



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

**2014 Update to Appendix G
Visual Resources Technical Report
*2017 Errata***

Prepared for:

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

**State Project Number: 71100
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Prepared by:

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

2017

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2017 ERRATA

2014 Update to Appendix G – Visual Resources Technical Report

ERRATA

Page, Section	Reads	Should Read (changes shown)
<p><i>Page 1, Section 1, para 4</i></p>	<p>As described in the 2004 <i>Visual Resources Technical Report</i>, the alteration of the existing landscape setting, resulting from construction of a highway on the alignments of Alternatives 2B, 3, 4B, and 4D, as well as ferry terminals for all alternatives, could potentially result in long-term adverse impacts on scenic integrity and on existing views. Based on the visual resources assessment, the marine alternatives (Alternatives 4A through 4D) would have the least overall impact. Of Alternatives 2B and 3, Alternative 3 was determined to have the least overall impact on visual resources because it would be sited in areas having less severe terrain than Alternative 2B and would have fewer viewers within the foreground- and middleground-viewing thresholds.</p>	<p>As described in the 2004 <i>Visual Resources Technical Report</i>, the alteration of the existing landscape setting, resulting from construction of a highway on the alignments of Alternatives 2B, 3, 4B, and 4D, as well as ferry terminals for all alternatives, could potentially result in long-term adverse impacts on scenic integrity and on existing views. Views of the road, cut and fill, changes in vegetative cover, vehicle movement, and vehicle lights could affect viewers by changing their perception of the comparative isolation of this area. Movement of vehicles, both during the construction and operation stages, could result in a visual impact to viewers. Based on the visual resources assessment, the marine alternatives (Alternatives 4A through 4D) would have the least overall impact. Of Alternatives 2B and 3, Alternative 3 was determined to have the least overall impact on visual resources because it would be sited in areas having less severe terrain than Alternative 2B and would have fewer viewers within the foreground- and middleground-viewing thresholds.</p>
<p><i>Page 2, 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</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</p>

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Page, Section	Reads	Should Read (changes shown)
	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.	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 <i>M/V Malaspina</i> in service after the second Day Boat ACF is brought online to provide additional capacity in Lynn Canal.
<i>Page 2-3, Section 1.1.2, para 2</i>	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.	During the summer, the <i>M/V Malaspina</i> would make one round trip per day five days per week on a Skagway-Auke Bay-Skagway route. On the sixth day, the <i>M/V Malaspina</i> 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.
<i>Page 6, Section 2, last para 4</i>	The new terminology of the SMS is used for the remainder of this document.	The 2016 revision of the TLRMP continues to incorporate the SMS for visual impact assessment; therefore, the findings presented in the 2014 Update to Appendix G – Visual Resources Technical Report remain valid. This SMS terminology is used for the remainder of this document.