



APPENDIX W

TECHNICAL REPORT ADDENDA

JUNEAU ACCESS IMPROVEMENTS
FINAL ENVIRONMENTAL IMPACT STATEMENT

STATE PROJECT NUMBER: 71100
FEDERAL PROJECT NUMBER: STP-000S (131)

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Prepared by
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
1.0	INTRODUCTION.....	W-1
2.0	PROJECT CHANGES.....	W-3

ADDENDA

<u>Addendum</u>	<u>Page</u>
ADDENDUM TO APPENDIX C TRAFFIC FORECAST REPORT	W-5
ADDENDUM TO APPENDIX D TECHNICAL ALIGNMENT REPORT	W-13
ADDENDUM TO APPENDIX E USER BENEFIT ANALYSIS	W-131
ADDENDUM TO APPENDIX F LAND USE AND COASTAL MANAGEMENT TECHNICAL REPORT	W-139
ADDENDUM TO APPENDIX H SOCIOECONOMIC EFFECTS TECHNICAL REPORT ...	W-175
ADDENDUM TO APPENDIX J SNOW AVALANCHE REPORT	W-189
ADDENDUM TO APPENDIX L NOISE TECHNICAL REPORT.....	W-201
ADDENDUM TO APPENDIX N ESSENTIAL FISH HABITAT ASSESSMENT.....	W-207
ADDENDUM TO APPENDIX O WETLANDS TECHNICAL REPORT	W-241
ADDENDUM TO APPENDIX P ANADROMOUS AND RESIDENT FISH STREAMS TECHNICAL REPORT	W-293
ADDENDUM TO APPENDIX Q WILDLIFE TECHNICAL REPORT	W-321
ADDENDUM TO APPENDIX R BALD EAGLE TECHNICAL REPORT	W-353
ADDENDUM TO APPENDIX S STELLER SEA LION TECHNICAL REPORT.....	W-387

ACRONYMS AND ABBREVIATIONS

<u>Acronym</u>	<u>Definition</u>
A	
AAC	Alaska Administrative Code
AADT	annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACMP	Alaska Coastal Management Program
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADNR	Alaska Department of Natural Resources
ADT	average daily traffic
AHI	Avalanche Hazard Index
AMHS	Alaska Marine Highway System
ANFO	ammonium nitrate and fuel
ANILCA	Alaska National Interest Lands Conservation Act
AWQS	Alaska Water Quality Standards
B	
B.C.	British Columbia
BF	board feet
BMP	Best Management Practice
C	
CAR	Comment Analysis Report
CBJ	City and Borough of Juneau
CFR	Code of Federal Regulations
CO	carbon monoxide
CPI	Consumer Price Index
CZMP	Coastal Zone Management Program
D	
dB	decibel
dBA	average-weighted decibel
DOL&WD	(Alaska) Department of Labor and Workforce Development
DOT&PF	(Alaska) Department of Transportation and Public Facilities
E	
EATB	emulsified asphalt treated base
EFH	essential fish habitat
EIS	Environmental Impact Statement
EO	Executive Order
EPA	(United States) Environmental Protection Agency
ESA	Endangered Species Act

ACRONYMS AND ABBREVIATIONS (continued)

<u>Acronym</u>	<u>Definition</u>
F	
FERC	Federal Emergency Regulatory Commission
FHWA	Federal Highway Administration
FVF	Fast Vehicle Ferry
FY	fiscal year
G	
GIS	Geographic Information System
Goldbelt	Goldbelt, Inc.
I	
ICAP	Indirect Cost Allocation Plan
ips	inches per second
K	
km	kilometers
L	
L _{eq}	Equivalent Sound Level
LUD	Land Use Designation
M	
M&O	maintenance and operations
mm	millimeters
MOA	Municipality of Anchorage
mph	miles per hour
ms	meters per second
M/V	Motor Vessel
N	
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NHS	National Highway System
NMFS	National Oceanic and Atmospheric Administration, National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPS	(United States Department of the Interior), National Park Service
NPV	Net Present Value
NWI	National Wetlands Inventory

ACRONYMS AND ABBREVIATIONS (continued)

<u>Acronym</u>	<u>Definition</u>
O	
OCRM	Office of Coastal Resource and Ocean Management
OHMP	(Alaska Department of Natural Resources) Office of Habitat Management and Permitting
OPMP	Alaska Department of Natural Resources Office of Project Management and Permitting
ORV	off-road vehicle
OW	one-way
P	
ppi	Producer Price Index
R	
RARE	Roadless Area Review and Evaluation
ROD	Record of Decision
ROS	Recreation Opportunity Spectrum
ROW	right-of-way
RT	round-trip
S	
SHPO	State Historic Preservation Officer
T	
TLMP	Tongass Land and Resource Management Plan
TPH	total petroleum hydrocarbons
TTRA	Tongass Timber Reform Act
TUS	Transportation and Utility Systems
U	
U.S.	United States
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
V	
VCU	value comparison unit
VQO	Visual Quality Objective
W	
WAA	Wildlife Analysis Area

1.0 INTRODUCTION

The Juneau Access Improvements Project Supplemental Draft Environmental Impact Statement (EIS) with technical reports as appendices was published in January 2005. The Department of Transportation and Public Facilities (DOT&PF), with the Federal Highway Administration (FHWA), has met with the cooperating agencies to address comments on the Supplemental Draft EIS. Agency comments as well as comments received from other organizations and the public were reviewed and addressed. Some comments requested additional investigation, incorporation of new data, and further analysis. Other changes since the Supplemental Draft EIS include the identification of Alternative 2B as the new preferred alternative for the Final EIS. Further, as a response to agency comments, DOT&PF has adjusted the highway alignment for Alternative 2B to reduce impacts to wetlands and has incorporated additional mitigation measures to reduce impacts to wildlife, anadromous streams, essential fish habitat (EFH), and Steller sea lions. A more detailed description of changes to Alternative 2B is included in Section 2.

Addenda have been prepared for the following technical reports included in the Supplemental Draft EIS in order to incorporate new information, analysis, and changes to Alternative 2B, the preferred alternative:

- Traffic Forecast Report (Appendix C)
- Technical Alignment Report (Appendix D)
- User Benefit Analysis (Appendix E)
- Land Use and Coastal Management Technical Report (Appendix F)
- Socioeconomic Effects Technical Report (Appendix H)
- Snow Avalanche Report (Appendix J)
- Noise Technical Report (Appendix L)
- Essential Fish Habitat Assessment (Appendix N)
- Wetlands Technical Report (Appendix O)
- Anadromous and Resident Fish Streams Technical Report (Appendix P)
- Wildlife Technical Report (Appendix Q)
- Bald Eagle Technical Report (Appendix R)
- Steller Sea Lion Technical Report (Appendix S)

These addenda outline changes to project alternatives that affect the resources, include additional information regarding impacts to resources resulting from Alternative 2B and reasonably foreseeable actions, update and provide supplemental resource information, provide new references, propose new mitigation measures where applicable, present changes and/or clarifications based on public comments and coordination with cooperating agencies, and provide errata sheets for some of the original technical reports.

These addenda generally report changes or additional analysis only. The information and alternatives analysis reported in the 2004 technical reports remain valid and are augmented by

the new information presented in these addenda, unless otherwise indicated in an addendum. The technical reports for which no addenda are provided include:

- Alternative Screening Report (Appendix A)
- Marine Segments Technical Report (Appendix B)
- Visual Resources Technical Report (Appendix G)
- Household Survey Report (Appendix I)
- Hydrology and Water Quality Technical Report (Appendix K)
- Initial Site Assessment Technical Report (Appendix M)
- Air Quality Modeling Memorandum (Appendix T)
- Indirect and Cumulative Effects Analysis Report (Appendix U)
- Responses to Comments (scoping and 1997 Draft EIS) (Appendix V)
- Karst Technical Report
- Cultural Resources Technical Report

Cumulative impacts are identified and analyzed directly in Section 4.9 of the Final EIS; therefore, the *Indirect and Cumulative Effects Analysis Report* was not updated.

2.0 PROJECT CHANGES

On August 10, 2005, DOT&PF announced that it had changed the preferred alternative for the Juneau Access Improvements Project. Based in part on comments from the National Park Service (NPS) with regard to the contributing status of natural areas within the Skagway and White Pass District National Historical Landmark (NHL), FHWA determined that these areas were protected by Section 4(f) of the Transportation Act. Alternatives that would require the use of Section 4(f)-protected lands within the NHL were determined to be not reasonable, in accordance with the original alternative screening criteria. Based on the new range of reasonable alternatives after consideration of the project purpose and need, each alternative's impacts, and Supplemental Draft EIS comments, DOT&PF identified Alternative 2B as the preferred alternative for the Final EIS.

Changes have been made to the project, which affected the information contained in the Supplemental Draft EIS, including:

- Alternatives 2, 2A, and 2C have been eliminated from further consideration as reasonable project alternatives.
- Alternative 2B has replaced Alternative 2 as the preferred alternative.
- The Alternative 2B alignment has been adjusted between Echo Cove and Antler River and between Slate Cove and Sherman Point in order to completely avoid palustrine emergent wetlands.
- The Antler River crossing (Alternative 2B) has been moved further upstream to bypass important eulachon habitat. This realignment results in fewer in-water bridge piers and avoids any bridge piers in the northern channel documented to have a high density of eulachon spawning.
- The Lace River crossing (Alternative 2B) has been moved approximately 700 feet upstream to further protect vegetated intertidal habitat. The realignment requires a 300-foot-longer bridge, but the highway in this vicinity would remain on upland areas and avoid eagle trees and Johnson Creek.
- The alignment from the south side of the Katzehin River to the proposed ferry terminal site (Alternative 2B) has been revised to avoid estuarine emergent wetlands.
- DOT&PF has proposed in-lieu fee payment for impacts to waters of the United States (U.S.).
- Initial construction costs have been updated to reflect 2005 dollars and actual current funding requirements.

Each addendum contains more detail and background concerning additional information and review for each of the associated disciplines.