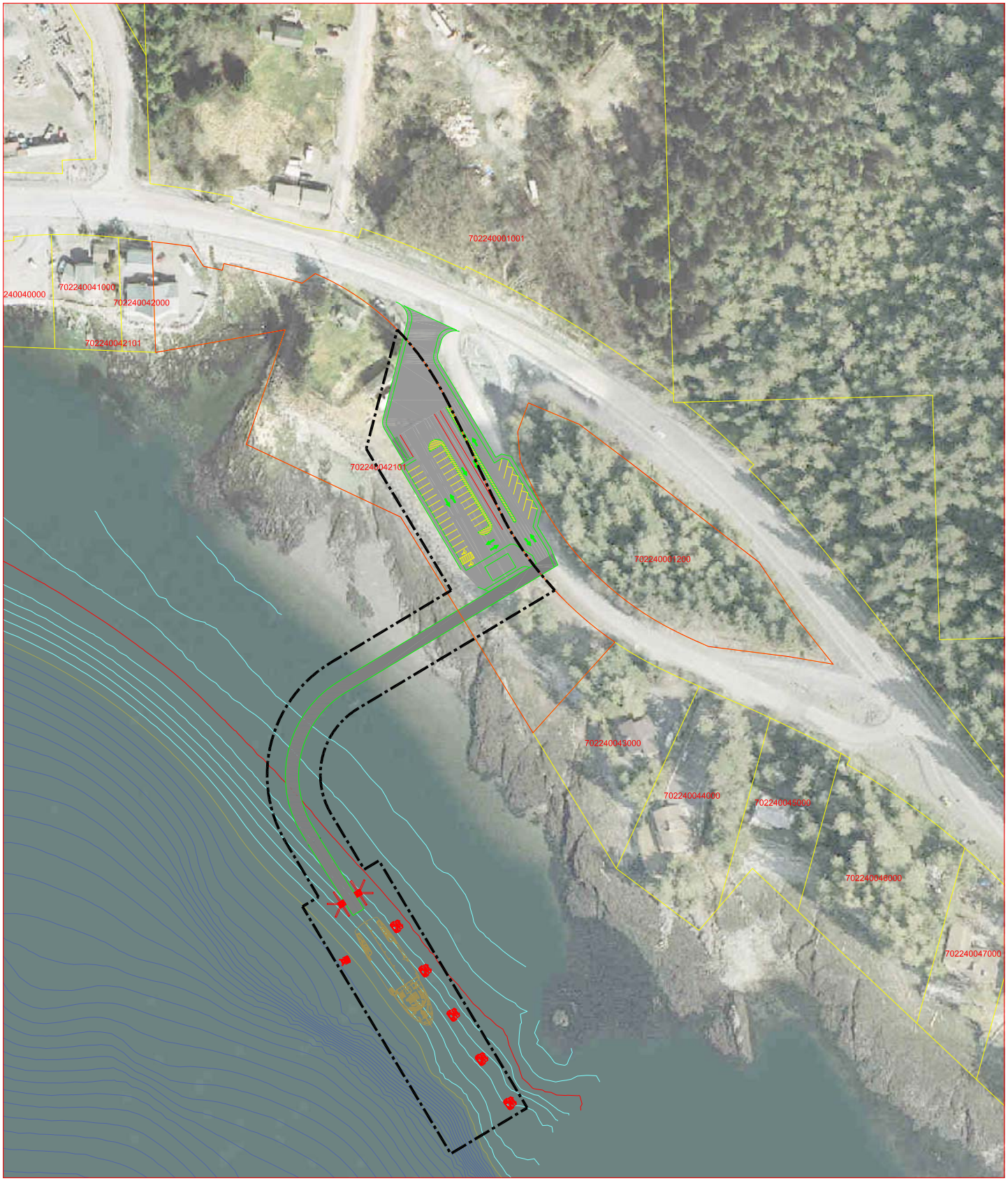

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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SCALE IN FEET

Legend

- – – – *Approximate Limits of Toe Fill*
- —·— *Approximate Limits of Right-of-Way*

DESIGNED BY:

CH2MHILL

Right-of-Way Map

Dairy - Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*
PATH: *388640 Dairy-01_AR.dwg [PLOT] October 19, 2010 - 2:52pm*
PLOT:

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
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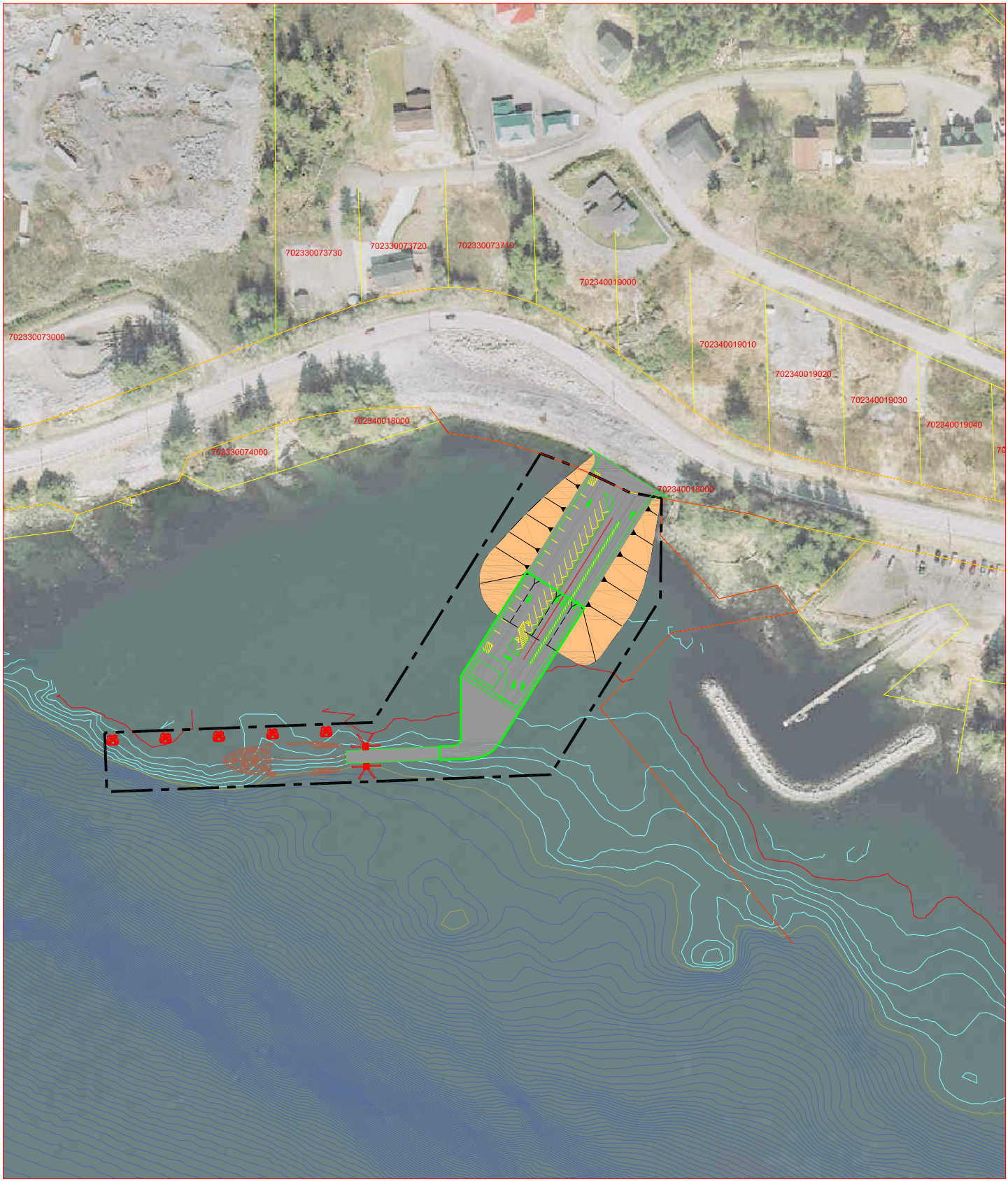

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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SCALE IN FEET

Legend

- – – – – *Approximate Limits of Toe Fill*
- ——·—— *Approximate Limits of Right-of-Way*

DESIGNED BY:

CH2MHILL

CHECKED BY: *Doug Playter*
DRAFTED BY: *Jorge Monroy*
PATH: *388640 MPoint-01_AR.dwg [PLOT] October 19, 2010 - 3:07pm*
PLOT:

Right-of-Way Map

Mountain Point - Conceptual

South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

REVISIONS NO.	DATE	DESCRIPTION	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			AKSAS 68336	*2009*		-

Appendix F.
Public and Agency Involvement Summary

Appendix F-Public and Agency Involvement Summary

Contents:

Appendix F- Public and Agency Involvement Summary

The South Tongass Ferry Terminal Site Reconnaissance Study was issued for public and agency review on February 12, 2010. Copies of the report were sent to all property owners whose properties were identified for acquisition, as well as the following federal, state and local agencies and organizations:

Federal Highway Administration

Federal Transit Authority

US Fish and Wildlife Service

NOAA Fisheries

US Coast Guard

ADOT&PF-Alaska Marine Highways

Alaska Department of Environmental Conservation-Division of Water

Alaska Department of Natural Resources-Division of Mining, Land and Water

Alaska Department of Natural Resources-Division of Parks and Outdoor Recreation

Alaska Department of Natural Resources-Division of Coastal and Ocean Management

Alaska Department of Natural Resources-Office of History and Archaeology

Alaska Department of Fish and Game

Ketchikan Community College (University of Alaska Southeast)

Ketchikan Gateway Borough Manager

Ketchikan Gateway Borough Department of Planning and Community Development

Ketchikan Gateway Borough Department of Public Works

City of Ketchikan Department of Public Works

City of Ketchikan Department of Port and Harbors

City of Ketchikan Department of Public Safety

City of Ketchikan City Manager

City of Saxman Mayor

Cape Fox Corporation

City of Metlakatla Mayor

City of Metlakatla Walden Point Road Project Coordinator

Ketchikan Indian Community

Organized Village of Saxman

Ketchikan Historical Commission

Historic Ketchikan, Inc.

Tongass Historical Society

Public and agency meetings were scheduled at the following times and locations:

Metlakatla Public Open House:

March 9th, 2010: Metlakatla City Council Chambers, 2- 3:30 pm

Ketchikan Public Open House:

March 9th, 2010: Saxman Community Center, 6-9 pm

Juneau Agency Meeting:

March 10th, 2010: DOT&PF Headquarters, 2-4 pm

The Ketchikan meeting was advertised in the Ketchikan Daily News on February 12th and 26th and March 5th (see attached Affadavits of Publication). The meeting was also advertised on the Sitnews website Public Service Announcements: http://www.sitnews.us/ from February 17th to March 9th, 2010. Radio public service announcements were played on KRBD from February 18th to March 9th, 2010.

Meeting Summaries:

Below is a brief summary of each meeting including attendance, major discussion topics, and common questions. Sign-in sheets from each meeting are included in Attachment A, and a copy of the presentation used for each meeting in Attachment B.

Metlakatla:

The Metlakatla meeting was attended by approximately 25 members of the public, including several City Council members, and consisted of a presentation followed by questions and verbal comments. Comments and discussion at this meeting focused on:

- the need for a relocated terminal
- the need for increased service (both trips per day and days per week), ability to travel to Ketchikan for work and/or school, and ability to bring tourists to Metlakatla.
- safety and maintenance of Walden Point Road
- safety of Mountain Point and Dairy locations , wind and wave exposure
- convenience of each location to passengers getting to locations in Ketchikan
- security of vessel in Annette Bay
- service to/from Annette Bay terminal
- facilities at terminals
- future of existing terminal

Ketchikan:

The Ketchikan meeting was attended by approximately 60 members of the public, including several local residents, Saxman City Council members, Organized Village of Saxman members, and Metlakatla residents. The open house consisted of a presentation followed by

questions and verbal comments. The open house began at 6 pm, with the presentation and questions running from approximately 6:30 to 8:30, and staff available to answer questions until 9 pm. Comments and discussion at this meeting focused on:

- Need for new location of the terminal
- Convenience of locations for passengers
- Willingness of City of Saxman to lease property
- Condition of South Tongass Highway and ability to handle ferry traffic
- Need for increased service to/from Metlakatla
- Lack of utilities along much of South Tongass Highway

Juneau:

The Juneau meeting was attended by representatives of the following agencies: US Fish and Wildlife Service, Alaska Department of Natural Resources-Division of Mining, Land and Water (MLW), Alaska Department of Natural Resources-Division of Coastal and Ocean Management (DCOM), and Alaska Marine Highways. Comments from specific agencies are listed here:

ADNR-DCOM:

- Need to consider potential conflict with commercial and recreational boat access at each site
- May be a conflict with submarine cable at USCG site.
- Saxman Seaport B site would be easiest for ACMP review
- Should look at Borough Coastal Zone Management Plan for recreational shorelines

ADNR-MLW:

- Potential historic site at USCG site?
- Impact to boat traffic at Mountain Point

USFWS:

- There is eelgrass at Mountain Point, very productive area
- Saxman Seaport B appears to the environmentally preferred alternative

Attachments:

A: Public Notice

B: Sign-in Sheets

C: Open House Presentation

D: Comment letters

Attachment A.
Public Notice

South Tongass Highway Ferry Terminal Reconnaissance Study

Notice of Open House

March 9, 2010, 6-9 pm

Saxman Community Hall

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites the public to attend an Open House on Tuesday, March 9th from 6 to 9 pm at the Saxman Community Hall at 2841 South Tongass Highway, to learn more about the South Tongass Ferry Terminal Site Reconnaissance Study and comment on the proposed alternatives. DOT&PF has prepared this report to evaluate potential locations for a new northern terminus of the Ketchikan-Metlakatla shuttle ferry route. A South Tongass Highway Ferry Terminal is a key component in increasing the level of ferry service between Metlakatla and Ketchikan and your input is important in the selection of the preferred site. During the reconnaissance study, DOT&PF identified and evaluated eight potential sites between Thomas Basin and Mountain Point for their operational and environmental characteristics and regulatory requirements. Following this meeting and finalization of the study, DOT&PF plans to select the most promising site or sites for further evaluation, design, environmental documentation and permitting.

To have your input during finalization of this reconnaissance study, please give us written comments at the meeting or by March 26th, 2010 to:

Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

For additional information or assistance with special accommodations, please contact Jane Gendron at 907-465-4499 (TTY-TDD: 907-465-4647). Copies of the report and other project information is available online http://www.dot.state.ak.us/stwdplng/projectinfo/

Attachment B.
Sign-in Sheets

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Metlakatla

March 9th, 2010, 1-3 pm

Name	Mailing address	Email
Rachael Askren	Box 68 Metlakatla, AK	raskren@aisn.org
Paul Ercndible	Box 409 Metlakatla, Ak	PAUL@METLAKATLA.COM
Marcus Nelson	Box 491 Metlakatla AK 99926	
Kristine Gilmartin	Box 425 Metlakatla, AK 99926	Kristine.gilmartin@metlakatla.com
Arthur Fawcett	Box 440 Metlakatla, Ak. 99926	
Marvin Milton Sr	Box 461 Met. AK 99926	
Frankie Williams	P.O. Box 504 Metlakatla, AK 99926	
Walter Young	Box 107	

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Metlakatla

March 9th, 2010, 1-3 pm

Name	Mailing address	Email
Paul Merculieff	P.O. Box 587 Metlakatla, Alaska 99926	Tristen555@Hotmail.com
Joni Hudson	P O Box 126 Metlakatla, AK 99926	joni.hudson@rocket.mail.com
C.W. WILSON	PO Box 314 MET 99926	
C. Paul Bryant Del-Dundas	P.O. Box 465 Metlakatla, AK 99926 Box 172 met, AK 99926	cpaul@optialaska.net
Dennis Dennis	P.O. BOX 2241 - Mail me hard copy	886-4421
Bonna L.J. Booth STEVEN G BOOTH	PO Box 505 MET 99926	
Leroy N Milne	PO Box 52 metlakatla AK 99926	leroy52@hotmail.com
Frank A. Jalbert	P.O. Box 555 Met. AK. 99926	Patricia@Rocket.mail.com

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Metlakatla

March 9th, 2010, 1-3 pm

Name	Mailing address	Email
WENDY RIDLEY	POBOX 265. METLAKATLA	wlridlay@hotmail.com
Dorothy Brendible	PO Box 251, Metlakatla	Kidcare5@aptalaska.net

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Metlakatla

March 9th, 2010, 1-3 pm

Name	Mailing address	Email
Deanna Nelson	P.O. Box 225 Metlakatla, AK	
Gilbert M Nelson Jr	P.O. Box 225 Met. Ak. 99926	

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Metlakatla

March 9th, 2010, 1-3 pm

Name	Mailing address	Email
Frank C. Leask Sr.	P Senior Citizens Complex apt #5	

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
Ginger M. Fox	Rt. 2 Box #10 Saxman		Saxman Seaport
Diane D. McCullough	RR2 Box 29 Ketchikan Alaska 99901		
Kazuey Shields	RT 2 Box 39 SAXMAN, AK. 99901		SAXMAN SEA PORT
Sylvia Banie	2332 S.T. Hwy (Saxman) Ktn AK.	Tlingitdaughter@yahoo.com	Saxman
Hilary Koch	Box 5413 Ketchikan AK 99901	kochclan@hotmail.com	Mile 4.1 Site
Laurie Williams	726 Deer Mount Ketchikan AK 99901	williams@kpunet.net	
Tina Makua	P.O. Box 9159 Ket. AK		Saxman Seaport
Joyce Makua	P.O. Bx 23284 K+N AK 99901		

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
Woody WATSON	BOX 6036 KTN. 99901		sea PORT
Woodrow Anderson	P.O. Box 6454 KTN AK 99901		Seaport
Richard Shields	R2 Box 34 - Saxman KTN, AK 99901		↑
[illegible]	BX 7754 KTKN		↑
Joann John	P.O. Box 5294		
MJ Caoile + David Jensen	Box 9132 2141 S Tongass	dbjensen60@yahoo.com	4.1
JIM PAUL	1621 TONGASS AVE Suite 202	JAMES.R.PAUL2@USCG.com	
Joyce + John Autrey	127 Huckleberry Circle KTN Forest Park	jda5picklese Kpunet.net	"4.1"

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
GEORGIANNA ZIMMERLE	PO BOX 7022 KETCHIKAN, AK 99901	elremmiz@kpunet.net	BERTH 3 COPY OF REPORT
RON REDMAN	P.O. BOX 8623 KTN AK 99901	REVILLARED@YAHOO.COM	SAXMAN
SCOTT R. DAVIS STUPD	5690 Roosevelt Ketchikan	SCOTTD@KGBAK.US	SAXMAN x 2
Sam McQuerry	2196 South Tongass Hwy Ketchikan, AK 99901		4.1
NORA DEWITT	POBOX 7292 KTN, AK 99901	nora-allen-dewitt@yahoo.com	Seaport & log storage
Ralph Beardsworth	POB. 23711 Ketchikan. 240 Halibut St. Saxman		Saxman Seaport.
JENNIE MCGARRIGAN	729 GRANT ST. KTN, AK 99901	jennwashere@hotmail.com	USCG
WILBUR CHARLES SR	RR 2 BOX 7 KTN AK 99901		SAXMEN SEAPORT

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
Arlene Buxton	P.O. Box 426 Metlakatla 3725 Alaska Ave Ketchikan	arlene buxton @ hotmail	
Marnie Martin	PO Box 8743 Ketchikan AK		Saxman
Lyona Hoffner	Rt 2 Box 1 - Saxman Ktn. AK. City of Saxman	cityclerksaxman@kpunet.net	
Myra Zelensky	2301 S. Tongass Ketchikan, AK 99901	3zkymma@kpunet.net	Mile 4.1 + Saxman Log Storage
Greg Lynch	2246 S. Tongass	Lynchg@world.ATT.net	4.1
Charles & Ian Pool	5362 N. Tongass Box 5236 Ktn	Chuck@Poolwc.com	
Tempa Major	Rt 2 Box 20		Saxman Seaport
Mike Cessnun	428 Gold Road KTN AK 99901	mjcessnun@gmail.com ~~Mikecess~~	Saxman Seaport Mt. Pt.

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
George Thompson	Po Box 8342 2096 S Tongass		
Jeff Fitzwater	Po Box 7832 city	rxmassage@kpunet.net	Mile 4.1 site
LEN LAURANCE	Box 8800, KTN	L.LAURANCE@ATT.NET	M 5.7 S. TONGASS
Maria Dudzak	KRBD Radio 123 Stedman St Ketchikan, AK	maria@krbd.org	
LEE WALLACE	RT. 2, BOX 2 KTN,	lwallace2@[illegible].org	SEAPORT B.
[illegible]	2708 Halibut Pt #7		Seaport
M. J. Carl	PO Box 4132 Ktn	Mjinak54@yahoo.com	Mile 4.1 duplicate
Sherry Potter	PO Box 5205 KTN	eetau@msn.com	Seaport A

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
MARSHALL NEWBERRY	1621 TONGASS AVE STE 202 KETCHIKAN, AK 99901	Marshall.e.newberry@uscg.mil	
Clifton Allen	2930 Tongass Ave KTN	Clifa@city.Ketch.Kan.AK.US	MTN PT
Scott Bowlen	Ketchikan Daily News 501 Dock St., Ktn, Ak, 99901	sbowlen@ketchikandailynews.com	
Bill Elberson	2506 First Ave Ketchikan	billelberson@remax.net	
David Doyon	1716 S. Tongass Hwy, Ketchikan, AK 99901	dave@mistyfjordsair.com	Doyon's Landing
Mark Minnillo	ADF&G Habitat Box 668 Craig, AK 99921	mark.minnillo@alaska.gov	
Peggie Atkinson	P.O. Box 463 METLAKATLA, AK 99926		Mt Pt
Kari Roosenberg	2268 S. Tongass Hwy Ketchikan, AK 99901	kroosenberg@alaskan.com	mile 4.1

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
John Clifton	8400 S. Tongass	own closest clifton@kpunet.net	Mile 4.1 - Site to Mt Point
Art Williams JR	726 Deermount Str	williams@kpunet.net	Thomas Basin
Harlan Heaton	5109 S Tongass		MT PT
Ethan Berto	4238 S. Tongass	eberto@claaskska.com	
Bill Cool	P.O. Box 6924, Ktn.	bcool@courts.state.ak.us	4.1 - Site across highway.
Judith McQuerry	2196 S. Tong	jlmha@kpunet.net	"4.6" duplicate

South Tongass Highway Ferry Terminal Reconnaissance Study Open House –Ketchikan

March 9th, 2010, 6-9 pm

Name	Mailing address	Email	What Site are you nearest?
Jonathan Lappin	1900 First Ave Suite 126.	Jonathan L @ KLBAK.US	none.

South Tongass Highway Ferry Terminal Reconnaissance Study Agency Meeting –Juneau

March 10th, 2010, 2-4 pm

Name	Agency	Mailing address	Email	Phone
S. WINKLER	ONR/DMLW		steve.winkler@alaska.gov	465-3516
Steve Brockmann	US FWS	3000 Vintage Blvd #201	steve_brockmann@fws.gov	780-1181
William Groom	DNR/DCOM		william.groom@alaska.gov	465-3563
Charles VanKirk	AMHS		chuck.vankirk@alaska.gov	228-7252
KIRK Miller	ADOT&PF		Kirk.Miller@alaska.gov	465-1215
GARY DAVIS	ADOT/PF		GARY.DAVIS@ALASKA.GOV	465-1763
Jane Gendron	"			465 4499

Attachment C.
Public Meeting

South Tongass Highway Ferry Terminal – Reconnaissance Study

Public Meetings

Metlakatla and Ketchikan

March 9, 2010

CH2MHILL

Overview

- Purpose and Need
- Terminal Design Criteria
- Engineering & Environmental Criteria
- Preliminary Site Selection
- Site Screening
- Next Steps

Purpose of the Project

- To improve Metlakatla community's transportation to and from Ketchikan

Purpose of Reconnaissance Study:

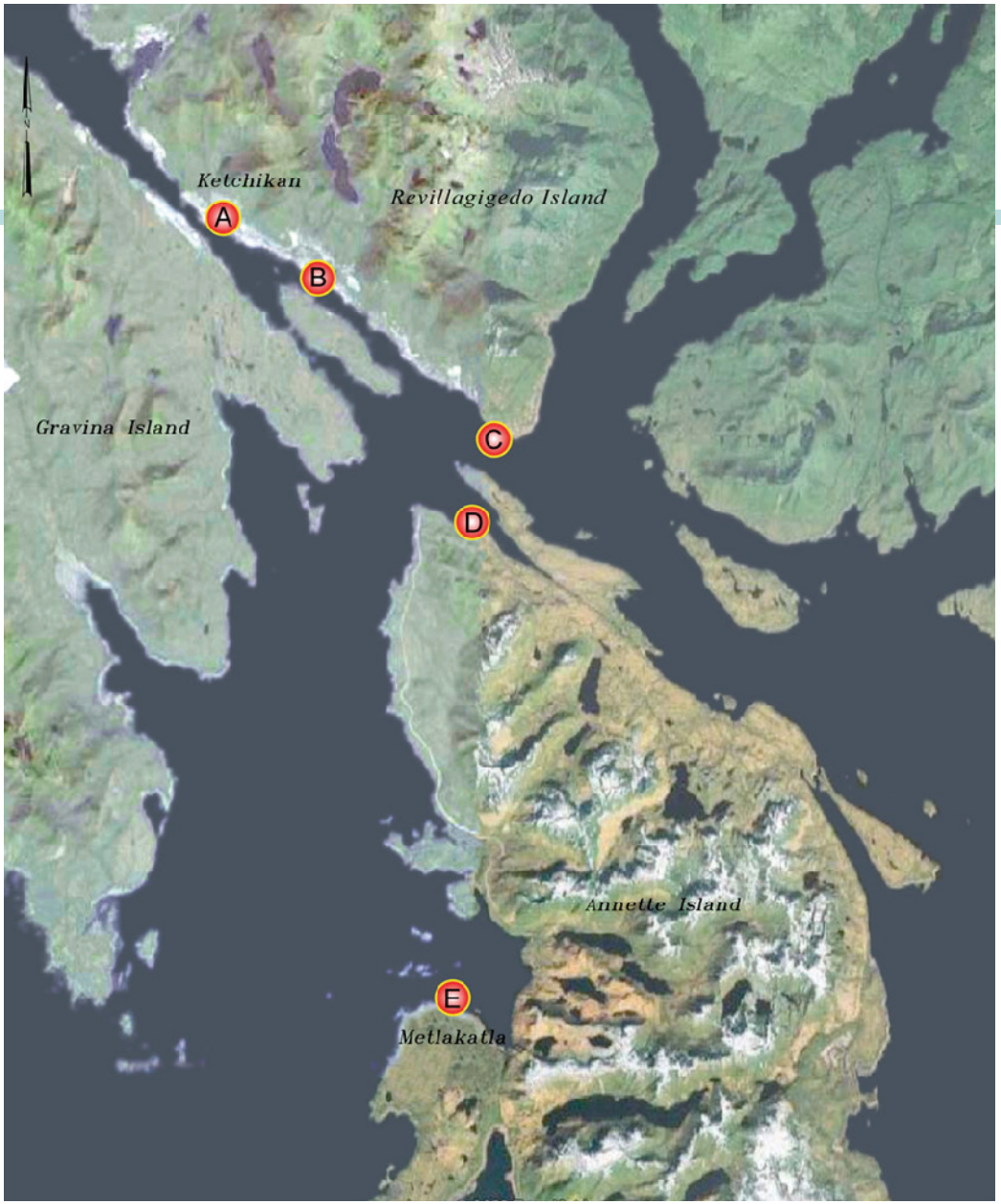
- To identify Ketchikan locations where AMHS could operate improved service to and from Annette Island

Need for the Project

- To reduce ferry travel time
- To allow for increased ferry frequency
- To minimize congestion and conflicts at the downtown Ketchikan terminal

Study Region

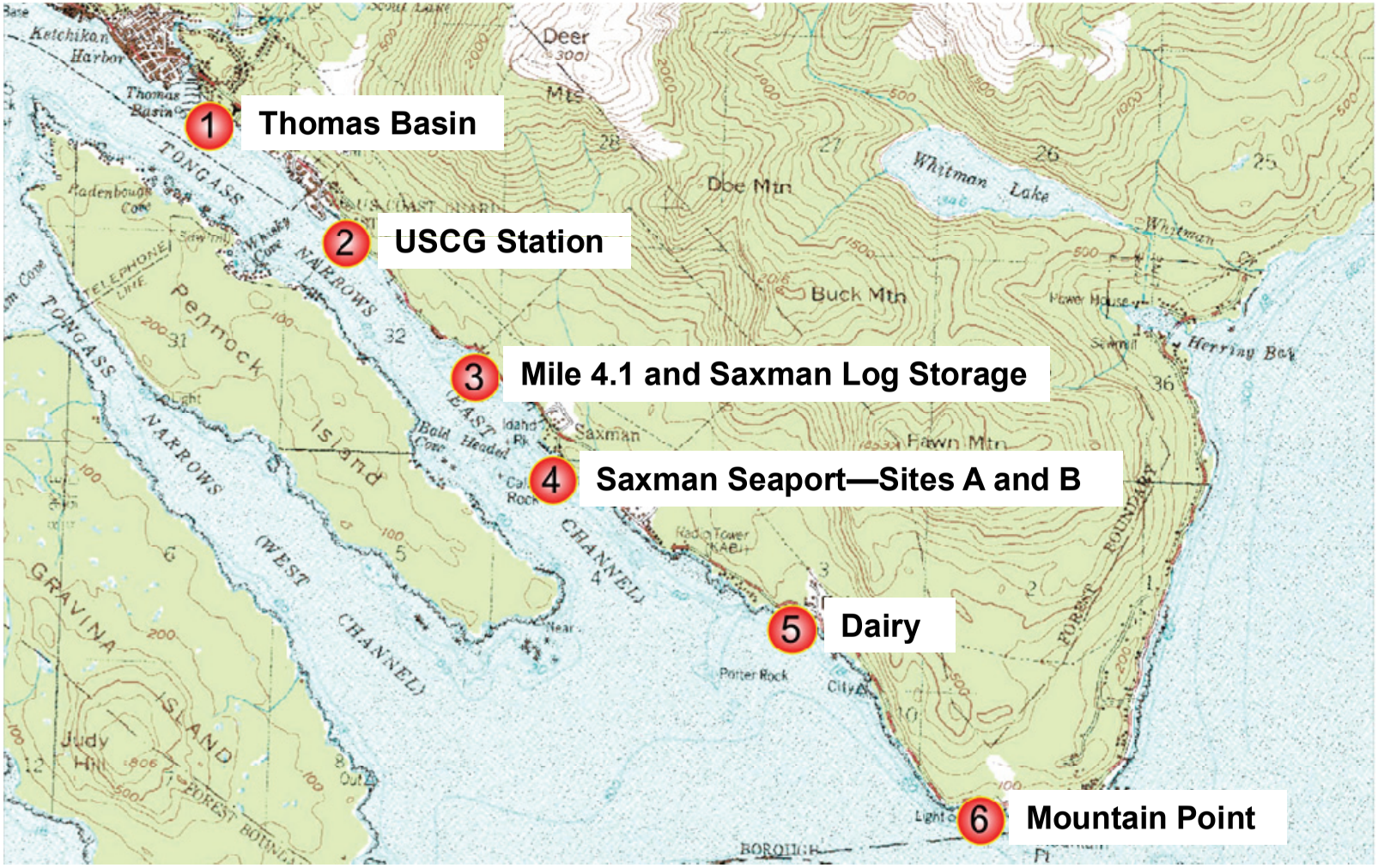
- **A** Existing Ketchikan Terminal
- **B** Thomas Basin
- **C** Mountain Point
- **D** New Annette Bay Terminal
- **E** Metlakatla Terminal (Port Chester)



Key Ferry Terminal Design Criteria for AMHS Operations

Vessel		
Primary	M/V *Lituya*	Length 181', Beam 50', Draft 10.5'
Secondary/Relief	M/V *Stikine* or M/V *Prince of Wales*	Length 198', Beam 53', Draft 11'
Uplands		
Staging area	500 lane ft., paved	25 vehicles at 20' per vehicle used for site comparison purposes. Length can be modified during final design.
Short-Term parking	30 spaces	Include a bus turning area
Long-Term parking	None	
Terminal Facilities		
Passenger waiting	600 sq. ft.	In terminal building
Public toilets	Yes	In terminal building
Tickets	Yes	In terminal building
Office	Yes	In terminal building
Baggage cart	Yes	
Maintenance	Yes	Building maintenance

Eight Recon Sites Identified

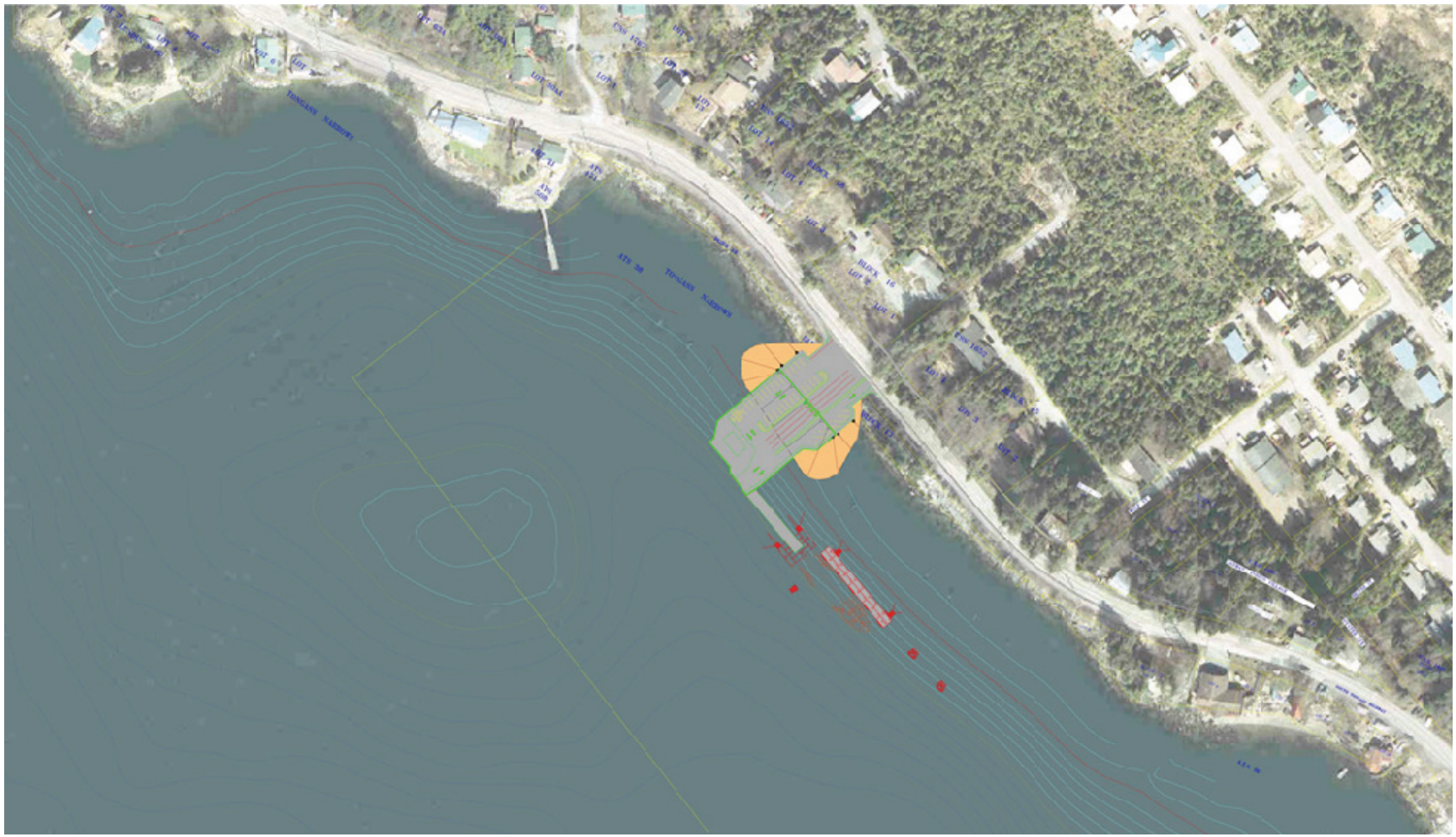


Thomas Basin

USCG

MP 4.1

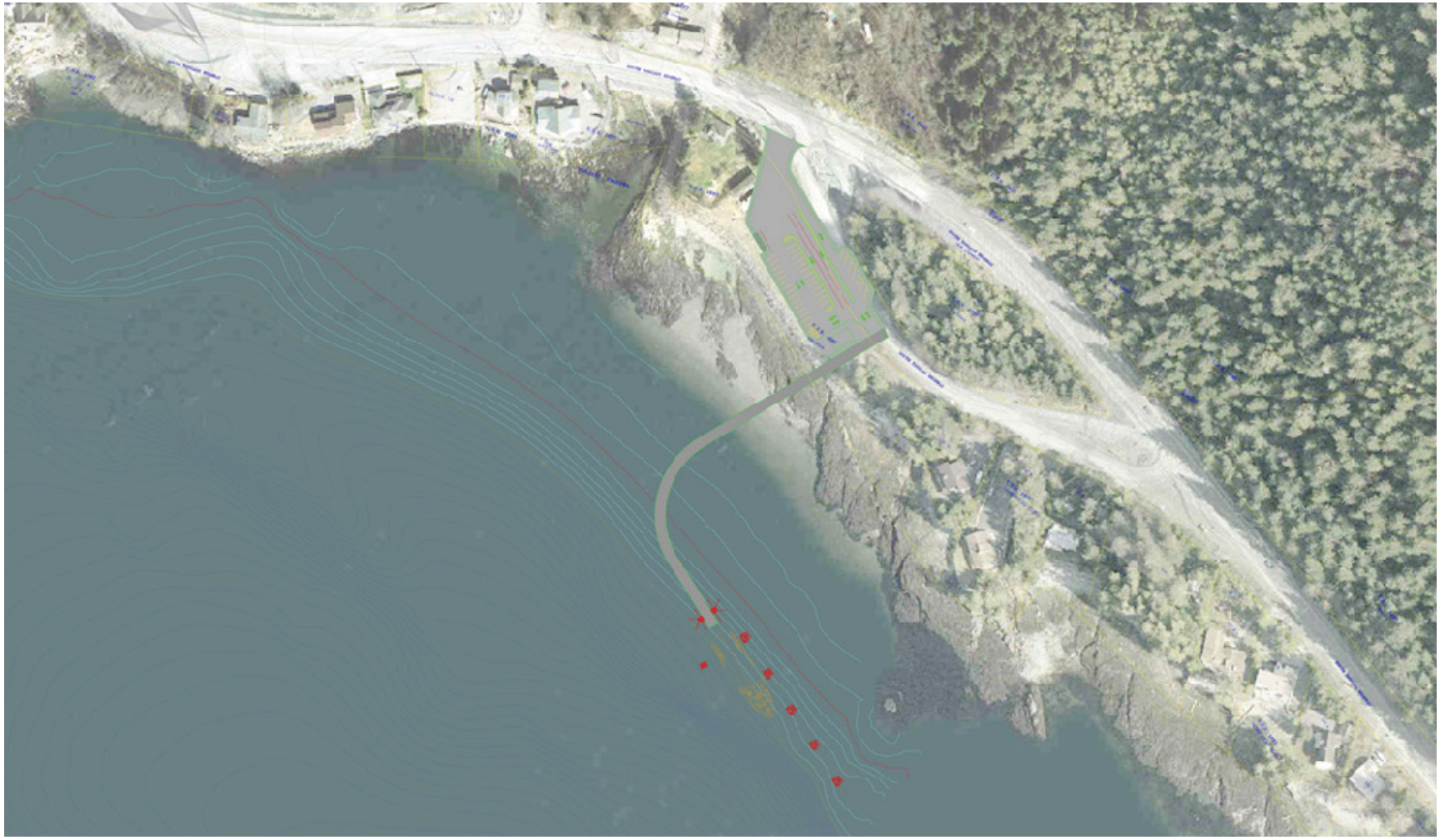
Saxman Log Storage



Saxman A

Saxman B

Dairy



Mountain Point

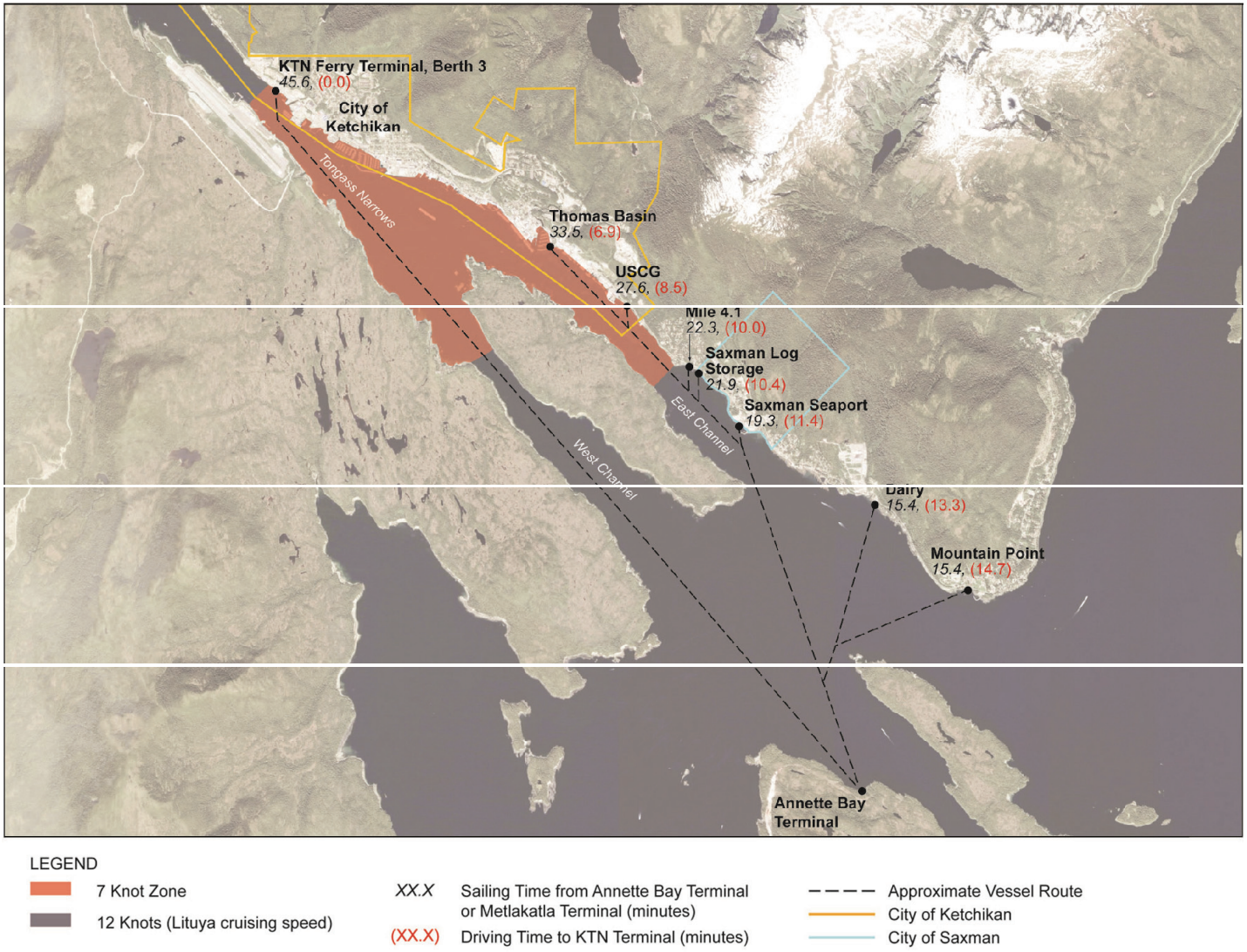
South Tongass Terminal Screening Criteria

Engineering Criteria	Environmental/Social Criteria
Travel Time from Metlakatla to Ketchikan – How does the site meet purpose and need?	Right-of-way requirements
Geotechnical	Area of Fill
Water Depth	Habitat Sensitivity
Vessel Approach Characteristics	Cultural resources
Exposure to wind, waves, and currents	Potential impacts to subsistence use areas
Upland Storage	Potential impacts to recreational use areas
Highway access	Traffic impacts to the traveling public
Traffic impacts to existing roadway	Viewshed impacts
Utilities	Potential for noise impacts
Maintenance dredging requirements	Potential impacts to Section 4(f)/6(f) resources
Maintenance and operations	Hazardous material sites
Cost	

Site Reconnaissance Study – Key engineering elements:

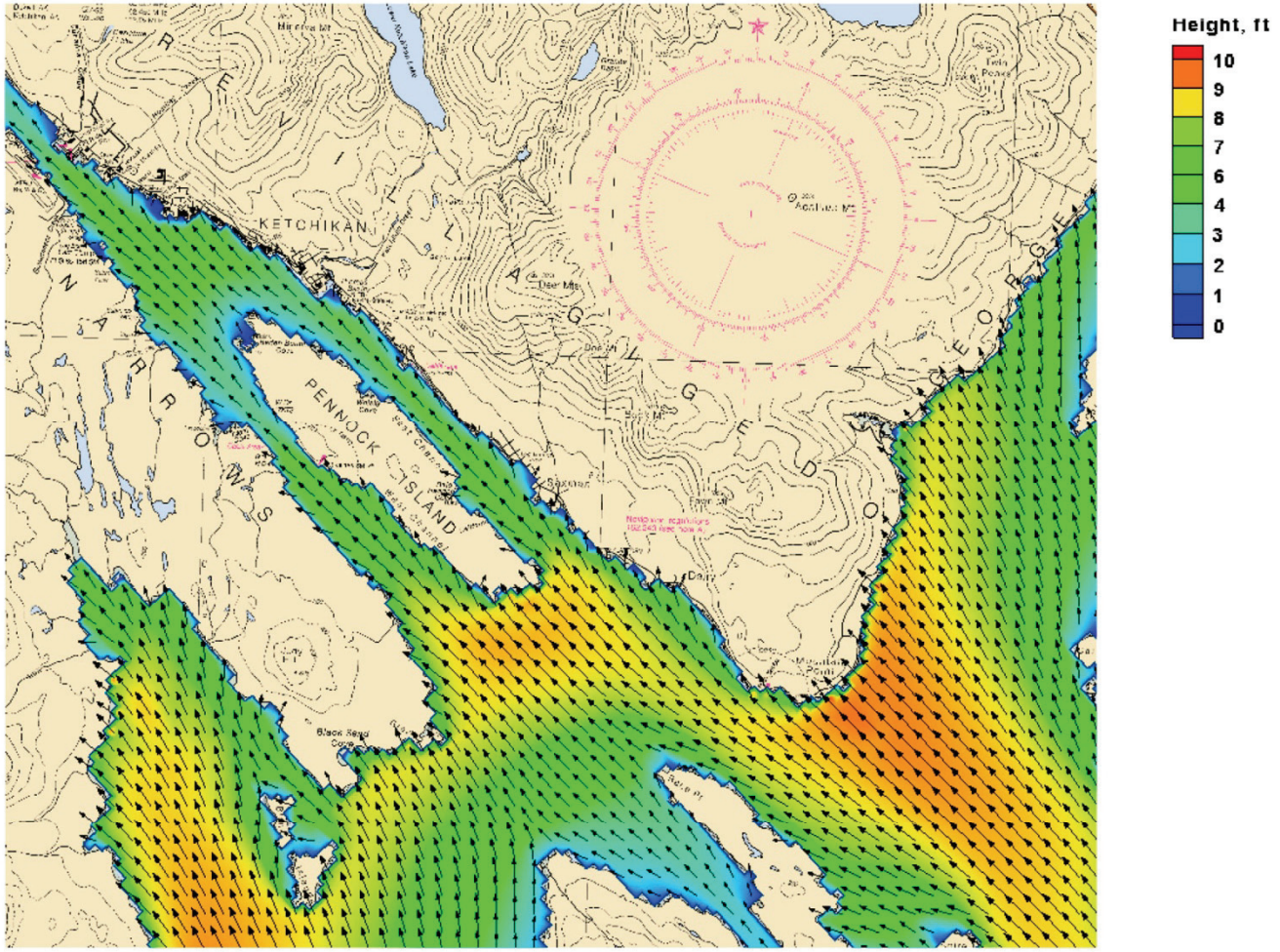
- Travel Time
- Exposure to Wind and Wave
- Cost

Travel Time


KTN Ferry Terminal, Berth 3
45.6, (0.0)
City of Ketchikan
Tongass Narrows
Thomas Basin
33.5, (6.9)
USCG
27.6, (8.5)
Mile 4.1
22.3, (10.0)
Saxman Log Storage
21.9, (10.4)
Saxman Seaport
19.3, (11.4)
East Channel
West Channel
Dairy
15.4, (13.3)
Mountain Point
15.4, (14.7)
Annette Bay Terminal
LEGEND
7 Knot Zone
12 Knots (Lituya cruising speed)
XX.X Sailing Time from Annette Bay Terminal or Metlakatla Terminal (minutes)
(XX.X) Driving Time to KTN Terminal (minutes)
Approximate Vessel Route
City of Ketchikan
City of Saxman

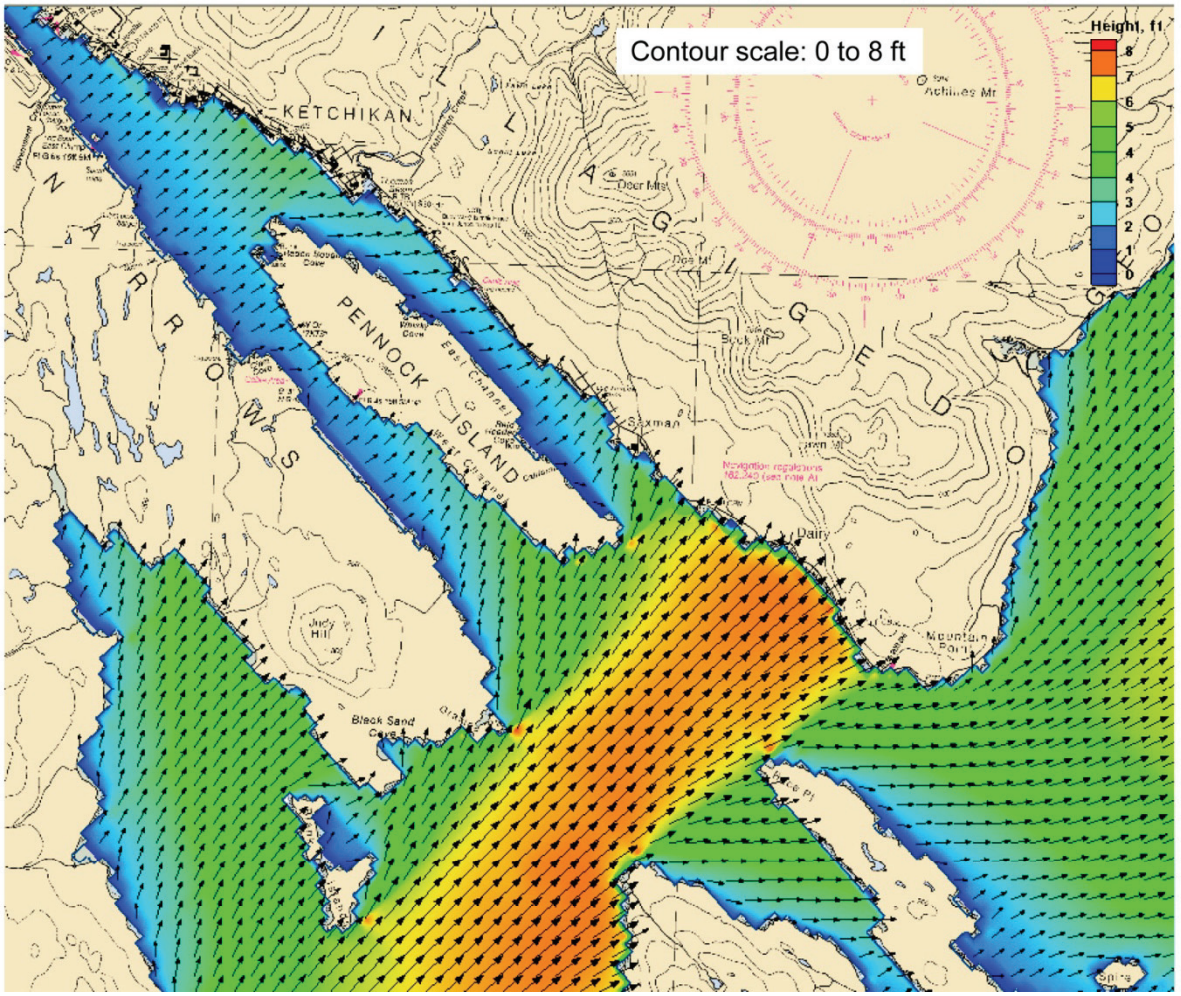
Exposure to Wind and Wave

Wave Height for 50-yr Wind Speed (73 mph)



Exposure to Wind and Wave

Wave Height for 50-yr Wind Speed (73 mph), Wind from Southwest



Engineering Criteria Screening Summary

Engineering Criteria	Existing KTN FT	Thomas Basin	USCG	Mile 4.1	Saxman Log Storage	Saxman Seaport A	Saxman Seaport B	Dairy	Mountain Point
Travel time from Metlakatla to KTN via Annette Bay	106 Minutes	100 Minutes	96 Minutes	92 Minutes	92 Minutes	91 Minutes	91 Minutes	89 Minutes	90 Minutes
Level of Service Service Frequency Potential (10 hr) Service Capacity (Veh/10 hr)	4 72	5 90	6 108	6 108	6 108	7 126	7 126	8 144	8 144
Geotechnical		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Water depth		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Vessel approach characteristics		Vessel traffic and proximity of docks	No Issues	No Issues	No Issues	No Issues	Backing into slip in heavy weather is challenging	West and southwest winds on beam	Southeast, south and southwest winds on beam
Exposure to wind, waves, and currents		Beam to southeast in slip	No Issues	No Issues	No Issues	No Issues	No Issues	Southeast, south and southwest winds on beam	Southeast, south and southwest winds on beam
Upland Storage		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Highway access		Poor sight distance from East St.	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Impacts to existing roadway		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Utilities		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Maintenance dredging requirements		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	No Issues
Maintenance and operations		No Issues	No Issues	No Issues	No Issues	No Issues	No Issues	Unsafe in severe weather conditions	Unsafe in severe weather conditions
Cost	--	$13,700,000	$15,400,000	$11,300,000	$18,000,000	$14,600,000	$10,400,000	$10,300,000	$18,000,000

Key:

Not an Issue	Minor Issue	Difficult Issue	For comparison

Site Reconnaissance Study – Key environmental elements:

- Right of Way/Relocations
- In water fill
- Marine and upland habitat sensitivity
- Impacts to residential areas

Environmental and Social Screening Criteria

Criteria	Site							
	Thomas Basin	USCG	Mile 4.1	Saxman Log Storage	Saxman Seaport A	Saxman Seaport B	Dairy	Mountain Point
Right-of-Way Requirements	Private property acquisition, one residential relocation	Property acquisition from USCG, no relocations	Acquisition of private property and City of Saxman property, two to three residential relocations	Property acquisition from City of Saxman, no relocations	Private property acquisition and, no relocations	Property acquisition from City of Saxman, no relocations	Private property acquisition, no relocations	Within DOT&PF and DNR property; no relocations
Area of Fill (Square Feet)	0	57,600	52,000	38,000	50,000	0	0	56,600
New Shaded Area	32,600	31,800	10,200	41,300	13,400	6,800	12,200	26,400
Other Wildlife Issues?	Potential eagle nest	Potential eagle nest	None previously recorded	None previously recorded	Potential eagle nest	Potential eagle nest	None previously recorded	Potential eagle nest
Cultural Resources	None identified	None identified	None identified	None identified	None identified	None identified	NHRP eligible property adjacent to site	None identified
Potential for Impacts to Subsistence Use Area	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated
Potential for Impacts to Recreational Use Areas	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	Potential conflict with boat launch activity
Potential for Impacts to Section 4(f)/6(f) Resources	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated
Hazardous Material Sites	None anticipated	Minor potential for encountered contamination	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated	None anticipated
Potential for Noise Impacts	Nearby residential properties	None	Nearby residential properties	Nearby residential properties	None	None	Nearby residential properties	Nearby residential properties

Key:

Not an Issue	Minor Issue	Difficult Issue

Next Steps

- Incorporate public and agency comments
- Identify preferred alternatives
- Prepare and issue final report
- Include on the Statewide Transportation Improvement Plan (STIP)
- Proceed with design and environmental documentation

Attachment D.
Comment Letters Received

Attachment D-Comment Letters Received

Commentor	Agency	Type (Public/Agency)	Received
Joyce and John Autrey	N/A	Public	3/9/2010
Arthur Williams, Jr.	N/A	Public	3/9/2010
Walter Wagner	N/A	Public	3/9/2010
Dorothy Brendible	N/A	Public	3/9/2010
Frank Leask Sr	N/A	Public	3/9/2010
C.W. Wilson	N/A	Public	3/9/2010
James Dahl	N/A	Public	3/8/2010
Bill Rotecki	N/A	Public	3/9/2010
Kristi Sherman	UofA	Agency	3/9/2010
MJ Cadle and David Jensen	N/A	Public	3/10/2010
Scott R Davis	South Tongass Volunteer Fire Dept	Agency	3/10/2010
Sol Atkinson	Metlakatla City Council	Agency	3/10/2010
Mamie Markle	N/A	Public	3/11/2010
Kari Roosenberg	N/A	Public	3/12/2010
Laurie Williams	N/A	Public	3/18/2010
Greg Lynch	N/A	Public	3/18/2010
Chris Herby	N/A	Public	3/23/2010
Fred and Joann John	N/A	Public	3/25/2010
Georgiann Zimmerle	N/A	Public	3/26/2010
Steven Booth	N/A	Public	3/30/2010
Skip Thompson	N/A	Public	3/31/2010
J.S. Burke	USCG	Agency	4/5/2010
Marcella McKnight	N/A	Public	4/5/2010
Woodrow Anderson Jr	N/A	Public	4/7/2010
Tim Gilmartin	N/A	Public	4/7/2010
Jeff Moran	N/A	Public	4/7/2010
Patricia Shearer	N/A	Public	4/7/2010
Merna Atkinson	N/A	Public	4/7/2010
Gina Navarro	N/A	Public	4/7/2010
Judith Eaton	N/A	Public	4/9/2010
Christopher Lundburg	MIC General Counsel	Agency	4/9/2010
Adeline McGilton	N/A	Public	4/9/2010
Kristine Gilmartin	N/A	Public	4/9/2010
Harvey Shields	N/A	Public	4/26/2010

3/2010

To The Alaska State Department of Transportation:

We are property owners in the area that would be affected by a possible location site of the proposed South Tongass Ferry Terminal.

In this economy, why even have a new system when the old system works? Our City/ Borough needs money to make improvements on our main road, Tongass Avenue. A matter of 15-30 minutes difference on sail time to only one community in Southeast Alaska versus disruption of an entire area with several neighborhood zones is Absurd!

The alternatives proposed at @ Mile 2 (called 4.1 in the paper) would adversely affect our neighborhood zone. The proposed industrial activity would introduce noise and atmospheric pollution, let alone transportation problems including traffic congestion. There are several neighborhoods affected that would create hazards for children, especially children traveling to and from school busses. More people's homes and lives would be disrupted in many ways. (We live across the Street)

Existing sites would be more cost effective, especially the system that is Already set up! If we had to choose a site, other than the existing Alaska State Ferry site, it would be the Coast Guard or Saxman sites A or B.

We feel our property values and quality of life would be extremely impacted, therefore, we are not for any new South Tongass Ferry Terminal !

Joyce and John Autrey
127 Huckleberry Circle
Ketchikan, Alaska 99901

Joyce Autrey
John Autrey

Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

Attached letter

Name: _____

Address: _____

City: _____ *State*: _____ *Zip*: _____

Email: _____

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:

http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:

Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

Comments received by April 9, 2010 will be part of the reconnaissance study finalization. Comments submitted after that date will be part of the ongoing effort to select and evaluate a South Tongass Ferry Terminal location.

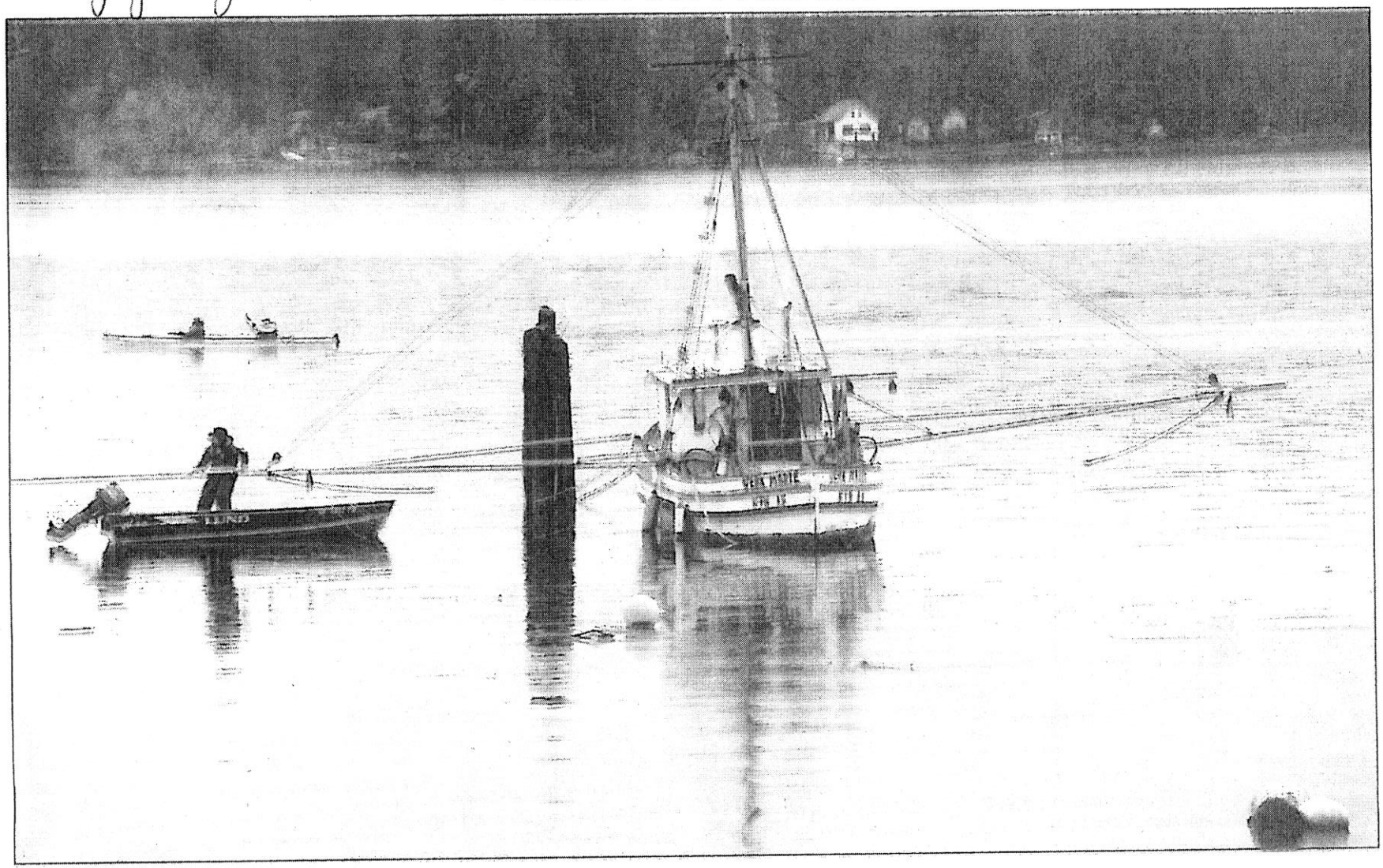
KETCHIKAN DAILY NEWS

WATERFRONT

arch 4

(Joyce + John are the Paddlers!

POLES AND PADDLES



A fisherman works on the trolling poles of the fishing vessel Vera Marie in Saxman on Thursday as a couple of kayakers paddle by in the background.

Staff photo by Hall Anderson

This scene wouldn't exist if Smile 2 (4.1 inaccurate in study)
across the Street from our house. We are the paddlers! J

March 9, 2010

Dept. of Transportation

RE: Ferry Dock Proposal

I am writing to **oppose** the Thomas Basin location for an Alaska Marine Highway ferry dock.

My reasons include:

1. Thomas Basin is already a heavily used and congested harbor. It is already a very busy harbor that is currently used by all types of commercial fishing vessels (seiners, gillnetters, trollers, longliners), numerous charter boats, sport fishing boats, kayakers, tour boats, tour ships, tug boats with barges, and float planes. It is already too hazardous of an area.

2. That area, even with the improved promenade parking, would not accommodate all the different types of ferry traffic, i.e., tour buses, fuel trucks, and container vans.

3. That location is approximately a mile and one-half from current location. Moving to this particular site would not be very economical fuel wise as the ferry would have to stage to get in and out of the dock area.

I **support** the site South of the U.S. Coast Guard Base because:

1. It would be more economical because this site is closer to Annette Bay and would require less fuel and travel time, and less time in the 7 knot speed zone.
2. It would be less congested with other marine traffic and float planes.
3. It would be more easily accessible by all.

My third choice would be to leave the dock at its current location and save the money for a new replacement ferry for the aging ferry fleet.

Thank you for this opportunity to provide my input.

Sincerely,

Arthur Williams Jr
726 Deermount Street
Ketchikan, AK 99901

Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

WE Could USE Ferrie Servici
7- days A WK.
One Reason= WE have to go to
Ketchikan - and wait 2 days FOR
A Ferry To Bellingham - Also other
Ferry's.

Name: Walter H. Wagner
Address: Box 107
City: MeT, AK State: AK Zip: 99926
Email:

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

Make Ferry 7 days a week. Originally it was supposed to allow people to work &/or go to School/College in Ketchikan —

need ferry schedule to accommodate a persons working schedule or College Class Schedule

Normal work day or college schedule w/o night classes is - 8:AM - 5:PM

not to mention - accommodating gaming hall hours — so patrons will not have to hotel; or stay a nite or two.

Name: Dorothy Brendbe
Address: PO Box 251
City: Metlakatla State: AK Zip: 99926
Email: KidCare5@aptalaska.net

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
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Project Environmental Coordinator
P.O. Box 112506
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jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

About time this is happening. I think about this everyday I think Saxman or Mountain Point are the right spot for this project. And what is the cost of this project for Metlatla. And who is going to prosber in line of work. I wound'nt mind pile bueting. For for the company that gets the bid to this project

Name: Frank C. Beasley Sr
Address: P.O. Box 213
City: Metlakatla, AK State: AK Zip: 99926
Email:

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
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jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

STRONGLY

I HAVE TO DISAGREE WITH MR S. BOOTH, WHILE WANTING TO KE EVERYTHING THE SAME. THE INCREASED # of SAILINGS WILL GIVE PEOPLE MUCH MORE FLEXABILITY IN PLANNING TRIPS. YOU CAN MAKE A MORNING APPT. AND GET BACK WITHOUT SPENDING ALL DAY IN KETCHIKAN. THE POSIBILITY of 7 DAY A WEEK SERVICE IS ALSO VERY ATTRACTIVE! THE POSITIVES ARE MUCH GREATER THAN THE NEGATIVES. I BELIEVE THE INCREASED FLEXIBILITY WILL INCREASE THE PASSENGER TRAFFIC INCREASING REVENUE POSSIBLY ALLOWING FOR EMPLOYING 2 CREWS WHICH WOULD ALLOW FOR EVEN MORE FLEXIBILITY. I AM NOT SURE WHY THE CAPT. IS SO RESISTANT TO CHANGE, ESPECIALLY SINCE IT CHANGES WILL BENEFIT THE COMMUNITY SO GREATLY.

SEE REVERSE

Name: C. WILKSON
Address: BOX 314
City: METLAKATLA State: AK Zip: 99926
Email: CWILSON@aptalaska.net

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

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INCREASED # OF TRIPS WILL ALSO ALLOW MORE VISITORS TO COME TO METLAKATLA RESULTING IN INCREASED REVENUE FOR METLAKATLAN BUSINESSES AND THE CASINO.

From: James R. Dahl [mailto:jrdahl@kpunet.net]
Sent: Monday, March 08, 2010 4:02 PM
To: Gendron, Jane D (DOT)
Subject: Comment on Locations for Ketchikan to Metlakatla Ferry

Sir

My first choice would be to have it at the **Saxman Seaport Terminal** and the State of Alaska enter a long term lease for the property

My second choice would be the location just **south of the USCG Base Ketchikan.**

My third choice is a location that was not considered.... this is the site of the old town dump just **south of Doyon Landing**. The exact **spot selected for the Bridge to Gravina**... which now appears will never happen.

All the other sites are not acceptable due the **conflict** considerations.

James R. Dahl, homeowner
2182 So Tongass Hwy
Ketchikan, AK 99901
907-225-6110

From: Bill Rotecki <billrotecki@gmail.com>
To: Miller, Kirk D (DOT); Gendron, Jane D (DOT)
Sent: Tue Mar 09 09:52:09 2010
Subject: annette is. ferry

Hello and good day to you

I would like you to seriously consider continuing using the existing ferry terminals

why?
the existing ferry terminals are already close to Ketchikan
most of the final destinations for Annette islanders are on the N side of town
(two larger grocery stores, all of the medical facilities, Walmart, auto repair facilities, auto dealers)
meaning those who are on foot or using public transportation will have an easier time getting to their final destination
those who are bringing vehicles will not have to fight through downtown tourist traffic to get to their destinations
the likely need for increased ferry traffic is not so likely, four trips day is fine
the impacts to adjacent neighborhoods are already known and accomodated
(some of your possilbe sites will likely result in loss to property values and a possible class action law suit against you resulting in increase in cost of the new site)

Mind you, I am all in favor of developing infrastructure that has good payback, but this appears to be duplicating existing infrastructure with possible negative benefits to users. SO, ON A SIMILAR VEIN consider instead, a road up and down the Gravina shore which faces Ketchikan, ending in a ferry terminal near black sands beach.
As far as bang for buck, this would give Ketchikan a huge financial benefit, and would also be project more suitable to DOT's mission capabilities, than the borough's. (the borough does not have road powers)

thanks for your kind consideration

ps
I am not specifically opposed to the Saxman option, but last I heard it was not acceptible by Saxman community, although it will have some of the same negative consequences as listed above, those may be offset by stimulating Saxman development to better meet traveller's needs, something that is unlikely at the other locations.

Bill Rotecki
Rainforest Construction LLC
office 907-225-5078
fax 907-247-6357
cell 907-617-0409

UNIVERSITY
of ALASKA
Many Traditions One Alaska

March 9, 2010

Jane Gendron
Project Environmental Coordinator
State of Alaska
Department of Transportation and Public Facilities
6860 Glacier Highway
P.O. Box 112506
Juneau, AK 99811-2506

Re: South Tongass Highway Ferry Terminal
Site Reconnaissance Study

Dear Ms. Gendron:

The University is in receipt of the above referenced study prepared by CH2MHILL dated January 2010. It was a great surprise to discover while reading the report that the University of Alaska's UAS Ketchikan Marine Tech Center property is under consideration as a potential site (referred to as the Thomas Basin site in the CH2MHILL report) for the proposed new ferry terminal serving the Ketchikan community. To date, no one from DOT/PF or CH2MHILL has contacted the University to discuss the proposed inclusion of University land in the list of ferry site options.

Selection and development of the Thomas Basin ferry terminal site would have obvious and significantly detrimental impacts on the University's use of this land for campus purposes. The University emphatically does not support selection of this site for the new ferry terminal.

While the above referenced study does not recommend the Thomas Basin site as a preferred ferry terminal location, if for any reason the Thomas Basin site becomes a recommended or preferred ferry terminal location in the future, the University will strongly object to such a proposal at that time.

Please direct all future communications to the University concerning this matter to my attention at the address or phone number below.

Sincerely,

Kristi Sherman
Associate Director

Land Management
910 Yukon Drive • Suite 106 • Fairbanks • Alaska • 99775
Phone: (907) 450-8133 • Fax: (907) 450-8131 •Web: ualand.com

Marie-Jeanne Cadle
Email: mjcadle@gmail.com
Cell: 907-254-3105

David B. Jensen
Email: dbjensen60@yahoo.com
Cell: 907-254-3104

PO Box 9132
Ketchikan, Alaska 99901

Home Phone: 907-225-7050

March 10, 2010

To Whom It May Concern:

Please accept my submission of comments in regards to the proposed plan to relocate the Ketchikan terminal for the Lituya to South Tongass.

To begin with, I believe the premises put forth for moving the terminal from its current location to South Tongass are no longer valid, if they ever were.

Premise 1: Shorten the run time between Metlakatla and Ketchikan to save on run costs.
-Moving the terminal on the Ketchikan side will not shorten the run enough to substantially reduce the vessel* costs based on the Marine Highway's own cost figures. Additionally, these cost savings will be more than offset by an increase in costs for additional personnel to man the new terminal and for on-going terminal maintenance. *vessel fuel and maintenance costs are the only savings to be considered because the labor would stay the same since the vessel is still manned.

Premise 2: There is a need for more runs between Ketchikan and Metlakatla.
-The Marine Highway's own ridership figures show the Lituya at approximately 25% capacity for passengers and 50% capacity for vehicles (at the current schedule of two runs per day). Realizing these numbers represent capacity over a period of time and that some days the ferry may be full and even leave people behind, these numbers still do not justify more than the occasional additional run which can be accommodated at the current terminal, according to the study,.of four runs possible in a day.

Premise 3: Congestion at the current terminal.
-The IFA is working on moving their Ketchikan Terminal to Ward Cove. This will relieve some of the congestion. Additionally, there is a third ramp that is unused at the current terminal site if the ferry that is laid up there were moved to Ward Cove.

Additionally I believe there were several very important considerations left out of the study that would either make it much more expensive to complete a new terminal, cause great delays or perhaps even make several proposed locations unfeasible.

Premise 1: There is water and sewer service available at all S Tongass locations.
-The only locations proposed that have water and sewer available, are the locations at the Saxman Seaport. The rest of the locations have no water/sewer service available and would have to make use of cisterns for water collection and storage and an outfall for sewage disposal.

Premise 2: The current highway is wide enough and structurally sound enough to handle the additional traffic of fully loaded tractor-trailers carrying goods to Metlakatla, additional vehicles and possible busses.
- There are areas of the highway that are already sloughing off on the downhill side. The highway is narrow, windy and not well lit. It is a highway that serves primarily residential neighborhoods.

Premise 3: The drive time from S Tongass through town to the current terminal is 15 minutes at 30mph.
-The speed limit for the majority of the drive is 20mph on a single two lane road. Additionally, the drive would go through downtown Ketchikan which is a very congested area from May through September with horse-drawn trolleys, sometimes 20 or more tourists streaming across the crosswalks in a long drawn-out line, tourists crossing the streets illegally and often very unsafely, tourists standing in the streets to take photographs, numerous busses and vans carrying tourists and tractor-trailers backing into loading docks blocking all traffic for several minutes at a time. I live at mile two S Tongass (4.1 on your study) and it regularly takes me 30 minutes to get from mile two (4.1 on your study) through the downtown corridor to the ferry terminal area. Even during the slow season, I give myself 20 minutes to get through town. Bypassing this route requires a very circuitous drive through residential neighborhoods with a number of stop signs.

In addition to these points, I believe it is unnecessary, unwise and does a disservice to the people of both Metlakatla and Ketchikan to move the terminal for reasons I have attached on an additional page.

When considering such an expensive proposition, I believe it is prudent and responsible to make sure the correct facts are used as a premise for the study. When studies such as this are completed with incomplete or incorrect information it is a waste of government money and a waste of government resources. The only ones who win are the consulting firms being paid 10s of thousands of dollars to complete the study.

Sincerely,

Marie-Jeanne Cadle & David Jensen
Concerned citizens

	Continuing with the current terminal	South Tongass Terminal
1	Zero dollars spent on a new terminal	10 to 18 million dollars spent for a new terminal.
2	Zero negative impact on S Tongass Homeowners	Possibly multiple homeowners forced to relocate or accept lowered property values.
3	Zero negative impact on S Tongass traffic	Increased traffic on S Tongass with people rushing to and from the ferry.
4	Current ridership requires only two out of four possible runs	Between 6 and 8 runs possible, but ridership will be the same because Metlakatla is unlikely to grow much.
5	Ferry schedule could be changed to lengthen the stay in Ketchikan while still operating during business hours if it would better accommodate passengers from Met. Without impacting residential neighborhoods.	Longer days would impact residential neighborhoods with increased traffic and noise.
6	Passengers from Met are dropped off in town with easy access to services such as the hospital, businesses such as the barge lines and stores and other ferries and the airport.	Passengers from Met will be required to drive through town and busy summer traffic to reach services and to return to the ferry.
7	Visitors from Met almost never have to rush through busy summer traffic to get to the ferry in time.	Visitors from Met will find themselves late for the ferry after getting caught behind a slow bus, streaming cross walkers and a horse drawn carriage. Because of this they will be racing down S Tongass to get to the terminal.
8	Passengers from Metlakatla can walk on the ferry and easily access services such as the hospital, grocery, auto parts, Wal-Mart and the mall with easy walking or with available transportation	Walk-on passengers from Met would be required to take transportation to and through town to get to most services. Great for the bus and taxis (which are almost not easily had during the busy summer months), but bad for traffic on S Tongass especially in the summer if they run late coming back.
9	There is a restaurant across the street for ferry passengers to enjoy while waiting for the ferry.	There is no restaurant available unless someone wants to buy my house and start one.

10	When the Lituya is in for repairs, the IFA can easily provide service to Met.	When the Lituya is in for repairs it is proposed that the IFA will move to the new dock. This is not feasible for the IFA.
11	Passengers from Met that will be continuing their travels on other ferries or the airport will be dropped at or very close to other terminals	Passengers continuing one will have to utilize additional transportation to get to the even other AMHS ferries.
12	Tractor-Trailers making deliveries to the Lituya taking goods and services have a very short trip to the current dock and do not have to drive through the congested down town area.	Tractor-trailer traffic through the congested town area will increase greatly.
13	Met residents picking things up at the barge lines will have easy access	The would require additional transportation to get goods to and from barge lines.

From: Scott Davis <scottd@kgbak.us>
To: Gendron, Jane D (DOT)
Cc: 'Cynna Gubatayao' <cynnag@kgbak.us>; 'Scott Brandt- Erichsen' <scottb@kgbak.us>; 'Dan Bockhorst' <danb@kgbak.us>; 'Jonathan Lappin' <jonathanl@kgbak.us>
Sent: Wed Mar 10 10:26:52 2010
Subject: Comments for ST Terminal Site

Jane,

Thank you for making available the public meeting last night at the community center in Saxman.
I appreciate you listening to the communities comments specifically those surrounding public safety.

I don't know how Fire and EMS protection would work with this department with regard to the Ferry itself especially if it were to dock in Saxman.
However, I look forward to us discussing this once a site has been selected, property procured, etc.

Once again, thank you for the meeting!

Scott.

Scott R. Davis

Fire Chief
South Tongass Volunteer Fire Dept.
5690 Roosevelt Drive
Ketchikan, Alaska 99901
228-6673 office
254-8866 cell
247-1322 fax

Please notice the new address change! **scottd@kgbak.us**

From: Solomon D. Atkinson [mailto:swimmer@aptalaska.net]
Sent: Wednesday, March 10, 2010 12:03 PM
To: Gendron, Jane D (DOT)
Subject: Re: Metlakatla Public Meeting Notice

You may use my e-mail as a statement from me, but add my preference after years of debate is still the Saxman Seaport A or B. Third choice Saxman log storage . I am still concerned about the manueverability of our M/V Lituya in high winds and high wave action in other sites. Thank you again for visiting Metlakatla, and will have more comment sheets prior to the dead line.
----- Original Message -----
From: Gendron, Jane D (DOT)
To: swimmer@aptalaska.net
Sent: Wednesday, March 10, 2010 11:51 AM
Subject: Re: Metlakatla Public Meeting Notice

May I use your email as part of our record or shall I draft a statement for you to review and approve?

From: Solomon D. Atkinson <swimmer@aptalaska.net>
To: Gendron, Jane D (DOT)
Sent: Wed Mar 10 10:24:27 2010
Subject: Re: Metlakatla Public Meeting Notice

Hi Jane,

I apologize for the argumentive Captain Booth in yesterdays hearing . I understand one of the crew members gave testimony in Saxman yesterday also promoting the present trerminal site, berth 3, as the permanent site for our ferry M/V Lituya. I cannot convince them that with the added runs, we would be conflicting with the IFA schedule. Can you put that fact in writing for me? Thanks, Sol.

From: Mamie [mailto:eskimo@kpunet.net]
Sent: Thursday, March 11, 2010 8:10 AM
To: Gendron, Jane D (DOT)
Subject: comment on Draft south Ferry Terminal Site Betwee Ketchikan and Annette Island

Jane and team: Thank you for coming and having the open meeting to hear opinion here in the Saxman Community Hall.
During the 1990's when the issue of using Saxman Seaport as the terminus, on the Ketchikan side, I was a council member for Saxman. At that time there was a meeting between Metlakatla City council and Saxman City council to hear Metlakatla's opinion of using Saxman Seaport. The Metlakatla council were in favor of using Seaport as it would shorten the ferry ride. Saxman administrator, Tom Fitzgerald, and Saxman mayor, Forrest DeWitt, agreed to the site and said they would present it to the full council and present it to the full council and community people. It would be nice for people of Metlakatla to come over in the morning especially if they were taking classes at UAS because they could take classes during the day and return home on the last ferry in the evening. The Saxman City Council was all for the terminal being here in Saxman. There was even a young man from Metlakatla who came over and appealed, several years later, to the City council to approve Saxman Seaport as the site for the terminal as it would be a positive aspect for both communities.
After the residents of Saxman voted down the Seaport as the terminus for the Metlakatla ferry, several people went to the Saxman City council at ask for a revote on the issue because they had changed their mind and wanted the terminal in Saxman. They realized that they had lost out on an opportunity for Saxman residents and Seaport development. Myself, I would like to see the terminal here in Saxman, it would provide job opportunities for residents of the community. Therefore I heartily ask DOTPF to consider Saxman as the terminus for the Metlakatla ferry. There wouldn't need to be many trips scheduled per day but scheduled right it would flourish. People are forgetting that Metlakatla is wanting to attract a tour trade during the summer months this would be a positive influence for the tourists they want to attract. The ferry would be a positive for Metlakatla when they have their annual event in the early fall. The borough bus already comes out to Saxman so the people would be able to utilize that service.
Thank you for taking time to read my comments and thank you for taking the time to listen to opinions. Good luck in your decisions.
Mamie Markle

-----Original Message-----
From: kroosenberg@alaskan.com [mailto:kroosenberg@alaskan.com]
Sent: Friday, March 12, 2010 10:01 AM
To: Gendron, Jane D (DOT)
Subject: Comments on South Tongass Highway Ferry Terminal Site Study

Ms. Gendron,

I attended the meeting in Saxman on March 9, 2010. I have several concerns regarding this proposed project. My immediate concern is that it seems unnecessary. By relocating the ferry terminal on Annette Island, we have already provided the opportunity for doubling the current number of round trips in a 10-hour period. However, the ferry is still operating 2 trips per day and, on average, these are not full.

My second concern is that relocating the terminal south of town makes it more difficulty for Metlakatla residences to access the services they come to Ketchikan for. It would mean paying the extra fares to bring their own vehicles, hiring taxis or spending extra time waiting for a bus that doesn't run all that often. The current terminal location allows easy access on foot to most services. Moving the terminal south would increase the financial and time costs for individuals to access services in Ketchikan.

Third, South Tongass Highway is a busy, narrow road. We already experience congestion at key points--many near proposed terminal sites. Additional traffic will only increase the congestion and the risks of traveling that route.

I also have some concerns about what has been labelled the Mile 4.1 site. First, that label is misleading to local citizens. We count mileage on the island from the Federal Building, not the existing ferry terminal. My home is one that would be dismantled for construction at this site and it sits just before the 2 mile marker. Many people do not realize the actual location of this site. This means that not everyone involved will have opportunity to comment in a timely manner.

Second, the report states that utilities are readily available at this site. They are not. The homes there have septic systems and rain water cachement systems. The only public utility available is electricity.

Third, building at that site would impact the eagle's nest in Saxman as the eagles tend to perch on the pilings of my dock to fish.

All in all, I believe it is not advisable to relocate the terminal. If, however, the State continues to pursue this project, I believe that the Saxman Seaport A and Saxman Seaport B sites are the most feasible with the least impact.

Thank you for your consideration.

Kari Roosenberg
2268 S. Tongass Highway
Ketchikan, AK 99901
kroosenberg@alaskan.com

From: Laurie Williams [mailto:williams@kpunet.net]
Sent: Thursday, March 18, 2010 8:13 PM
To: Gendron, Jane D (DOT)
Subject: Draft South Tongass Highway Ferry Terminal Site

Hello, Ms. Gendron. I would like to provide some comments about the Ferry Terminal Sites proposed for Ketchikan.

I live on Deermount Street that is a throughway to the Third Avenue Bypass Road in Ketchikan. Deermount used to be a relatively quiet street with minimal road traffic. Once the Bypass went in, traffic on our street increased tremendously. It's very noisy with cars speeding by (over the speed limit) as well as big dump trucks and buses, horses with trolleys during the summer (very slow moving vehicle). I personally feel that if a ferry terminal is developed anywhere on the South Tongass side of town, traffic on Deermount will increase even more. More people in cars, container vans, buses will use the Third Avenue Bypass and Deermount Street to get to and from a terminal that is built on South Tongass. I also personally feel that the Thomas Basin site wouldn't be very good either. The Thomas Basin area is already so heavily trafficked with fishing boats, tour boats, big tour ships, float planes, the Pennock Island residents who go back and forth every day, boats fueling up at the fuel docks in the area and/or unloading fish at the local fish processing plant nearby. Even sports fishermen fish for King Salmon and Humpies in that area from boats or right off the existing breakwater.

My recommendation is to keep the terminal at its current location. It's midway between downtown and Walmart. It's very convenient to The Landing Hotel, the airport and is pretty close to the airport ferry and hospital and schools.

Thank you for accepting comments from our community.

Sincerely,

Laurie Williams
726 Deermount Street
Ketchikan, AK 99901
Email: williams@kpunet.net

I

From: lynchg@att.net [mailto:lynchg@att.net]
Sent: Thursday, March 18, 2010 9:32 PM
To: Gendron, Jane D (DOT)
Subject: south tongass ferry terminal

Dear Jane,

I am writing again about the South Tongass ferry terminal. I was dumbfounded over the reaction to having a ferry terminal on the south end at the informational meeting. The arguments against it were poorly thought out and contradictory. Like, there will not be enough riders and in the same breath say the Tongass highway will not support the added traffic! Someone said that the Inter Island ferry is considering a terminal at Ward Cove. Why would they want that? For a shorter route of course. To save twenty five minutes from the Met run may not seem like a lot, but if you are a tour bus from a cruise ship, it is. Or, if you are trying to get to work. We all know the present location of the terminal is too congested; it is a maritime accident waiting to happen. To say that Metlakatla will not grow is ignorance. I am not a supporter of gambling but that alone could be big. Hotels, restaurants, shuttles, and car rentals the list goes on and on. All that depends on quick trips. I had a hard time trying to understand the thinking of some of the people at that meeting. Even the neighbor behind me. I would rather watch whales and wild life than look at my house. But to him it is like a strip mall moving in. The neighbor to the north I think she is just anti everything. Hopefully an agreement can be worked out with Saxman to put the terminal there. But that didn't sound like that is going to happen. The only logical site is 4.1 slash 2.1 (I won't even go into that government conspiracy.) I truly believe good ferry service to Metlakatla would help them tremendously. I'm not sure what the unemployment percentage is there but I've heard it is over 50%. D.O.T. is doing the right thing. I hope a few negative comments will not derail this project.

Sincerely,

Greg Lynch

2246 South Tongass

Ketchikan, AK 99901

907-225-4474

From: Chris J. Herby [mailto:chris_channel@kpunet.net]
Sent: Tuesday, March 23, 2010 8:53 AM
To: Gendron, Jane D (DOT)
Subject: South end Metlakatla Ferry Terminal-Ketchikan

Dear Jane,

I just wanted to offer a couple of comments of my own in support of the proposed South Tongass terminal for the Metlakatla ferry. I was out of town when the State DOT held the public forum in Saxman. I have lived out on South Tongass since 1982 and I have been a business owner in Ketchikan since 1985. I have also served on various boards including the former Ketchikan Economic Development Authority and the Ketchikan Chamber of Commerce Board of Directors. I only mention these because I believe it demonstrates that I have some understanding of economic development and Ketchikan businesses. I believe that a ferry terminal in the area of 2 Mi. S. Tongass would be in the best interest of both Ketchikan and Metlakatla. With a shorter ferry run will come an increase in commerce between the two communities. The reason I believe this is an ideal location is because it is as close to Ketchikan as it could be without being within the 7 knot speed zone of Tongass Narrows. If it were located further out South it would be more exposed to the wind and wave conditions that are common. If it were closer to or in Ketchikan it would be slowed down considerably by the 7 knot speed zone. The South end of Ketchikan is ripe for development and in need of it. This would also greatly reduce the congestion in the West end of Tongass Narrows. On any summer day when several ferries are in town along with several large cruise ships coming into Port and many float planes taxing, the congestion is a real problem. A South end Terminal would help reduce this hazard. Thank you for the opportunity to comment on this important project.

Thank you,

Chris J. Herby
Channel Electric
1155 Copper Ridge Lane
Ketchikan, AK 99901
Ph: 907-225-9725
Fax: 907-225-1450
chris_channel@kpunet.net

Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

DEAR SIR OR WHOM IT MAY CONCERN, MY WIFE AND I WENT TO THE PUBLIC MEETING OUT IN SAXMAN, ABOUT WHERE THE FERRY SHOULD BE AT EIGHT DEFFERENT PLACESES, IF YOU REMEMBER WHEN THE STATE FERRY WENT TO SEATTLE, WA. THE PEAPLE WOULD USE THE SEATTLE RUN FOR MEDICAL SERVICESES, BE CAUSE IT WAS SO HANDY FOR US WHO WOULD NEED MEDICAL SERVICESES, IT WAS SO EASY TO GET TO THE HOSIPITALS AND DOCTORS. FROM THE FERRY. NOW IF YOU MOVE THE METLAKATLA FERRY FROM THE KTN FERRY TERMINAL, BERTH 3.
THE WALK ONS WILL HAVE TO CATCH A CAB. TO GET TO THE HOSIPITAL, OR TO SEE THERE DOCTORS, WHICHE WOULD BE A HARD SHIP ON THE ELDERLY. WE BE_LIEVE YOU SHOULD LEAVE THE METLAKATLA FERRY RIGHT AT BERTH 3, EVERY THING IS SO CLOSE TO THE HOSIPITAL, DOCTORS POST OFFICE, THANK YOU VERY MUCH

Name: FRED J. and JOANN M. JOHN
Address: p.o. box 7754
City: Ketchikan, *State*: Alaska *Zip*: 99901
Email: none

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

Comments received by April 9, 2010 will be part of the reconnaissance study finalization. Comments submitted after that date will be part of the ongoing effort to select and evaluate a South Tongass Ferry Terminal location.

From: DOT.Web.Site@jnuwww1.dot.state.ak.us [mailto:DOT.Web.Site@jnuwww1.dot.state.ak.us]
Sent: Friday, March 26, 2010 6:55 PM
To: DOT Saxman Ferry Project
Subject: Saxman Ferry Terminal Project Comments

Project_satisfaction	Dissatisfied
Address	PO Box 7022
City	Ketchikan
Fullname	Georgianna Zimmerle
Comments_regarding	The Project and the Website
State	AK
Receive_newsletter	Yes
Zipcode	99901
Website_informative	No
Thoughts	There is virtually no information on this website. There is not even information about the recent CH2M Hill draft reconnaissance study or how to get a copy of it. Yet public hearings have been held. How does a person comment on the study and where should it be sent? I don't see how this project can be disassociated from the completion of the Waldon Point Road and construction of the Annette Bay Terminal. All three of these projects should be coordinated with each other.
Email	elremmiz@kpunet.net

From: Steven Booth [mailto:zubsteven@hotmail.com]
Sent: Sunday, March 28, 2010 4:11 PM
To: Gendron, Jane D (DOT)
Subject: Public Opinion by Steven G Booth

I appreciate the opportunity to give my input to DOT-PF regarding a potential terminal move to Annette Bay, Metlakatla and South Tongass Ketchikan.

For several years, my recommendations and opinions concerning the new terminals for the Metlakatla service have been sent through the AMHS email and recommendations process, as well as letters to the MIC council.

My opinions and statements are based on speaking directly to the passengers and members of the Metlakatla community, as well as my years of experience as Master of the Lituya.

However, my comments here in this letter are submitted as a private citizen and I am not representing DOT-PF AMHS.

I believe new terminals located at Annette bay or at a location along South Tongass Highway will cause numerous burdens for the Community Members of Metlakatla and at the same time cost the State and the federal taxpayers money that need not be expended. Therefore, it will also further deteriorate any efforts to create a more efficient operation for DOT-PF AMHS.

It has been said that the running time of the Lituya may be "reduced by as much as 45 minutes" with a new terminal at the opposite end of the island and connecting to a new Terminal located at South Tongass; however, the comments made about "reducing the run time" are assumed to benefit the traveler and not DOT-PF AMHS's efficient operation. Because, preceding this comment we are told that we will be having "more frequent runs" this more accurately speaks to the fact that this goal ought to mean that the reduced run time is for the traveler's benefit because "more frequent runs" is counter to the task of DOT-PF AMHS's efficient operation. Considering the traveler now has 18 miles on the Walden point Road to drive, the transportation problems for the traveler become more profound. It will take the traveler 45 minutes more to get to the new terminal in Annette Bay. This travel time on the road is based on a point at the Council Chambers that is central to Metlakatla community members and the input people gave who have driven the road on regular basis. For the traveler, this means the proposed 45 minute savings on the vessel's run time is replaced by drive time on the Walden Point Road to reach the new Lituya terminal. The concept of a 45 minute savings, to me, is for nothing, and is certainly of no benefit to the traveler since it is more of a burden to the traveler to get to the other end of the island to catch the Lituya.

A review of the statistics of travelers who board the Lituya with a vehicle vs. the travelers that are called "walk-on" passengers is revealing. It is my belief that the statistics will show there is a lopsided number of travelers that are "walk-on" passengers instead of passengers who board the Lituya with their own transportation. It is my belief that there is greater than 50%, and probably closer to 70%, of the travelers that walk on to the vessel. I believe moving these terminals will cause these travelers an unnecessary hardship. Moving these terminals not only does not effectively save time for the traveler who "walks on," but also it creates a need to get to the other end of the island to catch the ferry. A terminal located in Saxman or another place along South Tongass Highway compounds the burden because these travelers now have the further problem of getting transportation into the local business areas of Ketchikan. There is a "bus service" to Saxman; however, many of

these travelers do a lot of shopping and return to Metlakatla with as many as 6 or more boxes of groceries and other items. The process of getting these boxes to a bus stop, on to a bus, and then off the bus at Saxman, then transferring those boxes to the vessel sounds like a major hassle. Then there is the whole process to repeat at the end of Walden Point Road to get the boxes onto another bus for the final trek home. Taxi fares will cost between $30 - $40 and more. Currently a taxi ride with 6 or more boxes from A&P store to Berth 3 is about $8, with a tip.

The political sound bites and the dismissal comment made by a MIC council member who said that they have "heard it all before and this is nothing new" suggests that the burden to members and the cost to the state and federal taxpayers do not matter. Just because "they have heard it all before" does not make it right. What is more troubling is this council has not had any specific public opinion meetings concerning the new terminals, and further more, they conduct council meetings during the after noon when most members are at work or not able to attend these public meetings. So hearing it all before is hard to believe when this council makes it difficult, if not impossible to have made any comment in any meeting they conduct. In short, the public of Metlakatla has not been heard on the subject of new terminals. Only public opinion meetings on this subject in Metlakatla have been when DOT-PF has conducted these meetings.

An example of these vague ideas that sound good are: Community Members can "commute to work in Ketchikan." How much is it going to cost to commute to work with 40 miles of road to drive and the cost of the Lituya fare? What will be the work hours? A person might get to work by 10:00 a.m. and need to leave work by 4:00 p.m. That is not even a full work day. The cost will completely out weigh the worth of commuting to work in Ketchikan. Additionally, I believe an employer will need to consider the reliability of an employee who has such an arduous and tenuous commute every day. Additionally, without 7 day per week service provided by the Lituya this work commute will mean finding an employer that will hire you to work with Tuesdays and Wednesdays off.

Access to the University of Alaska Ketchikan to get a "college education" can be achieved in the same manner of all other rural areas. Students do this through UAS internet classes while allowing Metlakatla residents to remain in their own community. Since Lituya does not currently provide service on Tuesday and Wednesday class schedules do not work with most UAS class schedules. Again class times and availability as well as the added travel costs to get to a class room is always a factor that out weighs all the sound bite considerations given to justify the new service and terminal.

The next fanciful idea put forward is that this new run will "open up the tour business to Metlakatla." Although I am not an expert in the tour bus business, it is obviously going to be at least a 4-hour round-trip bus ride for the tourist. The tour needs to start in Ketchikan and tour ship arrival and departure times need to be considered when a tight-schedule tour excursion is planned that meet the Lituya departure and arrival times. It will take at a minimum 2 hours from the departure of the bus from the cruise ship to the arrival point in Metlakatla. This lengthy bus ride needs to have an attraction that will persuade a tourist to spend his or her valuable short time off the ship, not to mention money, for such an excursion. I still do not see how this will have much of an impact to members of Metlakatla economically. The tours will need to start in Ketchikan and if anything will benefit the people who live in Ketchikan more than Metlakatla if such a bus excursion tour should work. Additional considerations that a tour company should make about such a risky excursion are the reliability of the vessel and the bus to get passengers back to the cruise ships on time. If something was to delay the Lituya or one of the busses along the road this would cost the tour company thousands of dollars paying for passengers of the cruise ship to fly and meet their vessel. All other tour considerations are of insignificance to economic impact to justify the need for new terminals.

I believe DOT-PF AMHS will increase operation costs because of the addition of a terminal located on South Tongass. There will need to be at least one dedicated terminal operator or even two, maintenance costs of another terminal, including added communications and computers. Currently at the main liner terminal agents are able to service two vessels simultaneously, the Lituya and any other main liner vessel, without any additional agents or equipment.

The Lituya should continue to use Berth 3 and it will benefit Metlakatla Community Members and DOT-PF AMHS more than any other alternative and cost State tax payers nothing more. Berth 3 benefits travelers more because it is located central to the services members travel to Ketchikan for such as, the hotels, airport, hospital, clinics, major grocery stores, Wal-Mart, restaurants, post office, and fishing supplies. Travelers who get off the vessel in Saxman will have to travel to the area of this berth anyway at considerable cost and time wasted. The CH2M Hill report says that Saxman is 11.4 minutes by road to Berth 3 at Ketchikan Terminal; however, this may be the time it takes when there is minimal traffic and no delay at traffic lights and no tourists blocking the roadway. The report also predicts 18 minutes difference between the Saxman port travel time and the Berth 3 travel time. According to the report and the numbers used in the report, the math indicates that the savings in time to arrive at Berth 3 versus a Saxman terminal is only the difference between 18 minutes and 11.4 minutes or 6.6 minutes that is saved by having a new terminal in Saxman. Believe me, the taxpayers will not appreciate six minutes in exchange for the millions that it will cost to build, maintain, and have a dedicated terminal agent at Saxman.

Another stated purpose for having a new terminal in Saxman is that it will relieve "traffic congestion at Berth 3." The announcement by the IFA during the Saxman pubic meeting that they are planning to move to Ward Cove should resolve the traffic congestion at this Berth. Quoted from the Ketchikan Daily News: "The Alaska Marine Highway System is well aware that the IFA is going ahead with plans to develop a new ferry terminal at Ward Cove for the IFA," Laurance said. "That would be the new Ketchikan terminus for the IFA. So that would minimize, that would eliminate, any congestion at (the current dock.)"

I have been captain of the Lituya since the inaugural run and my experience as such could add additional considerations that would cause congestion problems in the Tongass Narrows with a new terminal located South Tongass rather than relieve it. These concerns about the South Tongass terminal are problems in the East channel of Tongass Narrows. This Channel is used by all the cruise ships that stop in Ketchikan. While these cruise ships move through this channel, they will shut down traffic in the East Channel due to the minimal maneuver area for any other vessels that wish to transit. Additionally, the Lituya's presence in the East Channel berthed in Saxman will effect tour groups such as Charter fishing boats and Fjord Cruise boats because they will have to reduce speed and wake while transiting the Lituya berth spot to avoid damage or injury to the Lituya and/or Lituya Passengers since these locations are outside the federally designated "NO WAKE AREA." Berth 3 is located in an area North of Pennock Island that has considerably more area to maneuver around Cruise ship traffic and many vessels have done so effectively for several years now. Getting to Berth 3 the Lituya would use West Channel with no cruise ship traffic. Berth 3 location is within the federal designated "NO WAKE AREA" and all vessels over 21 meters need to maintain a speed slower than 7 knots and this area has minimal cruise boat/charter boat traffic.

I have talked with travelers who say that "more frequent runs" was never something travelers ever asked to have. Most travelers from Metlakatla want more time and quality time in Ketchikan. The lack of more time has always been the chief complaint since the start of the Lituya run. The Lituya originally departed Metlakatla at 8:00 a.m. with a single run that departed Ketchikan at 2:30 p.m.

The need to shuffle with the IFA ferry in 2005 at the Berth 3 had the positive side effect of giving the Members a longer day in Ketchikan. Travelers are able to get their shopping and appointments completed in the time given. This shuffle effectively moved our departure time from Ketchikan at 2:30 pm (in 2005) to 4:30 pm (current departure time) giving travelers 2 more hours in Ketchikan. This double run and shuffle with IFA ended the complaints by travelers of not enough "time in Ketchikan."

Since the Lituya began operation in 2004, the weather has not caused one cancelled run of the Lituya through Nicholas Passage. The Lituya is the most reliable and dependable vessel of AMHS.

I do not believe that the Walden Point Road and future ferry service from Annette Bay will provide a much needed boost to the community's economy. I do not see how this new service includes fishing and seafood processing. Already the ferry service provides residents access to Ketchikan's hospital and medical facilities, shopping, and other services necessary for a comfortable lifestyle. In my opinion it will continue by keeping the Lituya at Berth 3.

The Lituya run is not broken so as the old adage goes: "If it is not broken do not fix it!"

The problems of moving these terminals have just begun. The next issues I have listed are the operational problems the new terminals will cause.

It is my recommendation that the M/V Lituya be home ported in Ketchikan unless and until appropriate security infrastructure is available in Annette Bay with the scenario of dismantling the Chester Bay Terminal.

An asset such as the M/V Lituya should not be left unattended in Annette Bay.

If the M/V Lituya is left unattended at the end of the Walden Point Road, it will put the M/V Lituya in serious security and emergency risk. M/V Lituya will be a conservative 50 minutes away from fire or police services with a clear road, without ice or other weather constraints. This does not include time after the call out system has operated and notice has been given to key personnel to respond. The rule of thumb for a vessel fire is to have the fire under control within 22 minutes. The State must also consider that Metlakatla has a very small voluntary fire Station. If this fire Station was to respond to an emergency on the Lituya this would leave the community of Metlakatla at risk, and the fire response minimally 2 hours from the houses in the community when dispatched to the Lituya. I am sure home owners and insurance companies may not like that the only fire station is tasked with fire protection to the Vessel so far out of town. Conversely, if DOT-PF AMHS does not have assurances from MIC that this fire station can or would respond to a fire emergency on the Lituya would only add to the very precarious situation this would leave the Lituya if home ported in Annette Bay.

At this time, infrastructure including communications and electricity is not available in Annette Bay. There are no plans for a fire hydrant for quick water availability to get the fire under control once fire responders arrive. I believe pump trucks would be needed to be permanently set up and stationed in Annette Bay. A pump truck filled with water would need regular maintenance to assure the tank remained un-vandalized, full, and unfrozen. It is unclear if the Metlakatla Indian Community (MIC) fire department pump truck can be used for fighting a fire at the end of the road when a fire hydrant is not available.

In January 2009 the Lituya broke free from her moorings and drifted free. It was nearly 35 minutes before the Captain was notified after the Lituya broke it's moorings. It took almost an hour before rescue efforts were attempted on the Lituya. During this emergency the Lituya was located on the

paved, lighted road system of the town of Metlakatla. Any similar emergency could result in a total loss of the Lituya if it is left in Annette Bay. I do not foresee the events of January 2009 to ever be repeated; however, the risk and liability exponentially increases the further from response to fire and security protection the Lituya is left unattended.

The security risk to M/V Lituya with theft and/or vandalism is serious. Without the proper authorized security in addition to the watchful eyes of the public, the M/V Lituya would be open to theft and/or vandalism. Even with security cameras and after the fact video recording cameras, AMHS would be stuck with serious liability damages. We have had a few instances of vandalism on board the Lituya where bathroom damage was done and one of the seats from the theater was torn out. This is not uncommon for all AMHS vessels. Over the years there have been a number of break-ins and vandalism done to cars parked at the Chester Bay terminal.

Callout System on the M/V Lituya operates on a dedicated land based phone line. This call out failed when the Lituya broke free from moorings in January 2009. The callout works by activating an alarm in the event of fire, flooding, boiler fault, and/or power failure. This call-out alarm initially calls the Captain. If this is not answered then it proceeds to call the next person programmed in the response chain which is Lituya Engineer, then the Metlakatla Police Department (MPD), and last the Port Engineer for AMHS assigned to the Lituya based in Ketchikan. The callout is activated on a common basis due to power failure and boiler fault. When the callout is made it will take a minimum of 45-50 minutes to respond to the ship at the end of the Waldon Point Road after the alarm is sounded. There is an additional 45-50 minutes to get back to the Metlakatla home. The time involved will become a problem for the employee responding to the callout. The time on the road and the interruption of sleep may contribute to unsafe conditions the next shift that could trigger a serious incident either on the road or during the working day operation due to a sleep deprived night. This will impose a hard ship on the employees of AMHS. The call out is used so that the Lituya may be left unattended while it is moored.

If the AMHS was to station a single "care taker" to live or sleep near the M/V Lituya, it would not resolve the issue of fire protection. A single person can not respond to a fire on board a vessel even if the person was a qualified responder. Pre-staging qualified fire fighting personnel at the Annette Bay terminal would not be practical. Getting to the point is that this person would still have to wait on proper fire fighting personnel from the town of Metlakatla. This gets away from the more efficient operation of DOT-PF AMHS and increases the cost to State and federal taxpayers.

Another potential threat is the night hunters that comb the island during all seasons of the year. These people can potentially pose a problem of vandalism due to gun fire for an unsecured vessel. There were problems with theft and vandalism to the equipment that the military had staged in the Annette Bay and Hemlock Bay areas during construction of the Walden Point Road. The cost to the military has been many thousands of dollars. There is legitimate reason to believe that the M/V Lituya would not be immune to such action by any people or hunters wandering into the Annette Bay area.

Therefore, it is my recommendation, based on my experience as an AMHS employee and Master of the M/V Lituya but speaking on behalf of myself as a citizen and not on behalf of AMHS, that the best option for the M/V Lituya would be to homeport in Ketchikan where the vessel would have the very best in response to fire and security protection. There is fire fighting personnel directly across the street from Berth 3 and this location is in the watchful eyes of the public and outside of any hunting area. If the vessel is not home ported in Ketchikan, I believe the Lituya needs to continue to be home ported at the Chester Bay Terminal in Metlakatla. With the second option, it would mean the State would be forced to maintain two terminals and or delay the Annette Bay terminal until the road is paved and power is brought into Annette Bay. Maintaining two terminals for a single community

does not add to a more efficient operation for DOT-PF AMHS and this is one of the established goals that they have been tasked to do. It therefore increases the cost to State and federal taxpayers.

Furthermore, my opinion is based on having lived in Metlakatla these past several years, and therefore having been exposed to the politics in Metlakatla. I would also advise that the State exercise due care and caution before moving ahead with a terminal in Annette Bay too quickly without assurances that the Waldon Point Road project will be completed in a timely manner.

There has not been any construction activity on the road for several months now. I understand that MIC was scheduled to receive $10 million to start paving Walden Point Road. In the recent past, the MIC has made a practice of using force account rather than a bid procedure for major construction. If the force account procedure is used instead of a bid procedure, there will be no set time for completion of this road that would normally be set in a contracted bid project. In the past, force account projects have run out of funding and the projects have been incomplete without additional funding. This type of construction procedure leads to inaccurate or misleading completion timelines.

The completion date that was given for the Walden Point Road in the late 1990's was 2001. It is now 2010, and the project is not yet completed. A nine-year discrepancy is a huge miscalculation. The State would be well advised not to commit to a project that still has many obstacles before completion of this road. Without the completion of this road an operational terminal, that maintains the more efficient operation, DOT-PF AMHS is ultimately tasked to achieve, will not be the end result without taking due diligence. The road still needs to be capped, paved, signs put up and adequate lighting for the length of this road. The problem with connecting the hill to the head of Chester Bay is at the very best described as dangerous. It is imperative that any plans by the DOT-PF AMHS to move the terminal to Annette Bay be contingent on the completion of improvements including water, electricity and communication infrastructure.

I hope that my personal recommendations are found to be helpful in making a "concept of operations" plan.

Steven G Booth

SKIP THOMPSON
P. O. BOX 8342
KETCHIKAN, AK 99901
907-225-2301

Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506

March 28, 2010

re: Draft South Tongass Highway Ferry Terminal Site Reconnaissance

Dear Ms Gendron:

I'm writing in regard to the proposed South Tongass Ferry Terminal, the 5th ferry terminal in town. With a 25% ridership coupled with a limited growth potential and the likelihood of IFA moving to Ward Cove, justifying a capital outlay at this time is like the road to a someday, maybe bridge to the airport.

This project has several pitfalls. At present five months of the year, a trip to the Post Office from the Forest Park area can take 40 minutes each way. The roadbed between the Coast Guard Station and Saxman was upgraded last in 1954. It really isn't up to the existing traffic. The area between Saxman and the Coast Guard Station has neither water or sewer. It would also be prudent to test drill the fill on site "Mile 4.1".

You need a ridership survey. At present one gets on the ferry on Annette Island and gets off in the West End of Ketchikan within walking access to doctors, the hospital, restaurants, a motel and a grocery store as well as the bus line out to Wal-Mart and points downtown. Moving the terminal means dealing with "Fantasy Land North", aka downtown Ketchikan. A large portion of riders are walk-ons, so a passenger deals with a ride on both ends, both ways. This would actually lessen viable time between ferries in Ketchikan.

As I see it the logical site location is the old barge terminal, pretty much unused this past 25 years. If this property was yours or mine or the Borough's, eminent domain would be invoked. We own the lot at the bottom of Forest Park Hill. The State Engineer informed us there was a proposed turn lane there. If it comes to fruition, the State will "take" what is needed. Why Thompson's and not Saxman's site?

At this time I believe developing a terminal maintenance facility for the IFA would solve most of the problems. Then the Lituya would no longer have to share the existing terminal. However, the running time would not be as short as an Annette Bay to South

Tongass route. There is definitely a slower speed and more congestion in Tongass Narrows. So it boils down this this-more running time for the ferry or more road time for the passengers. In tourist season it would probably take as long to get from South Tongass to Wal-Mart as from Annette Island to a South Tongass terminal.

Sincerely Yours,

U.S. Department of Homeland Security

United States Coast Guard

Commander
Shore Infrastructure
Logistics Center

Product Line Division
Portfolio Management Branch
1301 Clay Street, Suite 700N
Oakland, CA 94612-5203
Staff Symbol: pmb/jb
Phone: (510) 637-5506
Fax: (510) 637-5513
Email:jeffrey.s.burke@uscg.mil

11400

MAR 05 2010

Mr. Kirk Miller, P.E., Project Manager
Alaska Department of Transportation & Public Facilities
6860 Glacier Highway
P.O. Box 112506
Juneau, AK 99811-2506

Dear Mr. Miller:

Thank you for your recent notification to the U.S. Coast Guard (CG) that the Alaska Department of Transportation & Public Facilities (AKDOT&PF) is evaluating possible locations for a new Alaska Marine Highway System ferry terminal in the Ketchikan area. We understand your project team is studying several sites along the South Tongass Highway. We have reviewed their draft South Tongass Highway Ferry Terminal Site Reconnaissance Study dated January 2010 and have noted from the project web site that AKDOT&PF will be collecting comments from the public and other agencies until March 26, 2010.

Please be advised that the CG does not concur with your plan to further assess the CG Base Ketchikan site, referred to as Site 2 in the Reconnaissance Study. This proposal is perceived to constrain existing CG waterfront and industrial operations and our Base Master Plan.

If you have questions, please contact Mr. Glenn Miyashiro, CG SILC Senior Planner, at 510-637-5506.

Sincerely,

JS Burke

J. S. BURKE
Lieutenant Commander, U. S. Coast Guard
Portfolio Management Branch Team Leader
CG SILC – Product Line Division
By direction of the Commander

Copy: CG Base Unit Ketchikan
CGD SEVENTEEN (dm)
CG SILC (bsd)

PHONE LOG

DATE:	4/5/2010
AGENCY:	Marcella McKnight
PHONE #:	907-886-1432
FROM:	Jane Gendron, DOT&PF
SUBJECT:	S. Tongass Ferry Terminal

I received a voice message on 4/5/10 containing the following points:

- Ferry should stay at the current location in Metlakatla
- Council does not represent all the people in Metlakatla
- Moving the ferry terminals will cost people more money
- DOT&PF should not spend any money on this project
- Please call me

4/9/10
Phoned commenter:

She wants the project stopped. She doesn't have a car and has a hard time getting groceries on and off the ferry now. There is no cart on the Lituya. Why not? This would really help.

Is the state going to really follow through with the Annette Bay ferry terminal and South Tongass Ferry Terminal?

Could the ferry stay later at night, especially in the summer when it is light, so they wouldn't have to rush around?

Does the current plan allow for a person to get the first plane out of Ketchikan? Could they have extended time once or twice a month?

Why do they not work Tuesday/Wednesday? Why not Sat/Sun? Or get more staff.

Can they get some food service on the Lituya?

If they use Port Chester for overnighting, lots of folks would ride that last ferry to avoid the long drive on the new road.

Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I say build. I would like to see it at Saxman Seaport it's out of the way won't be to much nosie from loading and unloading our bright lights. Will also bring jobs to saxman maybe even to myself if there was 2 or 3 trips a day to Met Id like to go over to met and look around it would be fun. I say Saxman Seaport it the Place. Thank-you

Woodrow P. Anderson Jr
P.O. Box 6454
Ktn AK 99901
live at Saxman 2464
Killer Whale

Name: Woodrow P. Anderson Jr
Address: P.O. Box 6454
City: Ketchikan State: AK Zip: 99901
Email: Woody_Anderson@Hotmail

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

Preliminary Design & Environmental
APR 7 2010

TRANSPORTATION & PUBLIC FACILITIES • STATE OF ALASKA •

Comments received by April 9, 2010 will be part of the reconnaissance study finalization. Comments submitted after that date will be part of the ongoing effort to select and evaluate a South Tongass Ferry Terminal location.

Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I would agree with the choice of option 3# or 4# with 4# being my first choice.

Boat moored on Annette Island

Name: Tim Gilmartin
Address: PO Box 425
City: Metlakatla State: AK Zip: 99926
Email: Timg@aptalaska.net

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I feel that locating the terminal at the south end of Ketchikan is vital for providing adequate service for Metlakatla, and for improving service on the Prince Rupert Run. The congestion at the existing ferry terminal is already becoming a problem, and the no wake speed limit in front of Ketchikan affects the time required for each run.

I feel that the best site for a terminal from those presented is number 4, Saxman Seaport. At this site, much of the infrastructure is already in place, which can cut down on costs significantly. Site number 3 also appears to be a good alternative, it is at the no wake point, and is still close enough to make for timely runs. I wish to Thankyou for the opportunity to comment on this very important issue.

Name: Jeff Moran
Address: Box 413
City: Metlakatla State: AK Zip: 99926
Email: moranfw@aptalaska.net

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http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

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Juneau, AK 99811-2506
jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

My choice For a terminal for our Metlakatla–Ketchikan terminal would be #2 USCG STATION. My reason is because it would be a Location Somewhat protected from inclement Weather and would not have to contend with tourist Ships at #1 Location, or have to deal with SAXMAN politics. The Sites at #5 and #6 would be exposed to Stormy Seas. My question is, would we be able to have a terminal at or near the USCG STATION.

Name: Patricia Shearer
Address: PO BOX 298
City: Metlakatla State: ALASKA Zip: 99926
Email: mhg—di@aptalaska.net

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Submit comments to:
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P.O. Box 112506
Juneau, AK 99811-2506
jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

The Saxman Site would be preferable - closer in to Ketchikan, especially for those without their own vehicle.

Name: Mekna Atkinson
Address: P.O. Box 223
City: Metlakatla State: AK Zip: 99926
Email:

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I do not believe the preferred sites would be best interest for the Terminal. Mainly, because it would cause conflict with the Saxman Community & I believe the best location would be #2 by the Coast Guard. It will be away from the Tourships' traffic yet still close to town. Sites 5 & 6 are more exposed to extreme weather & could make landing more difficult. Also the Commute would be longer & more difficult in our extreme weather months.

Name: Gina Navarro
Address: Box 515
City: Metlakatla State: AK Zip: 99926
Email: Gina.L.Navarro@yahoo.com

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jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I am pro the new terminal, for the betterment of the community and it's members. Past and present Council and Executives would not have pursued the new road or Terminal unless it would benefit the people of Metlakatla. Enables members to seek, medical beyond the expertise of local professionals, higher education and better access to the Ketchikan Community College, also opportunity to seek jobs outside of Metlakatla.

Name: Judith A. Eaton
Address: P.O. Box 34
City: Metlakatla State: AK Zip: 99926
Email:

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http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

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jane.gendron@alaska.gov

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HAGLUND
KELLEY
HORNGREN
JONES &
WILDER LLP

200 Market Street
Suite 1777
Portland, Oregon
97201

TEL (503) 225-0777
FAX (503) 225-1257

Michael E. Haglund
Michael K. Kelley
Scott W. Horngren
Timothy J. Jones
LeRoy W. Wilder, PC
Michael G. Neff
Shay S. Scott
Julie A. Weis
Christopher Lundberg
James L. Francesconi
Matt Malmsheimer
Joshua Stellmon

April 9, 2010

VIA E-MAIL
jane.gendron@alaska.gov

Jane Gendron
Project Environmental Coordinator
P.O. Box 112506
Juneau, AK 99811-2506

Re: Comments of the Metlakatla Indian Community on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Site Identified

Dear Ms. Gendron:

I am general counsel for the Metlakatla Indian Community. In that regard, the Community Council has asked that I communicate its preference with respect to the proposed ferry terminal site. The Community Council considered the Reconnaissance Study and Proposed Sites and unanimously agreed that its preferred site is site No. 4 – Saxman Seaport, with its secondary preference being site No. 3 – Saxman log storage at mile 4.1. The Council also noted that its preference would be that the ferry be home ported at Annette Island. It is also worth noting that not only will Metlakatla residents receive benefit from more frequent ferry trips to Ketchikan, the Community would also see an increase in much-needed economic development activity resulting from enhanced access to the island by Ketchikan residents.

Please incorporate these comments into the reconnaissance study finalization. Should you have any further questions or concerns regarding these comments, please let me know.

Very truly yours,

Christopher Lundberg

CGL:lsh
Cc: Arthur Fawcett, Mayor

Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I would perfer Site 3 or 4 and would like the ferry to tie up here in Metlakatla at the end of the day.

RECEIVED
APR 09 2010

Name: Adeline McGilton
Address: PO Box 723
City: Metlakatla State: AK Zip: 99926
Email:

Review the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study online at:
http://www.dot.state.ak.us/stwdplng/projectinfo/ser/KTN_Ferry/reports.shtml

Submit comments to:
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jane.gendron@alaska.gov

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Share Your Comments on the Draft South Tongass Highway Ferry Terminal Site Reconnaissance Study and Sites Identified

What concerns or comments do you have about the proposed new terminal?

I would like to see our Ferry dock in at station 3 or 4.
Also would like the Ferry to moorage on the Metlakatla side.

Name: Kristine Gilmartin
Address: P.O. Box 425
City: Metlakatla *State:* AK *Zip:* 9992
Email: crowKris@hotmail.com

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What concerns or comments do you have about the proposed new terminal?

I would like to see the New Terminal Build at Saxman Sea Port, The cost is with in Reason, [redacted] AMH. Yes I support it.

Name: Harvey Shields
Address: Rt 2 Box 39
City: Ketchikan, State: AK, Zip: 99901
Email:

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