

## **JUNEAU ACCESS IMPROVEMENTS SDEIS REASONABLE ALTERNATIVES**

### **Alternative 1. – No Build**

The No Build Alternative includes a minimum of three mainline vessel round trips per week through Lynn Canal year round. It also includes a dayboat shuttle operating year round between Haines and Skagway. (Actual Haines-Skagway vessel to be determined by an independent Reconnaissance Study.) The No Build alternative is based on the FVF Fairweather operating between Juneau and Haines/Skagway five days per week in summer, two days per week in winter.

### **Alternative 2. – East Lynn Canal Highway with Katzehin Terminal**

This alternative would construct the East Lynn Canal Highway from Echo Cove to Skagway with a shuttle ferry from Katzehin Delta to Haines. The shuttle ferry would be the vessel identified in the No Build Alternative. Mainline ferry service would end at Auke Bay.

### **Alternative 2A. – East Lynn Canal Highway with Berners Bay Shuttle**

This alternative is the same as Alternative 2 (East Lynn Canal Highway from Echo Cove to Skagway) with the exception that shuttle ferries would cross Berners Bay from Sawmill Cove to Slate Cove rather than constructing a highway around the Bay. A shuttle ferry would operate from Katzehin Delta to Haines. As in Alternative 2, the Katzehin to Haines shuttle ferry would be the vessel identified in the No Build Alternative. Mainline ferry service would end at Auke Bay.

### **Alternative 2B. - East Lynn Canal Highway to Katzehin, shuttles to Haines and Skagway**

This alternative would construct the East Lynn Canal Highway from Echo Cove to the Katzehin Delta, with shuttle ferries providing service from Katzehin to both Haines and Skagway. Shuttle service from Katzehin would include the Haines-Skagway shuttle identified in the No Build Alternative. Mainline ferry service would end at Auke Bay.

### **Alternative 2C. – East Lynn Canal Highway with shuttle to Haines from Skagway**

This alternative would construct the East Lynn Canal Highway from Echo Cove to Skagway with shuttle ferry service from Haines to Skagway. This alternative deletes the Katzehin ferry terminal; service to and from Haines would be via Skagway using the vessel identified in the No Build Alternative. Mainline ferry service would end at Auke Bay.

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

This alternative would extend Glacier Highway to Sawmill Cove; shuttle ferries (to be determined from a new Marine Segments Report) from Sawmill Cove would run to William Henry Bay. A highway would be constructed from William Henry Bay to Haines via Pyramid Island, connecting to Mud Bay Road. The Haines-Skagway shuttle identified in the No Build Alternative would provide service to and from Skagway. Mainline ferry service would end at Auke Bay.

#### **Alternative 4. – Marine Options**

The four marine options would all provide supplemental ferry service in Lynn Canal. These options are based on a minimum of two mainline vessel round trips per week, year round, and continuation of the Haines-Skagway shuttle identified in the No Build Alternative. All options would require construction of a new double stern berth at Auke Bay.

#### **Alternative 4A. – FVF Service from Auke Bay**

This option would construct one or more FVFs to provide daily summer service from Auke Bay to Haines and to Skagway.

#### **Alternative 4B. – FVF Service from Berners Bay**

This option would extend Glacier Highway from Echo Cove to Sawmill Cove in Berners Bay. A ferry terminal would be constructed at Sawmill Cove. One or more FVFs would be constructed to provide daily service from Sawmill Cove to Haines and to Skagway in the summer and from Auke Bay to Haines and to Skagway in the winter.

#### **Alternative 4C. - Dayboat Service from Auke Bay**

This option would construct one or more dayboats to provide daily summer service from Auke Bay to Haines and to Skagway.

#### **Alternative 4D. - Dayboat Service from Berners Bay**

This option would extend Glacier Highway from Echo Cove to Sawmill Cove in Berners Bay. A ferry terminal would be constructed at Sawmill Cove. One or more dayboats would be constructed to provide daily service from Sawmill Cove to Haines and to Skagway in the summer and from Auke Bay to Haines and to Skagway in the winter.

**FVF** = Fast Vehicle Ferry, approximately 32 knot speed, 12 hour crew.

**Dayboat** = Approximately 16 knot speed, 12 hour crew

**Mainline** = Approximately 90 vehicle capacity, 24 hour operation, two full crews

**Note:** The size of each vessel and the number of vessels required to meet the winter and summer traffic projections will be determined by a new Marine Segments Report.