Kake – Petersburg Electrical Inter-tie and Road Project
Co-locating the road and inter-tie is estimated to:

- Reduce combined corridor development cost by $7.3 million and reduce environmental impact,
- Reduce inter-tie construction cost $7.4 million,
- Reduce inter-tie operation and maintenance costs,
- Reduce inter-tie emergency repair response time and duration, and
- Improve inter-tie inspection and reliability of the power line.
## Comparison of Alternatives

<table>
<thead>
<tr>
<th>Option</th>
<th>Intertie</th>
<th>Road</th>
<th>Combined</th>
<th>Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>$65M</td>
<td>$137M</td>
<td>$176M</td>
<td>$25M</td>
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<td></td>
<td>$1.2M</td>
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<tr>
<td>Central</td>
<td>$60M</td>
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<td>$185M</td>
<td>$22M</td>
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<td>South</td>
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<td>$151M</td>
<td>$185M</td>
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</tbody>
</table>
Northern Route is the only practical Highway Corridor

- The Central Route requires a Presidential Permit and approval by Congress to construct through a wilderness area,
- The Southern Route would require two ferry crossings at an additional annual M&O expense of $0.9 million per yr. – nearly double the annual M&O cost,
- The Southern Route increases the user travel time by 22 minutes (from 2.1 to 2.5 hours) and doubles the user travel cost.
Transportation Mobility – Backbone of the Economy

• Roadways provide excellent mobility and are the backbone of the US Economy – transporting the bulk of the country’s commercial goods as well as for personal travel,

• Air Carriers and Barge Lines – supplemented by passenger-car ferries are the backbone of Southeast Alaska’s Economy, but mobility is limited by routes and schedules,

• The bulk of commercial goods in SE move by barge and passengers between towns by air.
What Constitutes Mobility?

• Complete Transportation Mobility means affordable travel and transport of goods and resources when desired and as fast as desired.

• Mobility between communities in SE Alaska is a function of cost, capacity, speed and frequency of air, barge and ferry schedules.
Kake-PSG Transportation Mobility 2-Adults & Vehicle Round Trip

• Current AMHS Ferry Service $272 / RT
  – Frequency 2 times per week each direction – opportunity for return trips 2 – 3 days later,
  – Trip time one way by ferry is 4 hours.

• Northern Road & Shuttle Ferry Est. $56
  – Mobility 7 days per wk. 12 hours per Day with on demand frequent shuttle ferry service,
  – Trip time one way by road & shuttle ferry is 2.1 hrs. (55.2 miles at avg. speed of 30 MPH).
Air Transportation Round Trip  
Kake to Petersburg  
One Person

- Charter to Petersburg Quote Total $650 RT
- Wings of Alaska recently initiated scheduled service to Juneau for $300 RT. You can now fly from Kake to Petersburg via Alaska Airlines out of Juneau, overnight in Petersburg and return via Juneau:
  - Wings of AK – Kake to Juneau & RT: $300
  - AK Airlines Juneau to Petersburg & RT: $280
  - Total $580 RT, OR
Economic Benefits are Large

- Provides Kake frequent low cost access to Petersburg transportation, commercial and medical services which expands Petersburg as a commercial hub,
- Facilitates Development of Fish Processing in Kake,
- Enables Area Fishing Fleet to use harbors in Kake and Petersburg and commute by road between the two communities providing advantages to save fuel and transport fish,
- Enables Tourist Excursions between Kake and Petersburg, including marketing Kake Bear Viewing and Fish Charters via Alaska Airlines thru Petersburg.
Northern Corridor Development Costs (2008 Dollars)

- EIS Cost Estimate $4.3 million & 3 Years,

- Design & Construction Costs:
  - Two lane paved road $137 million,
  - Inter-tie $ 40 million,

- Total Combined Cost $181 million
CONSTRUCTION COST INDICES

Other States Combined
FHWA
WSDOT

WSDOT BASE 1900 = 110
FHWA AND OTHER STATES BASE 1987 = 100
OTHER STATES: CALIFORNIA, COLORADO, OREGON, SOUTH DAKOTA & UTAH

Note: 2003 and 2004 WSDOT CCI data points adjusted to correct for spiking bid prices on structural steel

WSDOT 2008 INDEX IS FOR QUARTER 1 & 2
FHWA INDEX DISCONTINUED IN 2007
OTHER STATES 2008 DATA IS THE AVERAGE OF CALIFORNIA, COLORADO, OREGON, AND UTAH FIRST QUARTER INDICES.

Washington State Department of Transportation

For more information, please call the WSDOT Construction Office at (360) 706-7822 or visit http://www.wsdot.wa.gov/blz/construction

7/2/2008
Proposed Phased Construction

• Phase 1: $100 million (2008 $)= $123M (2011 $)
  – Construct 27 miles of new 2-lane gravel road,
  – Construct Shuttle Ferry and two terminals,
  – Construct Inter-tie.

• Phase 2: $41 million (2008 $)
  – Reconstruct remaining 26 miles of existing logging road to two lane standard

• Phase 3: $43 million (2008 $)
  – Pave 53 miles of road

Note: Phasing a project incurs additional mobilization cost.
Progress to Date

- Obtained a 300 ft Easement to develop Northern Transportation-Utility Corridor,
- Completed Route Survey,
- Acquired Aerial Photography & LIDAR Mapping,
- Geotechnical Reconnaissance - Ongoing,
- Environmental Field Work - Ongoing
- AEA & DOT&PF Conducted Public Outreach in Kake and Petersburg.
Kake to Seal Point

- Forest Highway Project Admin. By FHWA
- Purpose is to improve access to Seal Point Boat Launch Ramp and Recreation.
- Slo Duc Creek Bridge Replacement under construction using FH&IRR Bridge funds ($3 million),
- Jenny Creek Bridge Replacement to Advertise May 2009 ($4.8 million Est.)
Kake to Seal Point

• Reconstruction of 6.2 mile road segment begins 2010 or 2011 using Forest Hwy funds programmed in two phases:
  • Adv. 2011 from City to Land Fill – Est. $10M, and
  • Adv. 2013 City Land Fill to intersection with spur to Seal Point – Est. $10M
• Schedule subject to funding.
Where to go from here?

- DOT&PF and Alaska Energy Authority enter into a joint project agreement,
- Obtain additional funding to fully fund EIS,
- Complete an EIS for approval of federal funding, and
- Obtain necessary construction permits,
- Obtain construction funding to construct the Inter-tie and a road connection.