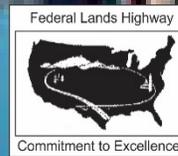


KAKE ACCESS

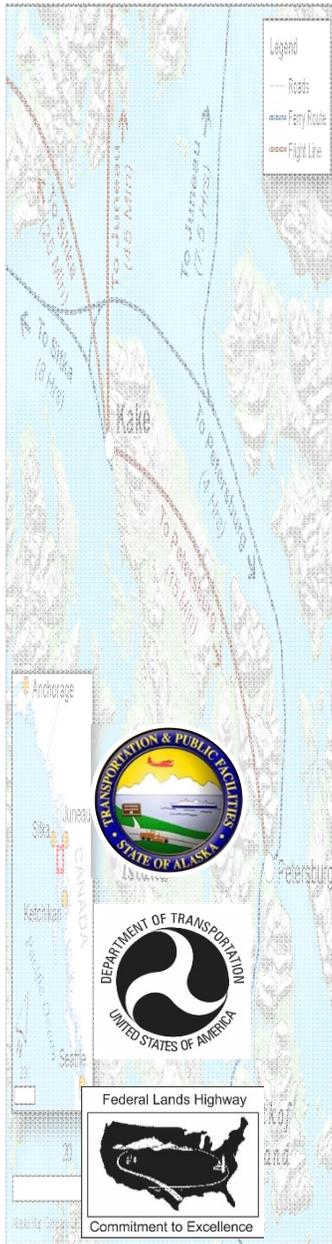
PUBLIC INFORMATIONAL MEETING
Kake, AK - September 9, 2015
Petersburg, AK - September 10, 2015

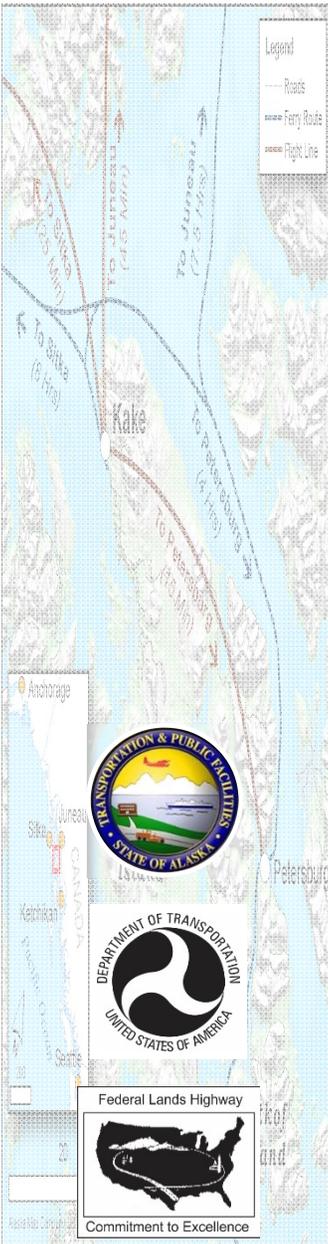
**Alaska Department Of Transportation
& Public Facilities (ADOT&PF)**
Southcoast Region
and the
Federal Highway Administration (FHWA)
Western Federal Lands Highway Division (WFLHD)



Project Overview

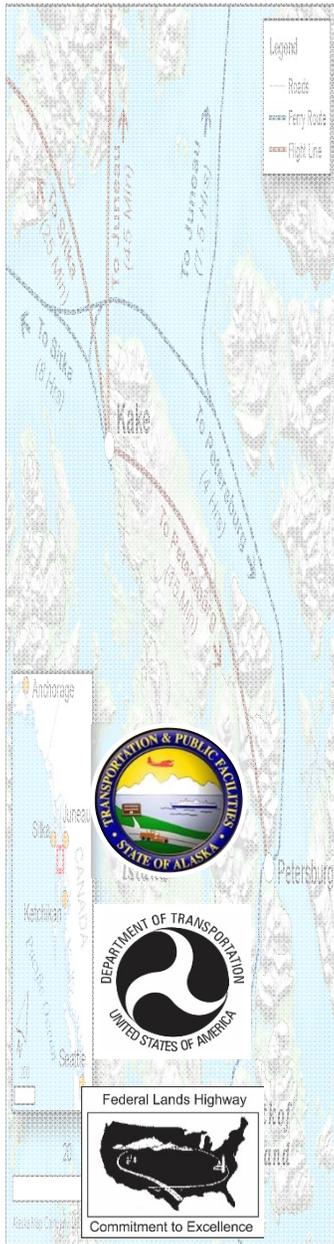
- **2012 Alaska Legislature appropriated \$40 million to ADOT&PF.**
 - Construct single-lane roadway and bridges to connect Kake and Petersburg.
- **ADOT&PF initiated Kake Access project.**
- **Started an Environmental Impact Statement (EIS) for Kake Access.**
 - ADOT&PF and FHWA joint effort.
 - WFLHD of FHWA is the lead agency.
 - Project is separate from the Intertie EIS.





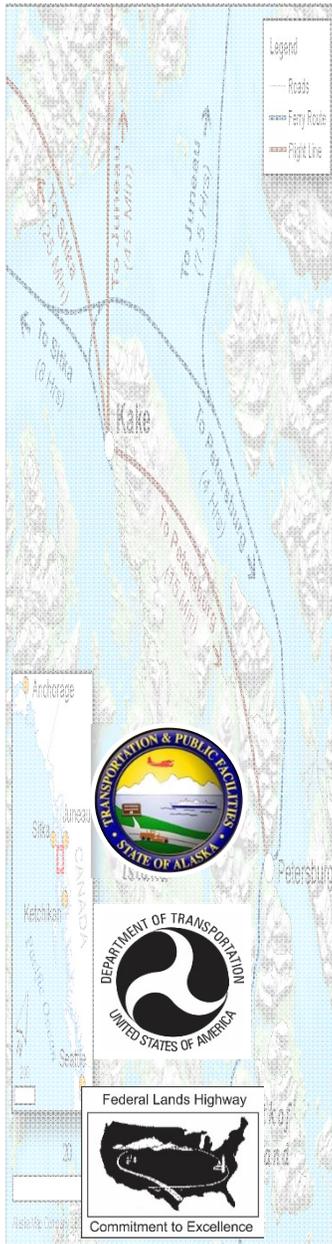
Initial Activities

- ❑ Notice of Intent (NOI) issued January 2013.
- ❑ Public scoping meetings held in spring of 2013.
- ❑ Draft Purpose and Need Statement (P&N) issued.
 - Identifies project purpose.
 - Identifies project need.
 - Identifies goals and objectives.
- ❑ Draft P&N released for public comment June 2013.
- ❑ Public meetings in summer of 2013.
- ❑ P&N should be better defined.
- ❑ Transportation Survey completed.
- ❑ Transportation Needs Assessment completed.
- ❑ March 2015 public meetings.



Activities Since March 2015 Meetings

- Revised P&N Statement.
- Established preliminary range of alternatives.
- Developed screening process for alternatives.
- Screened alternatives.
- Identified range of reasonable alternatives.
- Prepared *Kake Access Screening Process and Reasonable Alternatives Report*.

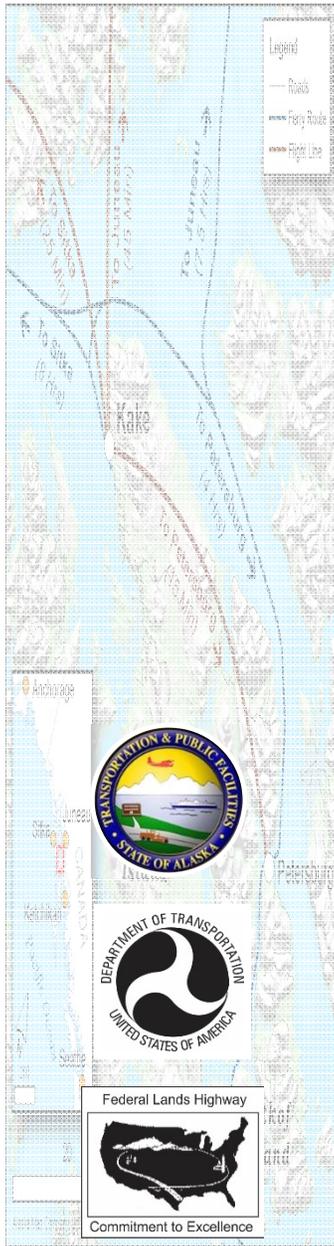


Purpose and Need Statement what's changed?

- **P&N Statement refined and clarified.**
- **Separated discussion of background, legislative action, and Southeast Alaska Transportation Plan.**
- **Clarified or added:**
 - NEPA requirements to look broader than road
 - Data from Transportation Survey and Needs Assessment
 - Input from March public meetings
 - Focus on fundamental need for better access to goods, services, and opportunities in:
 1. Juneau and Sitka
 2. Other locations (Petersburg)

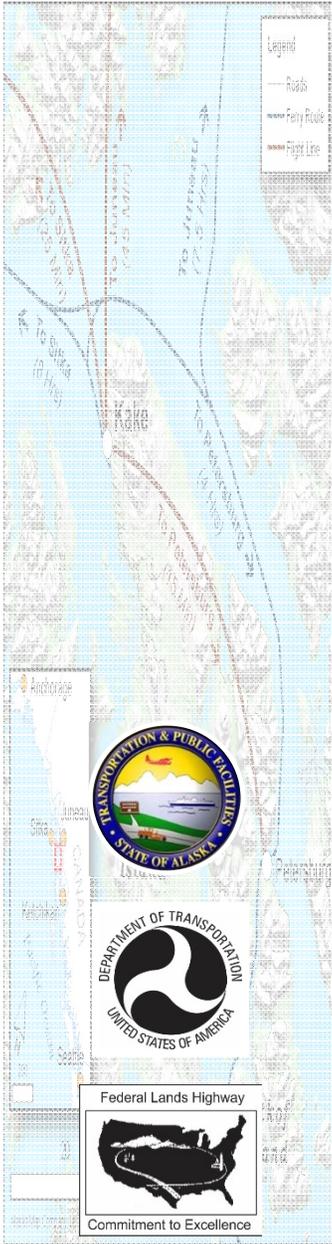
Need (part 1 of 3)

- ***to increase the frequency of opportunities for Kake residents to access goods, services and economic opportunities not available in Kake.***



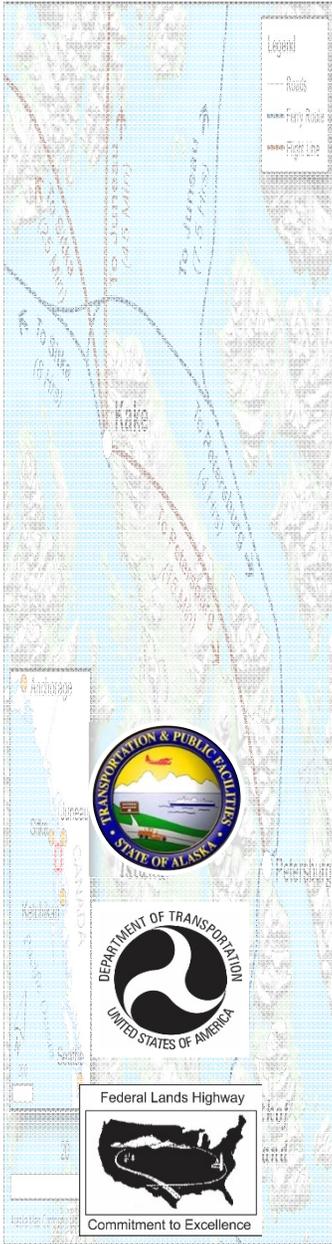
Need (part 2 of 3)

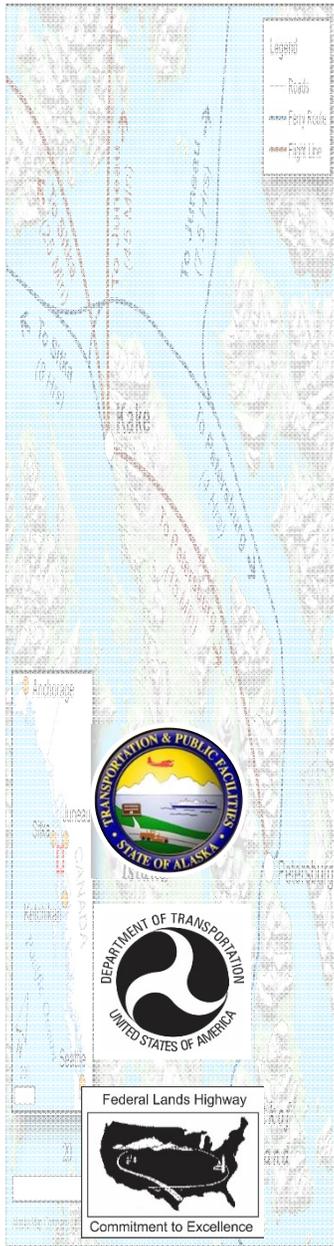
- ***to decrease round trip travel time between Kake and communities that provide goods, services and opportunities not available in Kake.***



Need (part 3 of 3)

- ***to reduce the travel user costs and freight shipping costs from Kake to larger communities.***

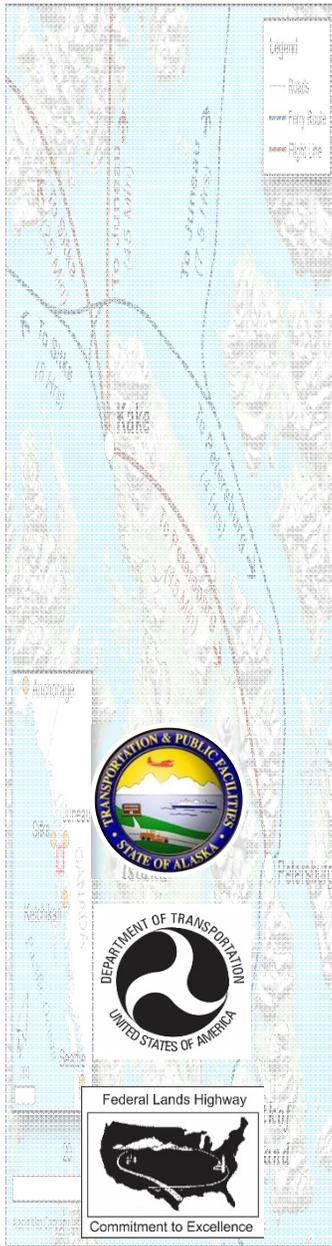




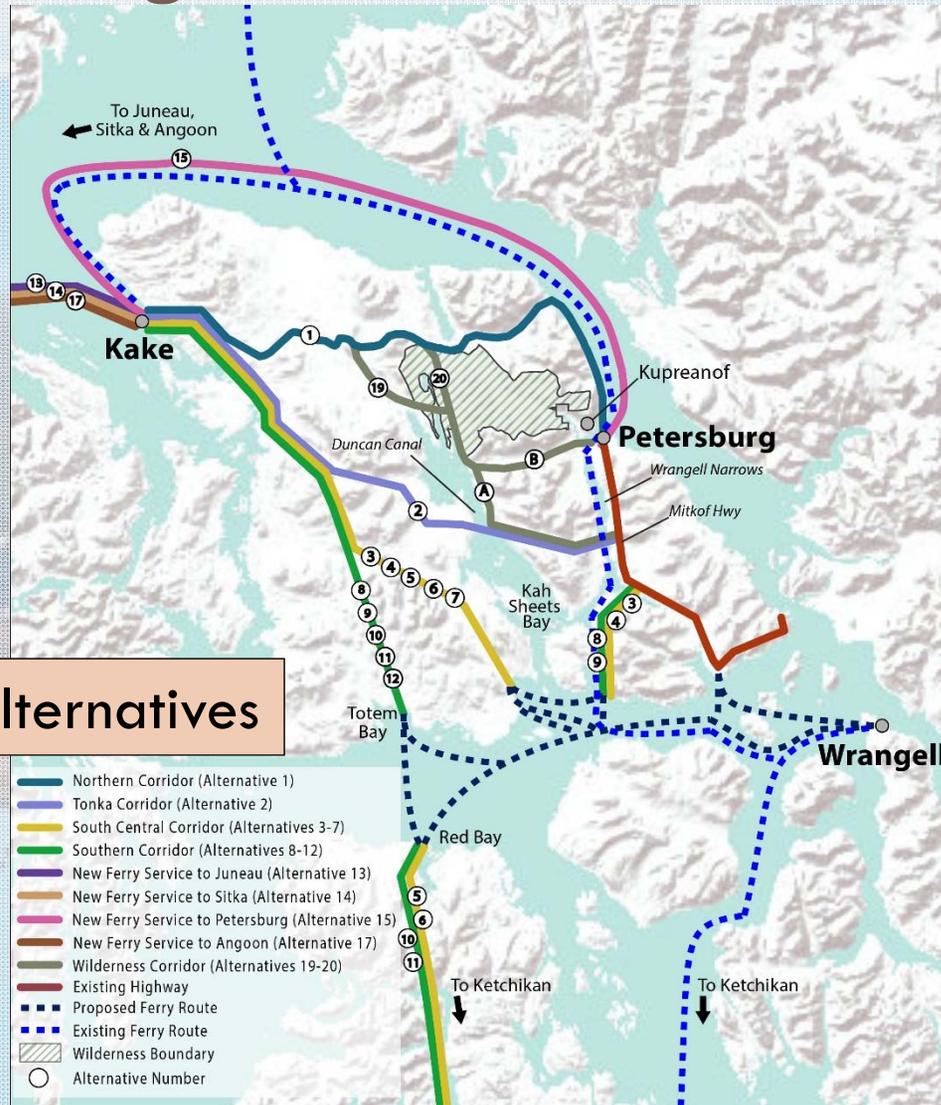
Purpose

- The purpose of the proposed action is to provide Kake residents with more frequent, faster and cost effective surface transportation access to medical facilities, goods and services, education facilities, and economic opportunities not available in Kake.

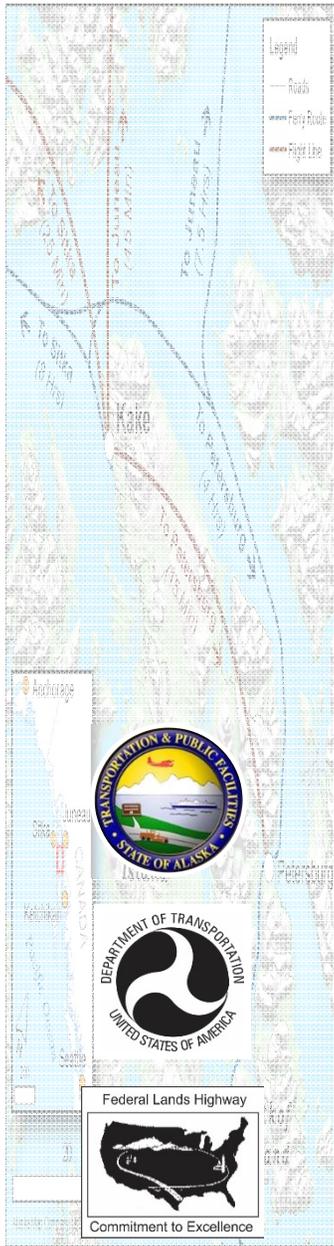
Full Range of Considered Alternatives



21 Alternatives



Federal Highway Administration (FHWA), Western Federal Lands Highway Division
 Alaska Department of Transportation and Public Facilities (ADOT&PF) Southcoast Region

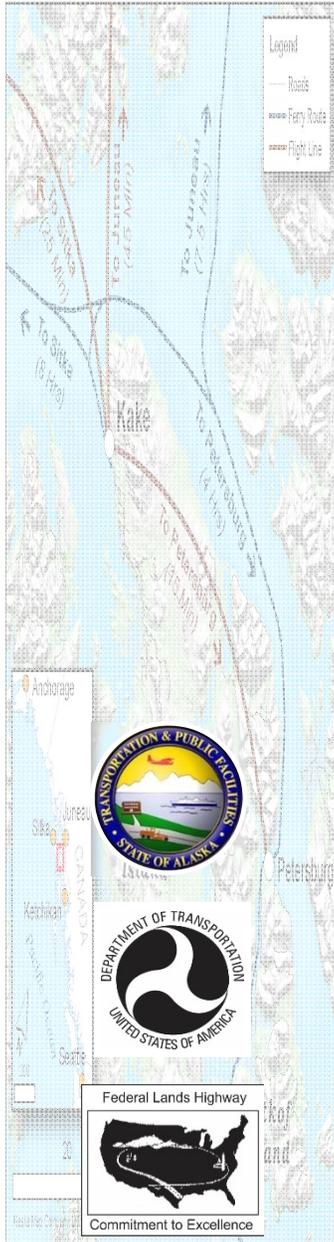


Road with ferry Alternatives

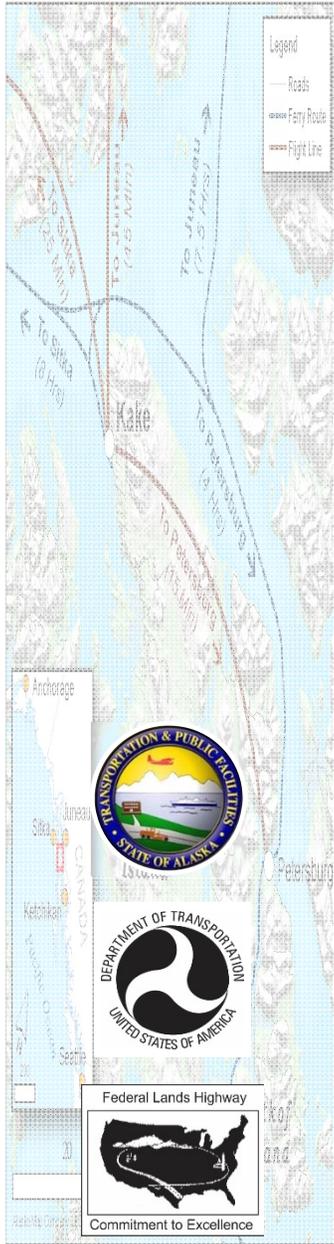
- **Northern Corridor**
 - Alternative 1: Kake to Petersburg
- **Tonka Corridor**
 - Alternative 2: Kake to Petersburg
- **South Central Corridor (via Kah Sheets)**
 - Alternatives 3 and 4: Kake to Petersburg
 - Alternatives 5 and 6: Kake to Ketchikan
 - Alternative 7: Kake to Wrangell
- **Southern Corridor (via Totem Bay)**
 - Alternatives 8 and 9 : Kake to Petersburg
 - Alternatives 10 and 11: Kake to Ketchikan
 - Alternatives 12: Kake to Wrangell
- **Wilderness Corridors**
 - Alternatives 19A-20B: Kake to Petersburg

Ferry-only Alternatives

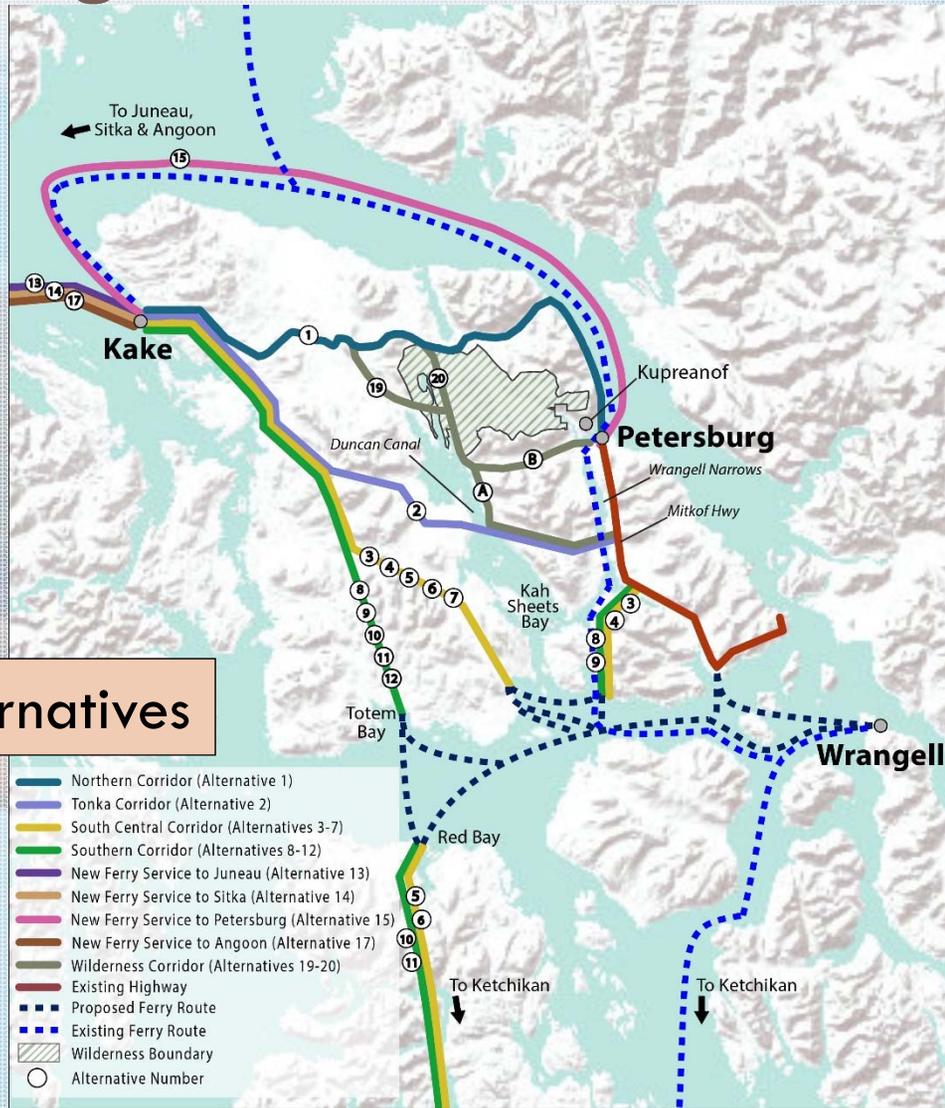
- **13: Increased frequency to Juneau**
- **14: Increased frequency to Sitka**
- **15: Increased frequency to Petersburg**
- **17: New ferry service between Kake and Angoon**
- **18: Enhance AMHS ferry service frequency**
- **16: No Action**



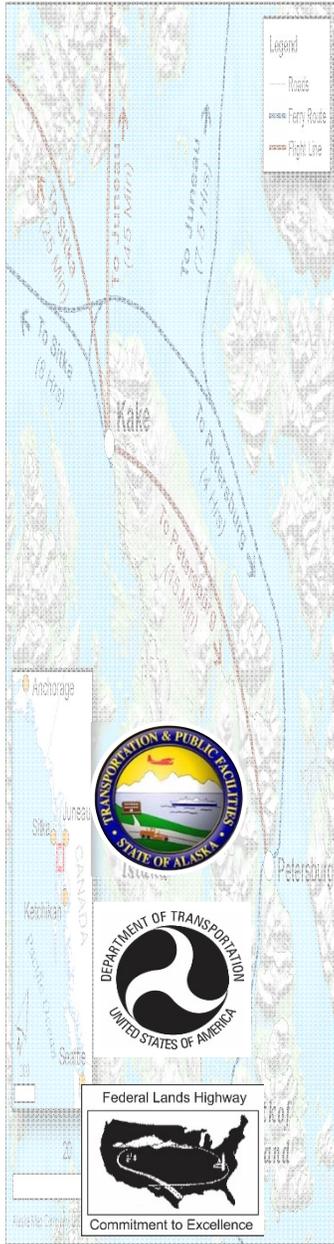
Full Range of Considered Alternatives



21 Alternatives

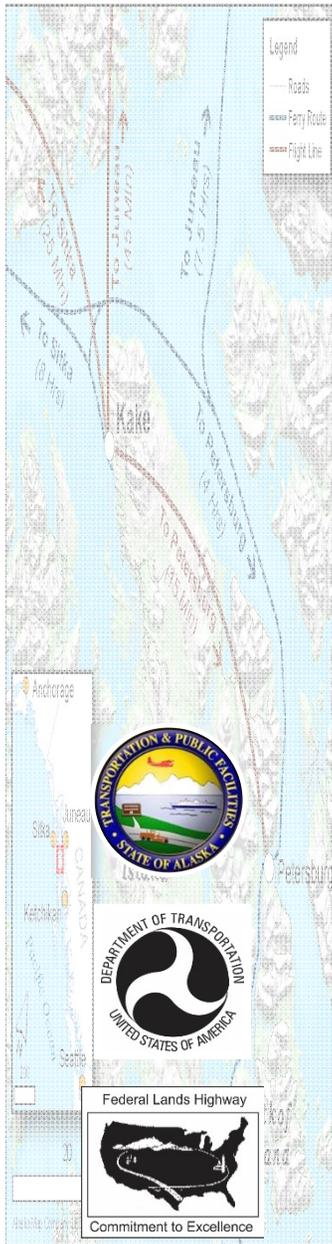


Federal Highway Administration (FHWA), Western Federal Lands Highway Division
Alaska Department of Transportation and Public Facilities (ADOT&PF) Southcoast Region



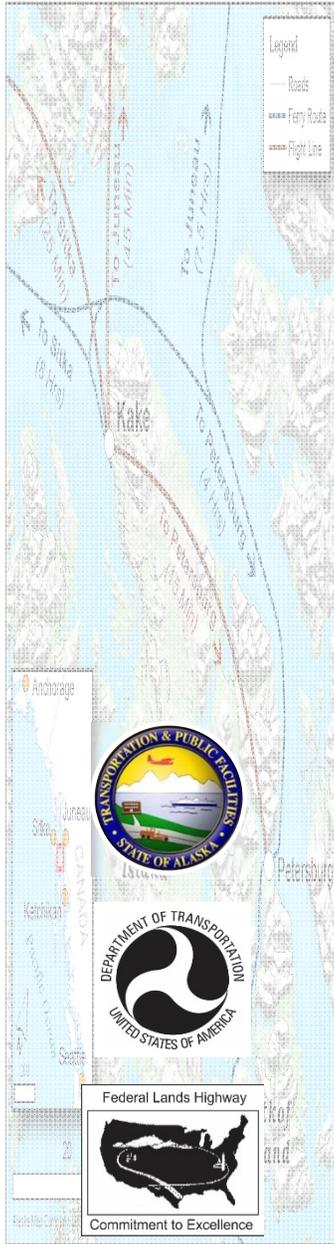
Screening Process

- Start with the range of considered alternatives (21 alternatives).
- Eliminate alternatives that do not meet the P&N and/or are not feasible.
- There are three levels in the screening process.

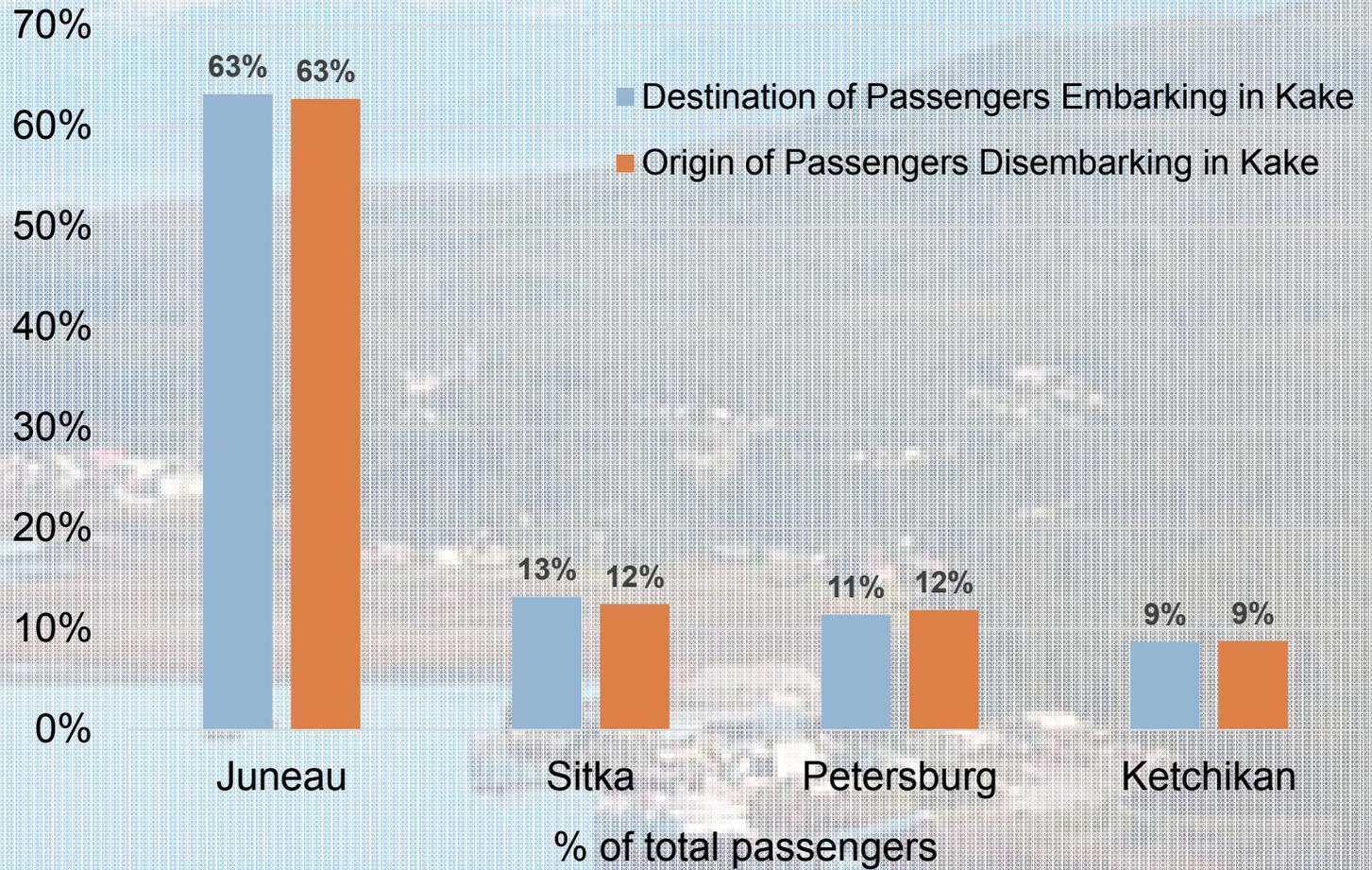


Level One

- Logical Termini
- Independent Utility
- Outcomes
 - Travel frequency
 - One-way travel time
- **RESULTS – (travel time too long for 7 alternatives – alternatives dropped from further consideration)**
 - Road/ferry alternatives to Wrangell and Ketchikan (5-7 and 10-12)
 - Longest road/ferry alternative to Petersburg (8)

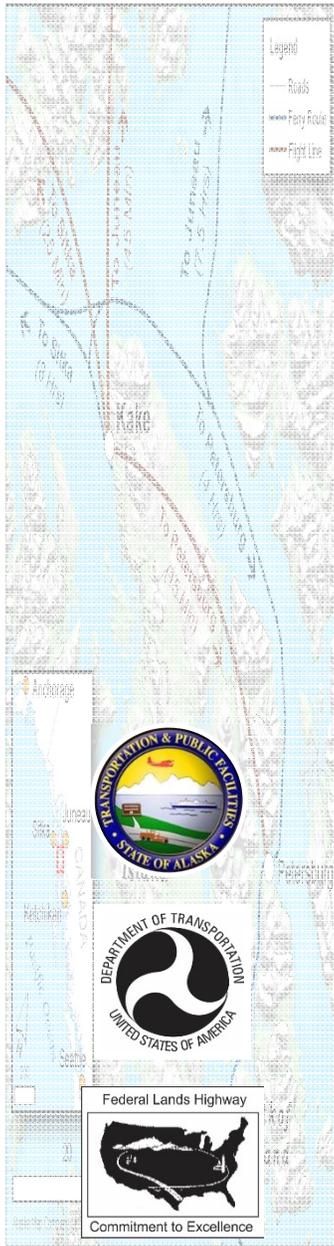


Where are people going? AMHS Passenger Traffic Volumes, 2009-2013



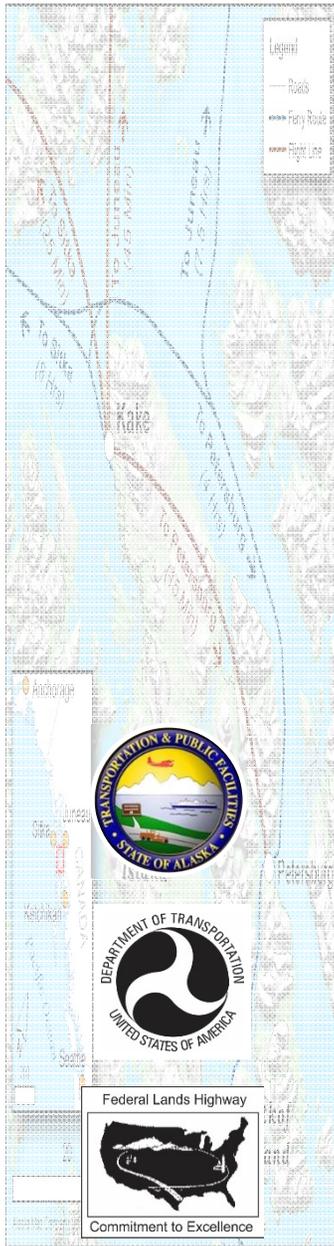
Source: Kake Access Transportation Needs Assessment, Table 4, March 2015.

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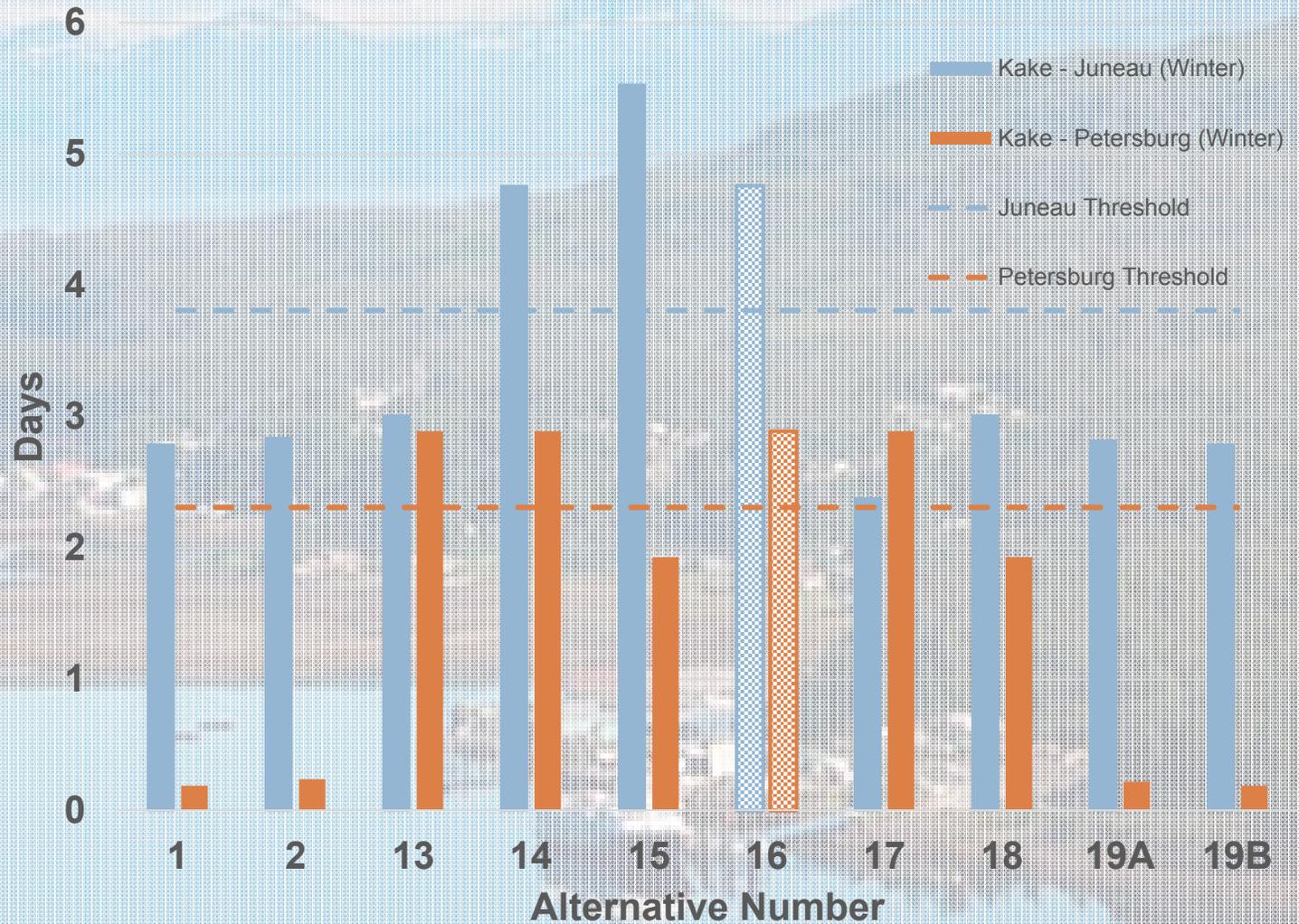


Level Two – Meeting the Needs

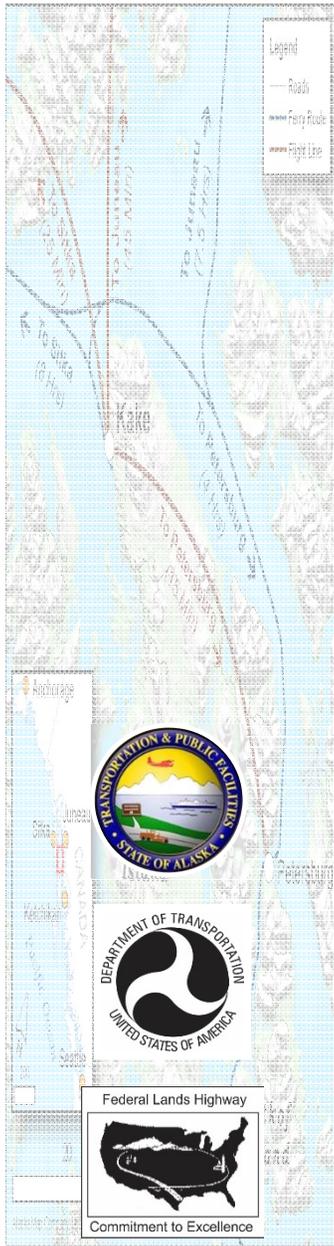
- **Increase frequency of round trips to:**
 - Regional hubs (Juneau and Sitka)
 - Locations with goods and services not available in Kake (Juneau, Sitka, and Petersburg)
- **Decrease round trip travel time to:**
 - Regional hubs
 - Locations with goods and services not available in Kake



Average Roundtrip Travel Time

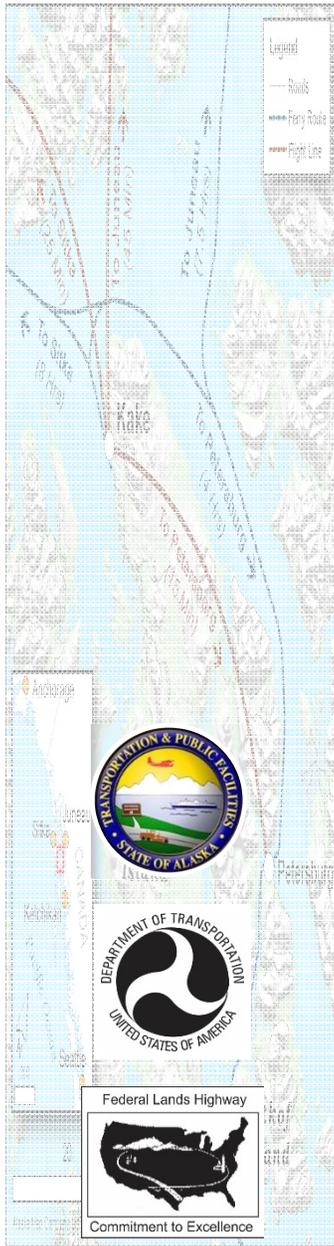


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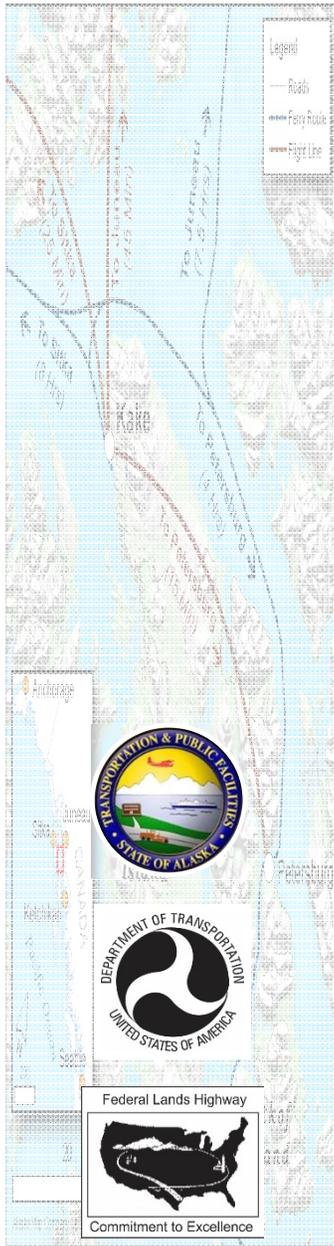
Level Two – Meeting the Needs (cont.)

- ❑ **Reduce travel costs for users**
 - Round-trip cost to Petersburg
 - Round-trip cost to Juneau and Sitka
 - Cost to transport goods to commercial markets (insufficient data)
- ❑ **RESULTS – (7 failed and dropped)**
 - Road alternatives via Kah Sheets or Totem Bay (3, 4, and 9) – round-trip travel costs too high
 - Ferry to single location (13, 14, 15, and 17) - Benefits in travel time and cost too narrow



Level Three – Feasibility

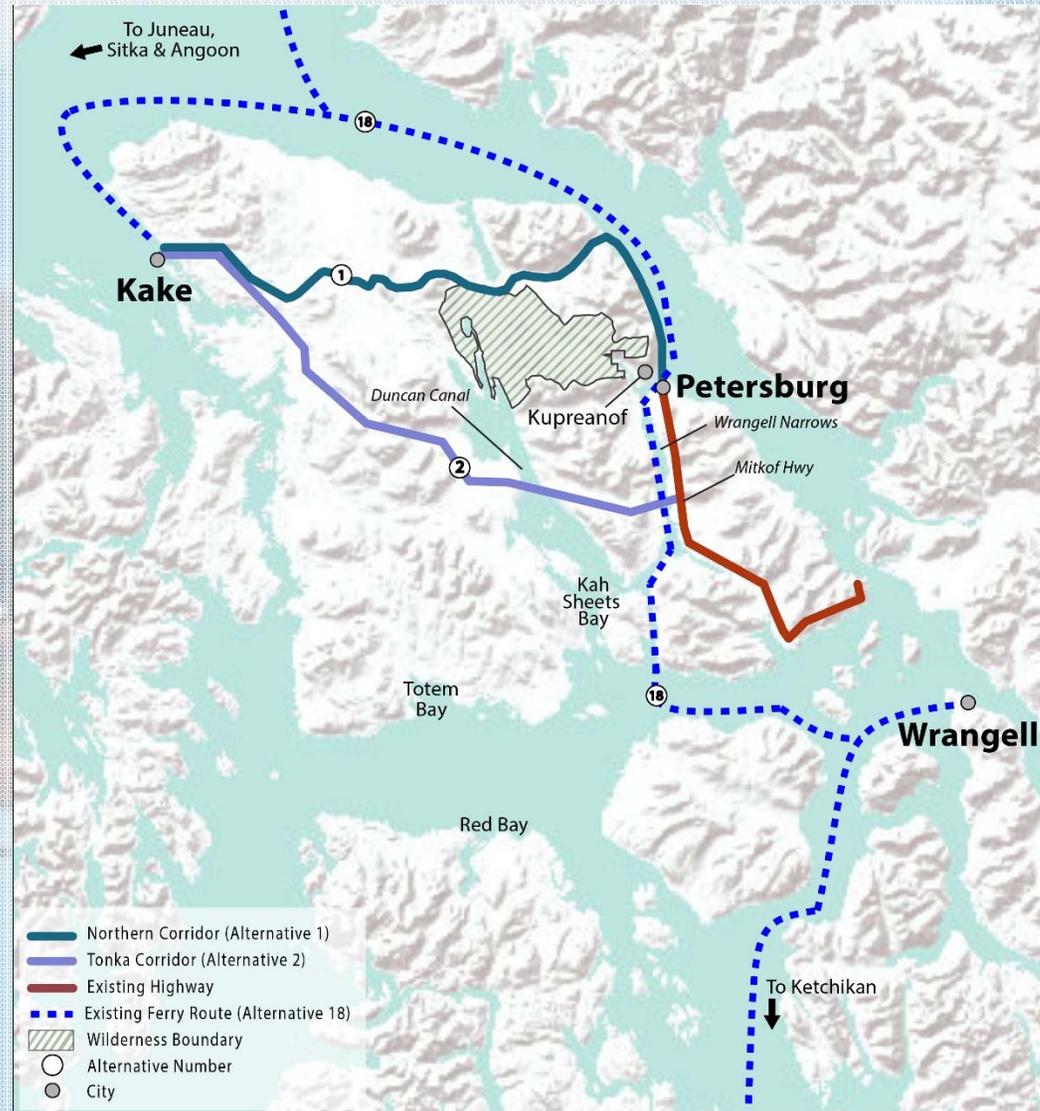
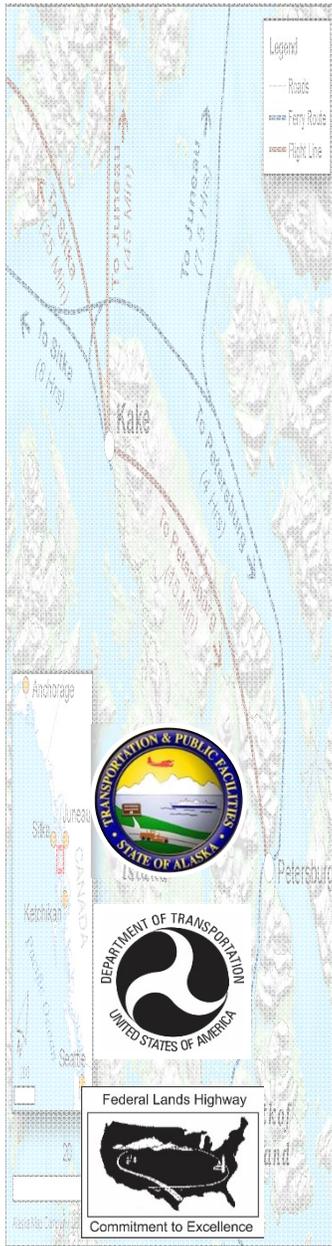
- **Capital and operating costs**
- **Technical constraints**
 - Regulatory
 - Maintenance
 - Operational
- **RESULTS (4 dropped)**
 - Roads through Federal Wilderness (19a-20b)



Range of Reasonable Alternatives

- **Northern Corridor**
 - Alternative 1: Kake to Petersburg
- **Tonka Corridor**
 - Alternative 2: Kake to Petersburg
- ***Ferry Alternative (subject to further analysis and refinement)***
 - *Alternative 18: Enhance AMHS ferry service frequency*
- **No Action (Alternative 16)**

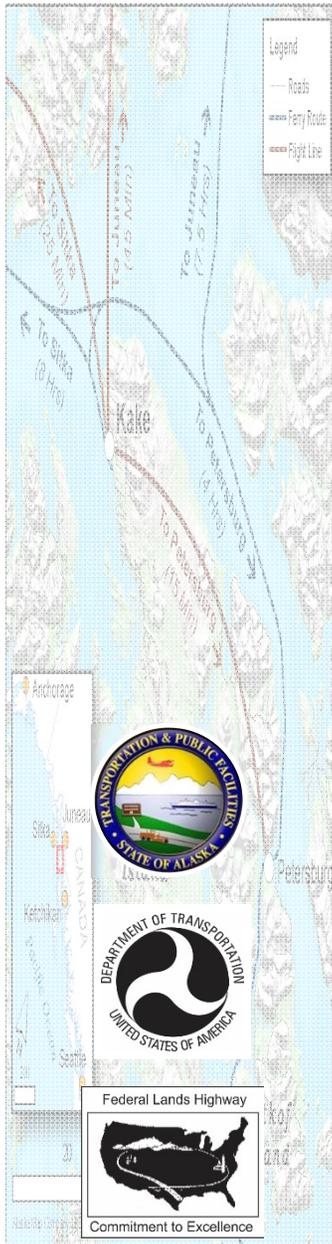
Range of Reasonable Alternatives



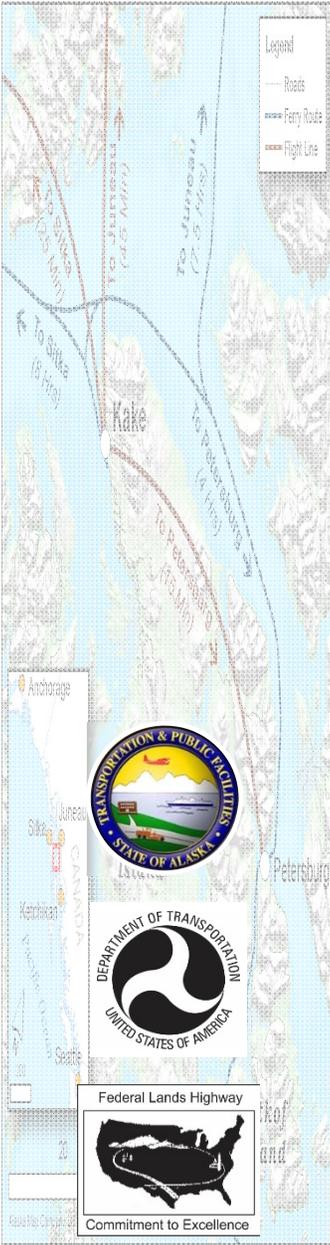
Federal Highway Administration (FHWA), Western Federal Lands Highway Division
Alaska Department of Transportation and Public Facilities (ADOT&PF) Southcoast Region

Next Steps

- ❑ Conduct second round of public surveys to assess public perceptions on project.
- ❑ Initiate resource studies.
- ❑ Continue agency coordination.
- ❑ Begin development of Draft EIS (DEIS).
- ❑ Continue public outreach.



High-level Schedule



Federal Highway Administration (FHWA), Western Federal Lands Highway Division
Alaska Department of Transportation and Public Facilities (ADOT&PF) Southcoast Region