



**Juneau Access Improvements Project
Final Supplemental
Environmental Impact Statement**

**2014 Update to Appendix K
Hydrology and Water Quality Technical Report
*2017 Errata***

Prepared for:

**Alaska Department of Transportation
& Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999**

**State Project Number: 71100
Federal Project Number: STP-000S(131)**

Prepared by:

**HDR
2525 C Street, Suite 500
Anchorage, Alaska 99503**

2017

This page intentionally left blank

2017 ERRATA

2014 Update to Appendix K – Hydrology and Water Quality Technical Report

ERRATA

Page, Section	Reads	Should Read (changes shown)
<p><i>Page 2-3, Section 1.1.2, para 1</i></p>	<p>Similar to Alternative 1, Alternative 1B includes a continuation of mainline ferry service in Lynn Canal; the AMHS would continue to be the NHS route from Juneau to Haines and Skagway; no new roads or ferry terminals would be built; and in addition to the Day Boat ACFs, programmed improvements include improved vehicle and passenger staging areas at the Auke Bay and Haines ferry terminals to optimize traffic flow on and off the Day Boat ACFs as well as expansion of the Haines Ferry Terminal to include a new double bow berth to accommodate the Day Boat ACFs. Service to other communities would remain the same as with the No Action Alternative. Alternative 1B keeps the M/V Malaspina in service after the second Day Boat ACF is brought online to provide additional capacity in Lynn Canal.</p>	<p>Similar to Alternative 1, Alternative 1B includes a continuation of mainline ferry service in Lynn Canal; the AMHS would continue to be the NHS route from Juneau to Haines and Skagway; no new roads or ferry terminals would be built; and in addition to the Day Boat ACFs, programmed improvements include improved vehicle and passenger staging areas at the Auke Bay and Haines Ferry Terminals to optimize traffic flow on and off the Day Boat ACFs as well as expansion of the Haines Ferry Terminal to include a new double bow berth to accommodate the Day Boat ACFs. Service to other communities would remain the same as Alternative 1 – No Action. Alternative 1B keeps the M/V Malaspina in service after the second Day Boat ACF is brought online to provide additional capacity in Lynn Canal.</p>
<p><i>Page 3, Section 1.1.2, para 2</i></p>	<p>During the summer, the M/V Malaspina would make one round trip per day seven days per week on a Skagway-Auke Bay-Skagway route, while one Day Boat ACF would make one round trip between Auke Bay and Haines six days per week, and one would make two round trips per day between Haines and Skagway six days per week. The Day Boat ACFs would not sail on the seventh day because the mainliner would be on a similar schedule.</p>	<p>During the summer, the M/V Malaspina would make one round trip per day five days per week on a Skagway-Auke Bay-Skagway route. On the sixth day, the M/V Malaspina would sail on the Skagway-Auke Bay-Haines-Skagway route, and on the seventh day, it would sail that route in reverse (Skagway-Haines-Auke Bay-Skagway). One Day Boat ACF would make one round trip between Auke Bay and Haines seven days per week. The other Day Boat ACF would make two round trips per day between Haines and Skagway six days per week; it would not sail on the seventh day because the mainliner would be on a similar schedule.</p>

2017 ERRATA

2014 Update to Appendix K – Hydrology and Water Quality Technical Report

This page intentionally left blank