
Gravina Access Project Supplemental EIS

Summary of Reasonable Alternatives

Introduction:

In 2008, FHWA and DOT&PF reassessed the nine reasonable alternatives evaluated in the 2004 FEIS, as well as six new alternatives or variations identified through agency and public comment during SEIS scoping. In 2009, these 15 alternatives, which include both bridge and ferry alternatives, underwent a screening process to determine if the alternatives were reasonable.

The screening process examined the 15 alternatives based on criteria that included the purpose and need for the project, a cost threshold established by the DOT&PF Commissioner, and potential environmental or socioeconomic impacts that would result in the alternative being unacceptable or unpermissible.

Based on this screening process, six alternatives (C3-4, F3, G2, G3, G4, and G4v), as well as the No Action Alternative, have been identified as reasonable alternatives to be evaluated in detail in the Gravina Access Project SEIS. The table and map below provide a brief description of each reasonable alternative. More information on the screening process, criteria, evaluation, and determination is available in the March 2010 *Alternatives Screening Report*.

<u>Alternative</u>	<u>Description</u>
C3-4 (Bridge)	Alternative C3-4 is 1.9 miles long with a bridge that would be approximately 4,190 feet long. The access would begin at Signal Road near Wal-Mart and cross Tongass Narrows west of the existing airport terminal building. Navigational clearances would accommodate one-way passage of cruise ships and two-way passage of most other ships, including Alaska Marine Highway System (AMHS) ferries.
F3 (Bridge)	Alternative F3 is approximately 5.9 miles long and would cross Tongass Narrows with two bridges via Pennock Island. The access would begin at South Tongass Highway south of the US Coast Guard Station and cross the East Channel to Pennock Island and the West Channel to Gravina Island. The East Channel clearances would not accommodate cruise ships, AMHS ferries, or tall freight barges that currently use the East Channel as their primary navigational route. The West Channel bridge would accommodate one-way passage of cruise ships and two-way passage of most other ships.
G2 (Ferry)	Alternative G2 would create new ferry service for vehicles and passengers between Peninsula Point on Revilla Island and Lewis Point on Gravina Island. This alternative would cross Tongass Narrows approximately 2.0 miles north of the airport passenger terminal and would have a sailing distance of approximately 0.8 miles. Two new ferry vessels and construction of a new ferry terminal on each side of Tongass Narrows would be required for this alternative. The new service would complement the existing airport ferry.
G3 (Ferry)	Alternative G3 would create new ferry service for vehicles and passengers between downtown Ketchikan at Jefferson Street (near the Plaza Mall at Bar Point) on Revilla Island and a location approximately 1.3 miles south of the airport passenger terminal on Gravina Island near Clump Cove. The crossing distance would be approximately 1.3 miles. This alternative would require construction of a new ferry terminal on each side of Tongass Narrows and two new ferry vessels. Dredging may be required to provide adequate navigational depth for the ferry terminal on Revilla Island. The new service would complement the existing airport ferry.
G4/G4v (Ferry)	<p>Alternative G4 would create new ferry service for vehicles and passengers adjacent to the existing airport ferry route between Charcoal Point on Revilla Island and the existing ferry lay-up berth on Gravina Island on a quarter-mile crossing of Tongass Narrows, approximately 2.6 miles north of downtown. This alternative would require two new ferry vessels and construction of a new ferry terminal on each side of Tongass Narrows adjacent to the existing airport ferry terminals.</p> <p>Alternative G4v is a variant of Alternative G4 that would provide the same passenger waiting area, shuttle vans for pedestrians and their luggage, and heavy freight dock with staging area on Gravina common to all ferry alternatives. The G4 variant, however, would provide a new ferry and new ferry terminals only when ferry demand increases enough to warrant the additional capacity.</p>
No Action	Federal agencies are required to assess the effects of a No Action Alternative in an EIS. For this reason, the No Action Alternative was not screened for reasonableness but is included in the range of alternatives to be fully evaluated in the SEIS.

