



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
Elmendorf AFB, Alaska 99506-0898

PUBLIC NOTICE DATE:	JANUARY 7, 2009
EXPIRATION DATE:	FEBRUARY 5, 2009
REFERENCE NUMBER:	POA-2006-1250
WATERWAY:	KNIK ARM

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Leslie Tose at (907) 753-5515, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at leslie.w.tose@usace.army.mil if further information is desired concerning this notice.

APPLICANT: Mr. Marc Van Dongen, Port Director, Port MacKenzie;
mvandongen@matsugov.us; (907) 746-7414.

LOCATION: In Knik Arm, on the south bank of Ship Creek, extending off the south side of the Small Boat Launch; within section 12, T. 13 N., R. 4 W., Seward Meridian; Latitude 61.2242° N., Longitude 149.9120 W.; in Anchorage, Alaska.

PURPOSE: The applicant's stated project purpose is, "to provide a ferry landing on the Anchorage side of Upper Cook Inlet that will allow a 115 passenger/20 vehicle ferry travel between Ship Creek and Port MacKenzie."

PROPOSED WORK: The applicant proposes to construct a ferry landing consisting of the following three components: a pile-supported trestle, a transfer bridge, and a floating dock with multiple vessel berths.

The pile-supported trestle would extend eastward from the small boat launch approximately 1300 feet (). It would be 21' wide, have a concrete deck, and be supported by 58 three foot diameter steel pilings, 100' apart. It would be set at an elevation of 40' above Mean Low Lower Water. The purpose of the trestle would be to provide vehicle access from the small boat launch to the floating dock, where the ferry would be located. The trestle would be connected to the floating dock by a hinged, steel transfer bridge (Dimensions: 200' long x 21' wide). The transfer bridge would be supported by 12 three foot diameter, steel pilings, and 100' apart. It would be hinged on one end to the trestle, and tie in to the floating dock on the other end, with a winch and post system that would allow one end of the bridge to

move up and down with the tides. The maximum angle of incline between the trestle and the floating dock would be 14%.

The floating dock (Dimensions: 200' long x 100' wide) would consist of a structural steel dock, supported by 16 three foot diameter steel pilings. The dock would be located where the bathymetric depth is minus 25', sufficient to accommodate the 13 foot draft of the ferry during minus tides. Two ferry berths, linear pile supported structures (Dimensions: 315' long x 75' wide) oriented northerly and southerly, would extend off of either end of the dock. The northerly facing berth would be used in the winter, and allow the ferry to dock with its ice-breaker capable bow facing into the tide flow of Knik Arm. The southerly facing berth would be used during the summer, and allow for better separation of the ferry from small boats using the Public Landing area. Each berth would be supported by five tie-down (mooring) and berthing (landing) dolphins accessed by steel catwalks. The tie down dolphins would require 18 three foot diameter, steel pilings and the berthing dolphins would require 24 three foot diameter, steel pilings.

All work would be performed in accordance with the enclosed plans (sheets 1-10), dated October 10, 2008.

ADDITIONAL INFORMATION: The current proposal is known as the Ship Creek Point-South Alternative.

There would be no discharge of dredged or fill material and no navigational dredging associated with this project; only structures.

The Port MacKenzie side of the project has a current permit POA-1979-412, Knik Arm, to authorize a pile supported transfer bridge and floating dock with one ferry berth. No work has occurred.

The floating dock would also have room for two other berths, for the ferry tug and, potentially, a dinner cruise vessel.

The proposed ferry dimensions would be 195' long by 55' wide, carrying up to 20 cars and one shuttle bus per 3.5 mile crossing. The ferry would make 16 round trips per day, 7 days per week.

Presently, a dock facility belonging to Cook Inlet Tug and Barge is accessed from a catwalk leading from the south side of the Ship Creek Point boat launch. The applicant proposes to re-locate the catwalk, snugging the first 120' along side of the trestle, then veering westward approximately 625'. Also, the dock would be re-located approximately 100' farther out into the water, to better avoid interference of the tug with ferry operations. Three 8 inch (") diameter piles would be removed and reinstalled. Two additional 20" diameter piles would be installed to support the new length.

There would be an Anchorage side onshore component to the proposed project, utilizing existing facilities and infrastructure. It would consist of an access road, a 100 vehicle queuing corridor, a 50 space parking area for walk-on customers, and a ferry terminal building. The existing shorefront access road would be improved to provide access. The queuing corridor would be located on the existing dock. Remote pick up and parking for walk-on passengers would exist elsewhere in the downtown waterfront area; passengers would be bussed from the parking area onto the ferry, and remain on the shuttle for the duration of the ride. A ferry terminal building would be located at the public dock.

MITIGATION: The applicant has proposed the following mitigation measures to avoid, minimize, and compensate for impacts from activities involving construction of structures in, or affecting, navigable waters of the United States.

AVOIDANCE: The applicant has considered numerous alternative sites and designs for the proposed project. Alternative sites have included Cairn Point, the Port of Anchorage-North Alternative, the Port of Anchorage-South Alternative, Northstar, the Ship Creek Point-North Alternative, the Ship Creek Point-South Alternative and the Second Avenue Extension.

The applicant considered several potential configurations at each alternative site. With the exception of the Ship Creek Point-South Alternative, sites were discarded after consideration of issues including: discharge of dredged or fill material in waters of the U.S., navigational dredging, port security, neighborhood impacts, navigational safety, industrial traffic, access problems, historic preservation issues, potential conflicts with future development plans, and cost. Of the alternative sites and designs proposed, only the current proposal, the Ship Creek Point-South Alternative, would avoid impacts such as discharge of dredged or fill material and/or navigational maintenance dredging. The current proposal would avoid impacts to waters of the U.S. by utilizing a design that consists solely of structures in waters of the U.S.

MINIMIZATION: The applicant proposed the following measures to minimize impacts to beluga whales and salmon during construction:

1. Consultation and studies:

To develop an underwater noise reduction plan, in consultation with the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (Service), through the use of structural design and/ or operational procedures, such as those proposed below.

To conduct a noise study while driving the first pile at Ship Creek to determine the radius surrounding the pile driving activities that ensures belugas are not exposed to sound levels above 160 decibels (dB) without a Small Take Authorization (under Section 101(a)(5) of the Marine Mammal Protection Act) (MMPA) or 180 dB with an Authorization.

2. Noise safety perimeter:

A noise safety perimeter marked by buoys would be set up around the permit area, to indicate the 160 dB and 180 dB attenuation limit, depending on MMPA authorization.

3. Pile driving:

Two types of hammers would be used for in water pile driving. To minimize impacts from noise, a vibratory hammer would be used to drive piles to refusal. Then, an impact hammer would be used to complete the pile driving.

4. Pile driving with an impact hammer:

An independently paid beluga whale spotter would be required to be present at the construction site, whenever in-water pile driving with an impact hammer takes place.

If, during use of the impact hammer, any belugas are spotted within the noise safety perimeter, the contractor must immediately stop all impact hammer work until the whales pass beyond the perimeter.

The work contract would include a "beluga standby" rate for the contractor, which would be paid when impact hammer pile driving is suspended due to the presence of belugas.

The work contract would stipulate that the use of an impact hammer not exceed four hours per day.

Coordination would occur with the Port of Anchorage project pile driving contractor, so that only one pile driving operation is happening at a time.

5. Salmon window:

Impact pile driving at Ship Creek would be scheduled to provide a timing window for the out-migration of salmon smolt (as per NMFS and the Service). Impact pile driving would be scheduled at Point MacKenzie when it is not possible to conduct impact pile driving at Ship Creek.

COMPENSATORY MITIGATION: The applicant did not supply a proposal for compensatory mitigation.

COASTAL ZONE MANAGEMENT ACT CERTIFICATION: Section 307(c)(3) of the Coastal Zone, Management Act of 1972, as amended by 16 U.S.C. 1456(c)(3), requires the applicant to certify the described activity affecting land or water uses in the Coastal Zone complies with the Alaska Coastal Management Program. A permit will not be issued until the Division of Coastal and Ocean Management, Department of Natural Resources has concurred with the applicant's certification.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRS) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are no listed or eligible properties in the vicinity of the worksite. Consultation of the AHRS constitutes the extent of cultural resource investigations by the District Commander at this time, and he is otherwise unaware of the presence of such resources. This application is being coordinated with the State Historic Preservation Office (SHPO). Any comments SHPO may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

ENDANGERED SPECIES: The project area is within the known or historic range of the Cook Inlet beluga whale.

Preliminarily, the described activity may affect threatened or endangered species, or modify their designated critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). This application is being coordinated with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS). Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

Preliminarily, the described activity may affect EFH in the project area. This Public Notice initiates EFH consultation with the NMFS. Any comments or recommendations they may have concerning EFH will be considered in our final assessment of the described work.

TRIBAL CONSULTATION: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the

Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case: The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

AUTHORITY: This permit will be issued or denied under the following authority:

(X) Perform work in or affecting navigable waters of the United States - Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

Project drawings, Notice of Application for Certification of Consistency with the Alaska Coastal Management Program, and Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF COASTAL AND OCEAN MANAGEMENT

DIVISION OF COASTAL AND OCEAN MANAGEMENT
550 WEST 7TH AVENUE, SUITE 705
ANCHORAGE, ALASKA 99501-3559
PHONE: (907) 269-7470/FAX: (907) 269-3981

**NOTICE OF APPLICATION
FOR
CERTIFICATION OF CONSISTENCY WITH THE
ALASKA COASTAL MANAGEMENT PROGRAM**

Notice is hereby given that a request is being filed with the Division of Coastal and Ocean Management for a consistency determination, as provided in Section 307(c)(3) of the Coastal Zone Management Act of 1972, as amended [16 U.S.C. 1456(c)(3)], that the project described in the Corps of Engineers Public Notice No. **POA-2006-1250, Knik Arm**, will comply with the Alaska Coastal Management Program and that the project will be conducted in a manner consistent with that program.

This project is being reviewed for consistency with the Alaska Coastal Management Program. Written comments about the consistency of the project with the applicable ACMP statewide standards and district policies must be submitted to the Division of Coastal and Ocean Management (DCOM). For information about this consistency review, contact DCOM at the address or phone number above, or visit the ACMP web site at <http://www.alaskacoast.state.ak.us/Projects/projects.html>.

The Public burden for this collection of information is estimated to average 10 hours per response, although the majority of applications should require 5 hours or less. This includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research and Sanctuaries Act, 33 USC 1413, Section 103. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO. POA-2006-1250	2. FIELD OFFICE CODE CEPOA-RD-S	3. DATE RECEIVED 9/2/08	4. DATE APPLICATION COMPLETED 12/29/08
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME MATANUSKA-SUSITNA BOROUGH	8. AUTHORIZED AGENT'S NAME AND TITLE (an agent is not required) MARC VAN DONGEN, PORT DIRECTOR
6. APPLICANT'S ADDRESS 350 E. DAHLIA AVENUE PALMER, AK 99645	7. AGENT'S ADDRESS 350 E DAHLIA AVENUE PALMER, AK 99645
7. APPLICANT'S PHONE NOS. W/AREA CODE a. Residence (907) 232-5277 b. Business (907) 745-9689	10. AGENT'S PHONE NOS. W/AREA CODE a. Business (907) 746-7414 b. Cell (907) 354-7414 c. Residence (907) 746-6399

11. STATEMENT OF AUTHORIZATION

I hereby authorize MARC VAN DONGEN, PORT DIRECTOR to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

 August 28, 2008
APPLICANT'S SIGNATURE, TAMMY CLAYTON, ACTING BOROUGH MANAGER DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) SHIP CREEK FERRY LANDING	
13. NAME OF WATERBODY, IF KNOWN (if applicable) UPPER COOK INLET	14. PROJECT STREET ADDRESS (if applicable) N/A
15. LOCATION OF PROJECT MUNICIPALITY OF ANCHORAGE AK COUNTY STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

TOWNSHIP 13N, RANGE 4W, SECTION 12, SEWARD MERIDIAN, 61° 13' 33"N, 149° 54' 35"W

17. DIRECTIONS TO THE SITE

SHIP CREEK ACCESS ROAD TO SOUTH SIDE OF SMALL BOAT LAUNCH.

ENG FORM 4345, Jul 97

EDITION OF FEB 94 IS OBSOLETE

(Proponent: CECW-OR)

18. Nature of Activity (Description of project, include all features)

The Ship Creek Ferry Landing will consist of a pile-supported trestle, approximately 1,300' long, which will extend westerly off the south side of the south dike of the Small Boat Launch then continue westerly approximately 200' with a pile-supported transfer bridge to a floating dock approximately 100'x200'. Two pile-supported berths will be constructed, a summer berth to the south (to minimize interference with small boats) and a winter berth to the north (to allow the reinforced bow to face into the ice). Two above water catwalks will connect the berthing dolphins on the sides of the vessel. The existing catwalk and floating dock for Cook Inlet Tug & Barge would either be connected to the trestle, by-passed, or removed and replaced with this new ferry landing. Tug boats and/or a dinner cruise vessel could utilize the three unused sides of the floating dock. Approximately 128 thirty-six inch diameter piles will be driven to support the above water structures. No dredging or placement of fill into the tidelands will take place. We intend to apply for an IHA permit from the NMFS and take action to reduce underwater noise transmission during pile driving activities. See attached plan, section, view, and location diagrams (9 pages).

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

To provide a ferry landing on the Anchorage side of Upper Cook Inlet that will allow a 115 passenger/20 vehicle ferry to travel between Ship Creek and Port MacKenzie. Construction of the ferry landings is scheduled from April - November 2010. The ferry is scheduled to begin operation at the end of November 2010.

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

N/A.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

N/A.

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Placement of approximately 128 thirty-six inch diameter piles into the sea bed. Trestle, transfer bridge, berth, and catwalk will all be above water. Landing float would rest on top of water and slide up and down on pile dolphins.

23. Is Any Portion of the Work Already Complete? Yes _____ No IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

ALASKA RAILROAD CORPORATION, (OWNER), PO Box 107500, Anchorage, AK 99510-7500

MUNICIPALITY OF ANCHORAGE, (LESSEE), PO Box 196650, Anchorage, AK 99519-6650

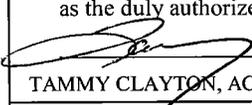
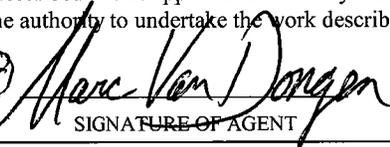
PORT OF ANCHORAGE, (LESSEE), 2000 Anchorage Port Road, Anchorage, AK 99501

25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

AGENCY DENIED	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE
DA Corps of Engineers	Construction of Ferry Landing at Port MacKenzie	W-1979-0412		November 14, 2001	

*Would include but is not restricted to zoning, building and flood plain permits

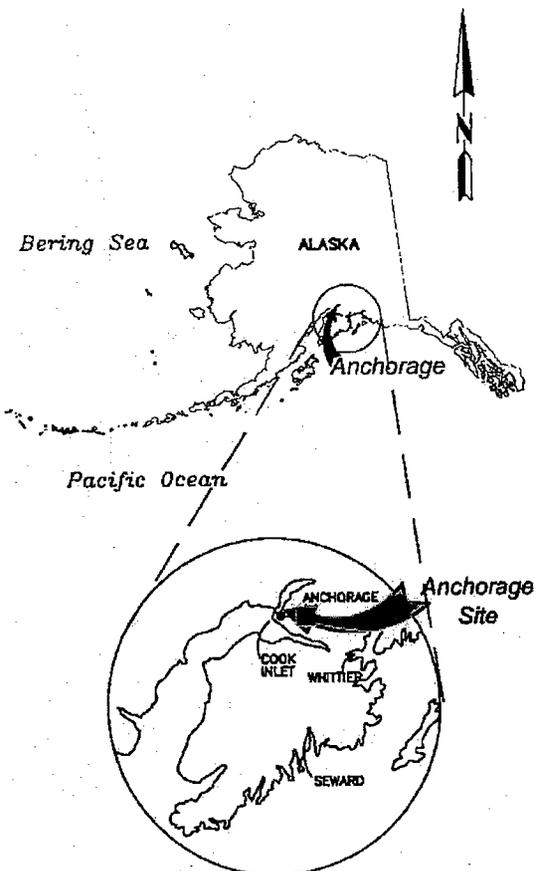
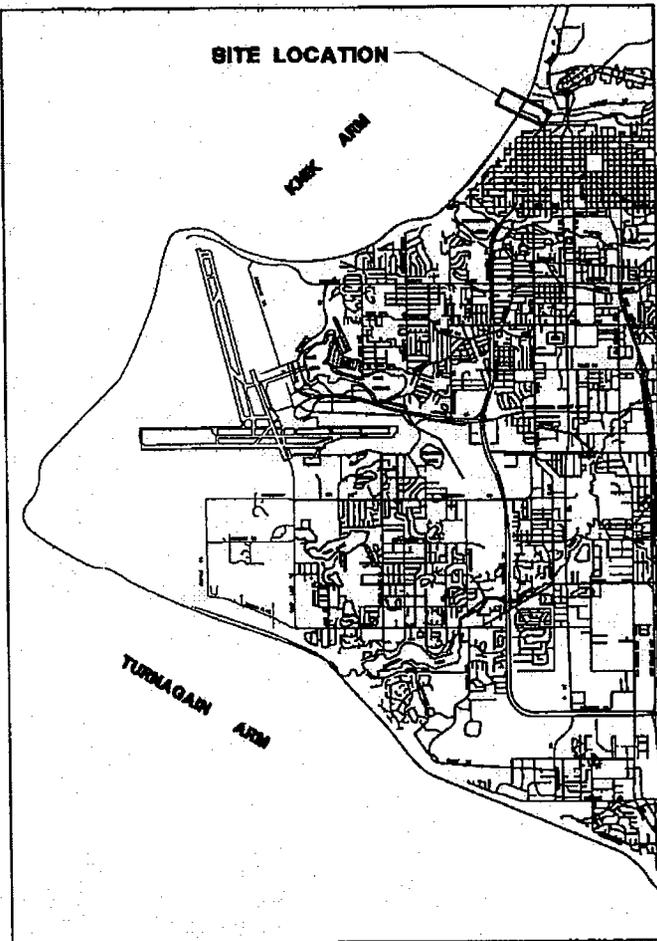
26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

TAMMY CLAYTON, ACTING BOROUGH MANAGER DATE 8/28/08 SIGNATURE OF AGENT DATE 28 Aug '08

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.



APPROXIMATE LATITUDE
AND LONGITUDE
60°07'N, 149°26'W

SCALE: 1" = 2 mi

TIDAL INFORMATION	
HIGHEST OBSERVED	34.59'
MEAN HIGH HIGH WATER (M.H.H.W.)	29.16'
MEAN HIGH WATER (M.H.W.)	28.43'
MEAN TIDE LINE (M.T.L.)	15.34'
MEAN LOW WATER (M.L.W.)	2.25'
MEAN LOWER LOW WATER (M.L.L.W.)	0.0'
LOWEST OBSERVED	-6.39'

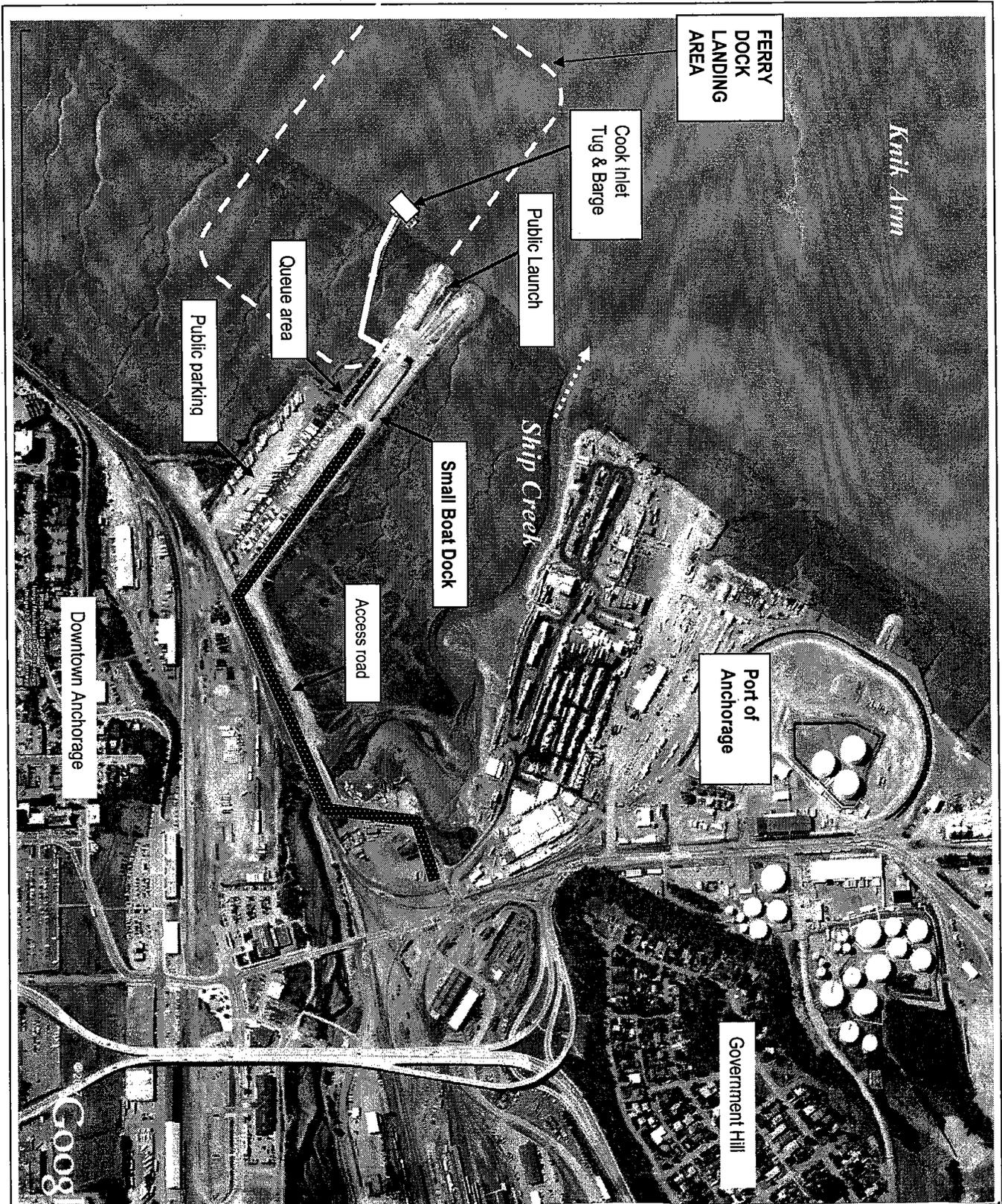
Published by NOAA (2003) for Sta. 9455920

PURPOSE:
COOK INLET FERRY
TERMINAL AT SHIP CREEK
PERMIT: POA-2006-1260, KNIK ARM
DATUM: MLLW = 0.0'
ADJACENT PROPERTY OWNERS:
UPLANDS: ALASKA RAILROAD
OFFSHORE: ALASKA RAILROAD

LOCATION AND VICINITY MAPS

SCALE: N.T.S.
MATANUSKA-SUSITNA BOROUGH
350 E. DAHLIA AVE.
PALMER, ALASKA

COOK INLET FERRY
IN: KNIK ARM, COOK INLET
AT: SHIP CREEK PT., ANCHORAGE, AK
APPLICATION BY:
MAT-SU BOROUGH
350 E. DAHLIA AVE.
PALMER, ALASKA 99645
SHEET: 1 OF 10 DATE: 8/11/08



PURPOSE:
**COOK INLET FERRY
 AT SHIP CREEK**

PERMIT:

DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

**VICINITY MAP FOR
 DOWNTOWN ANCHORAGE**

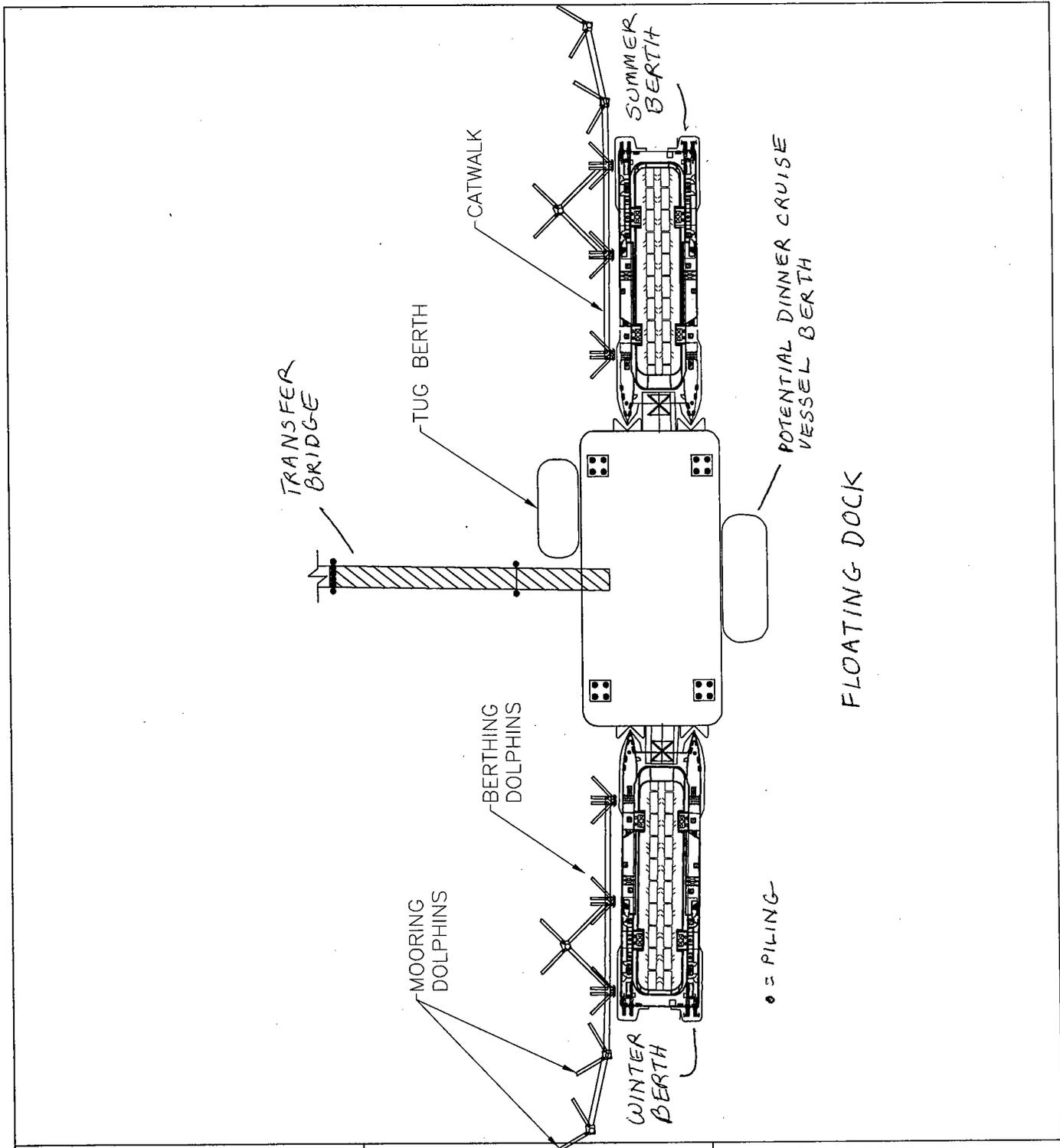


SCALE: N.T.S.

MATANUSKA-SUSITNA BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA

COOK INLET FERRY

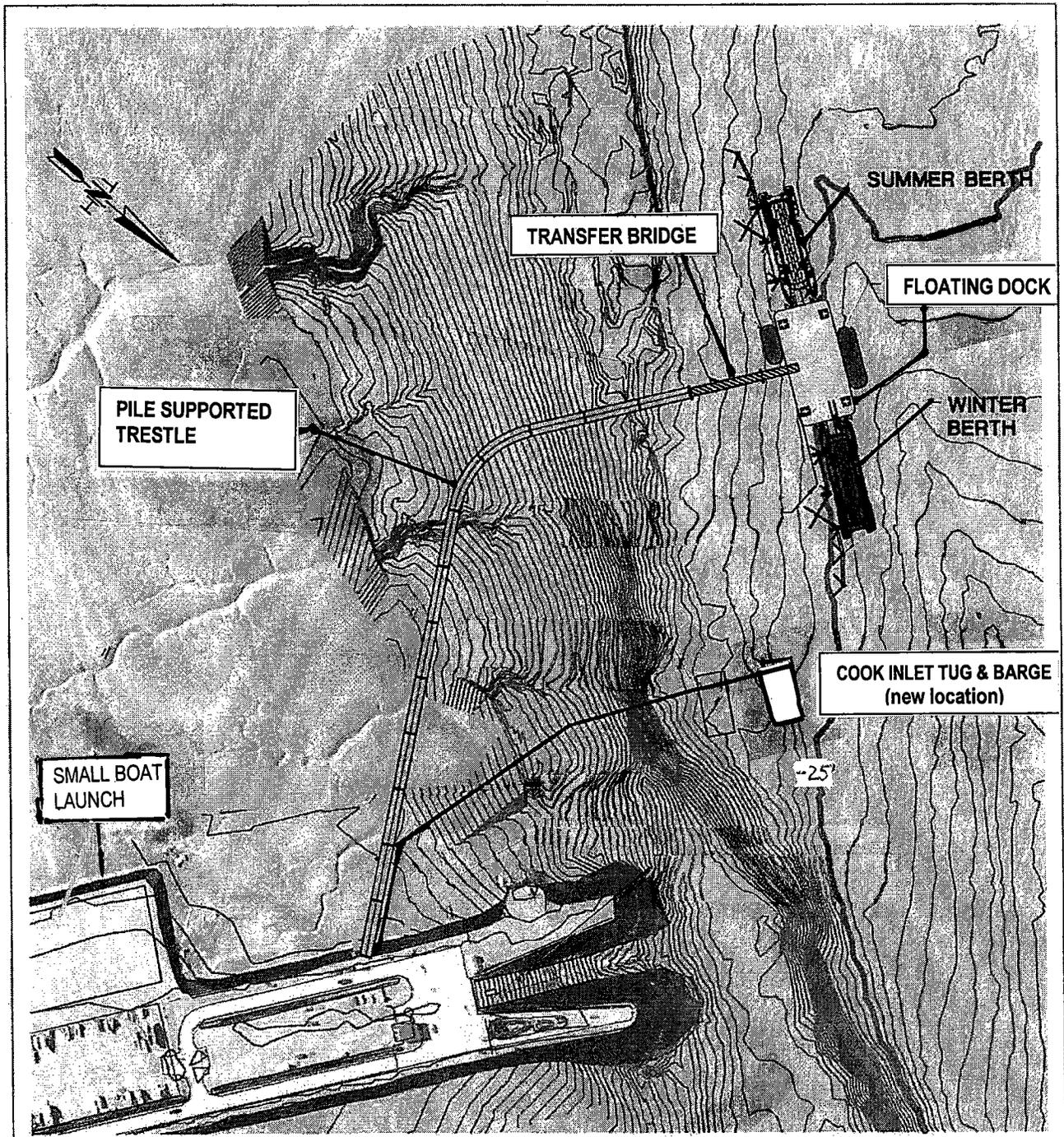
IN: KNIK ARM, COOK INLET
 AT: NORTH STAR TERMINAL
 ANCHORAGE, ALASKA
 APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645
 SHEET: 2 OF 10 DATE: 1



PURPOSE:
**COOK INLET FERRY
 TERMINAL AT SHIP CREEK**
 PERMIT: **POA-2006-1260, KNIK ARM**
 DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

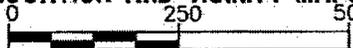
FERRY BERTH PLAN VIEW
 0 100 200
 SCALE: 1"=100'
 MATANUSKA-SUSITNA BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA

COOK INLET FERRY
 IN: KNIK ARM, COOK INLET
 AT: SHIP CREEK PT., ANCHORAGE, AK
 APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645
 SHEET: 3 OF 10 DATE: 10/10/08

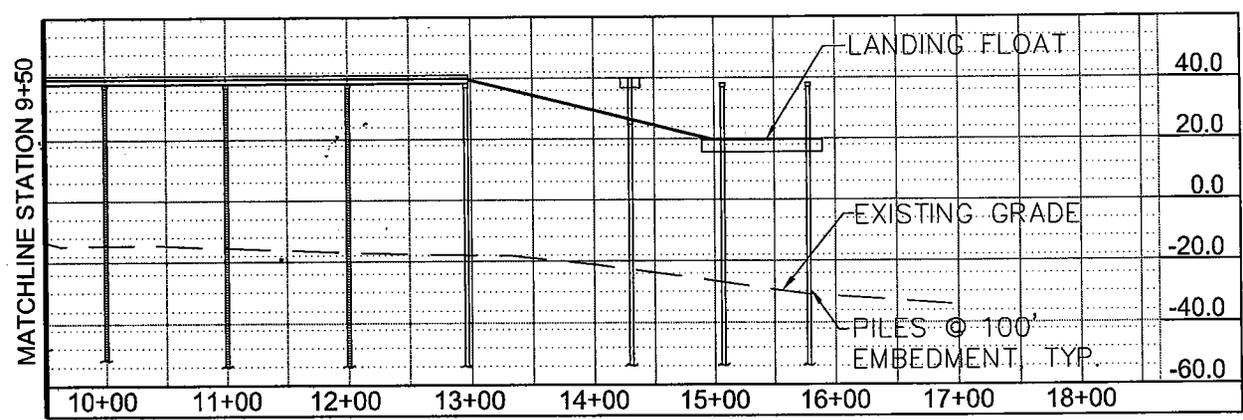
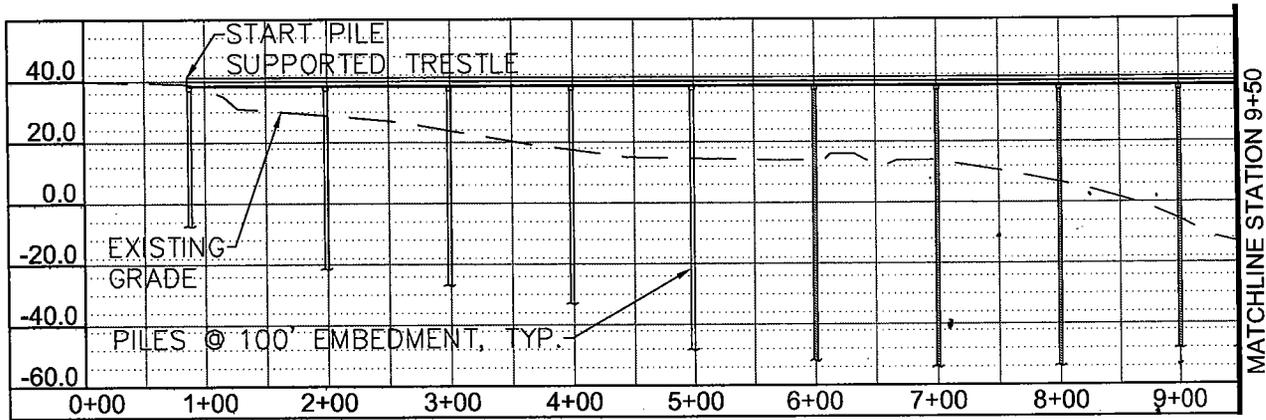


PURPOSE:
COOK INLET FERRY
TERMINAL AT SHIP CREEK
PERMIT: POA-2006-1260. KNIK ARM

DATUM: MLLW = 0.0'
ADJACENT PROPERTY OWNERS:
UPLANDS: ALASKA RAILROAD
OFFSHORE: ALASKA RAILROAD

LOCATION AND VICINITY MAPS

SCALE: 1"=250'
MATANUSKA-SUSITNA BOROUGH
350 E. DAHLIA AVE.
PALMER, ALASKA

COOK INLET FERRY
IN: KNIK ARM, COOK INLET
AT: SHIP CREEK PT., ANCHORAGE, AK
APPLICATION BY:
MAT-SU BOROUGH
350 E. DAHLIA AVE.
PALMER, ALASKA 99645
SHEET: 4 OF 10 DATE: 10/10/08



PURPOSE:
COOK INLET FERRY
TERMINAL AT SHIP CREEK
 PERMIT: **POA-2006-1260, KNIK ARM**

DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

STRUCTURE PROFILE

0 150 300

SCALE: 1"=150'

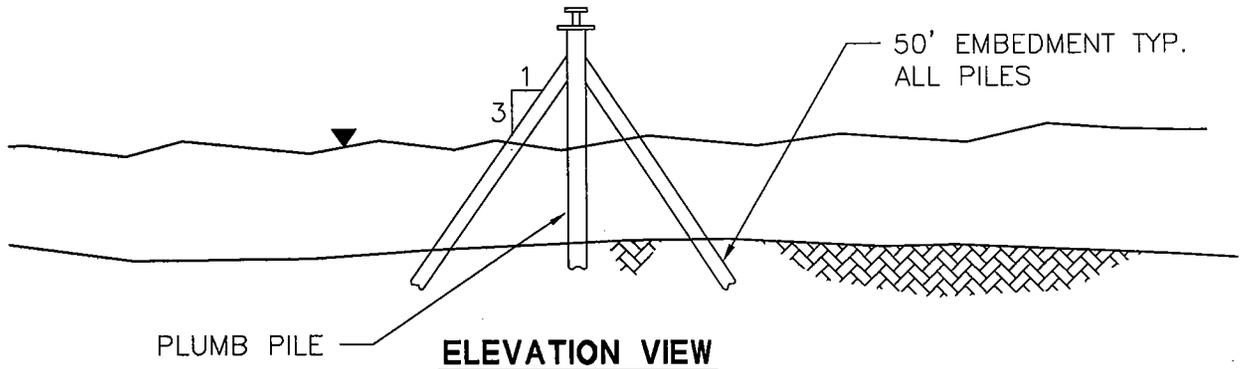
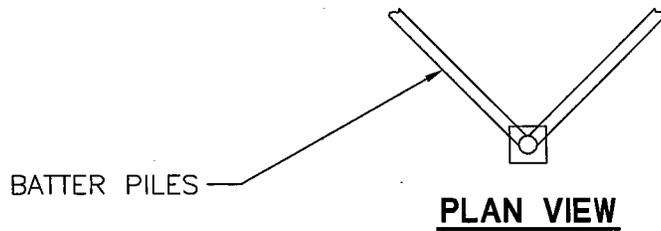
MATANUSKA-SUSITNA BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA

COOK INLET FERRY

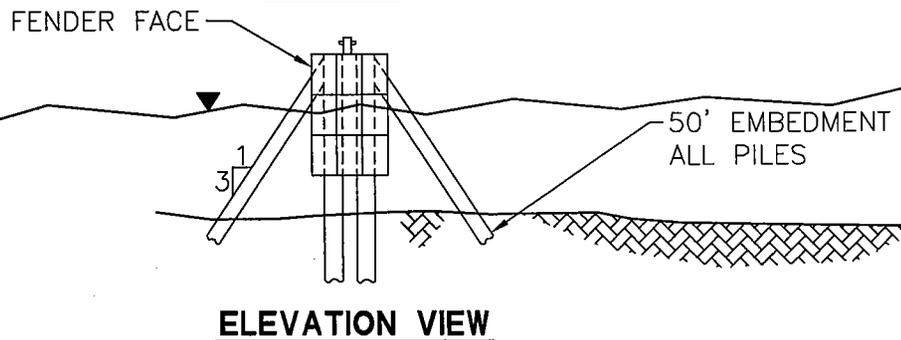
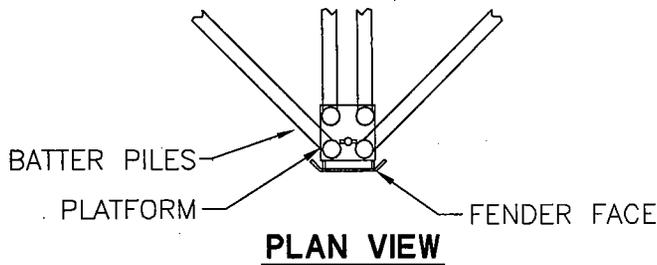
IN: KNIK ARM, COOK INLET
 AT: SHIP CREEK PT., ANCHORAGE, AK

APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645

SHEET: **5** OF **10** DATE: 10/10/08

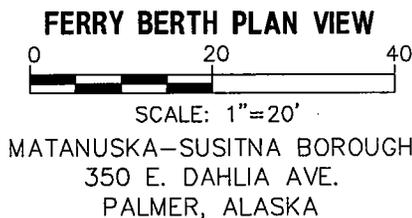


MOORING DOLPHIN

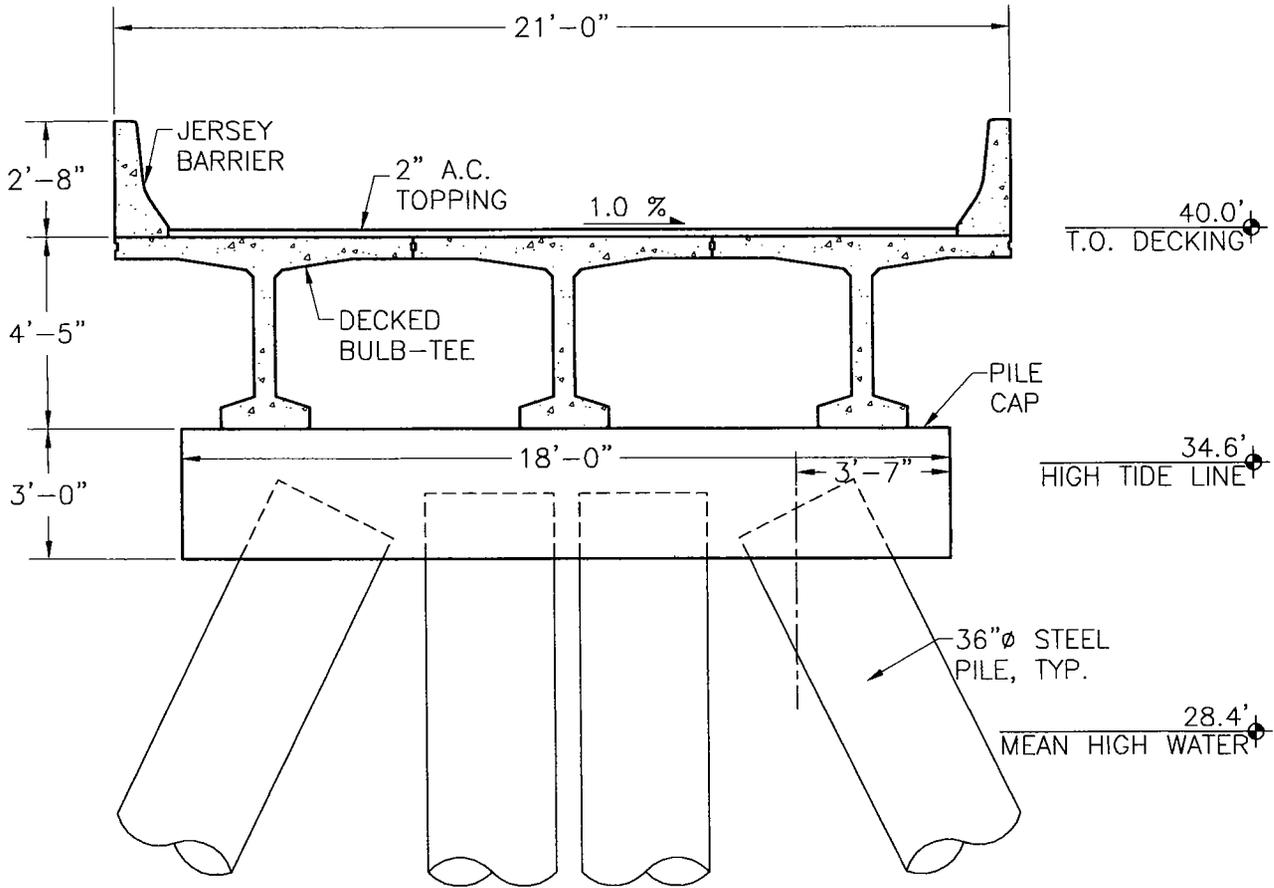


BERTHING DOLPHIN

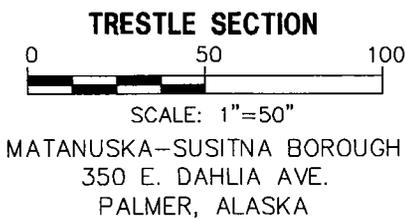
PURPOSE:
**COOK INLET FERRY
 TERMINAL AT SHIP CREEK**
 PERMIT: **POA-2006-1260, KNIK ARM**
 DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD



COOK INLET FERRY
 IN: KNIK ARM, COOK INLET
 AT: SHIP CREEK PT., ANCHORAGE, AK
 APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645
 SHEET: **6** OF **10** DATE: 10/10/08



PURPOSE:
**COOK INLET FERRY
 TERMINAL AT SHIP CREEK**
 PERMIT: **POA-2006-1260. KNIK ARM**
 DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

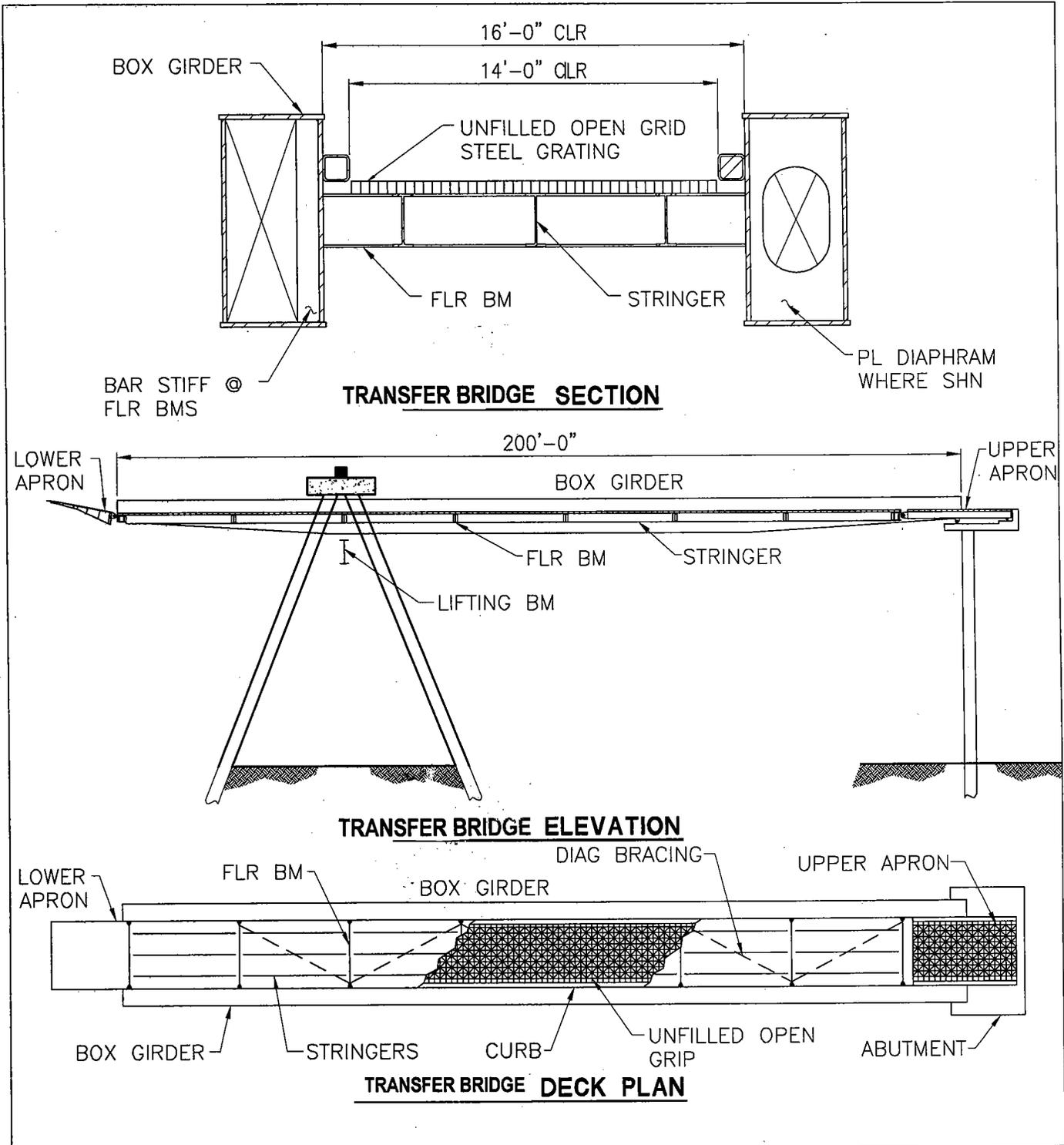


COOK INLET FERRY

IN: KNIK ARM, COOK INLET
 AT: SHIP CREEK PT., ANCHORAGE, AK

APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645

SHEET: **7** OF **10** DATE: 10/10/08



PURPOSE:
COOK INLET FERRY
TERMINAL AT SHIP CREEK
 PERMIT: **POA-2006-1260, KNIK ARM**
 DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

TRANSFER BRIDGE



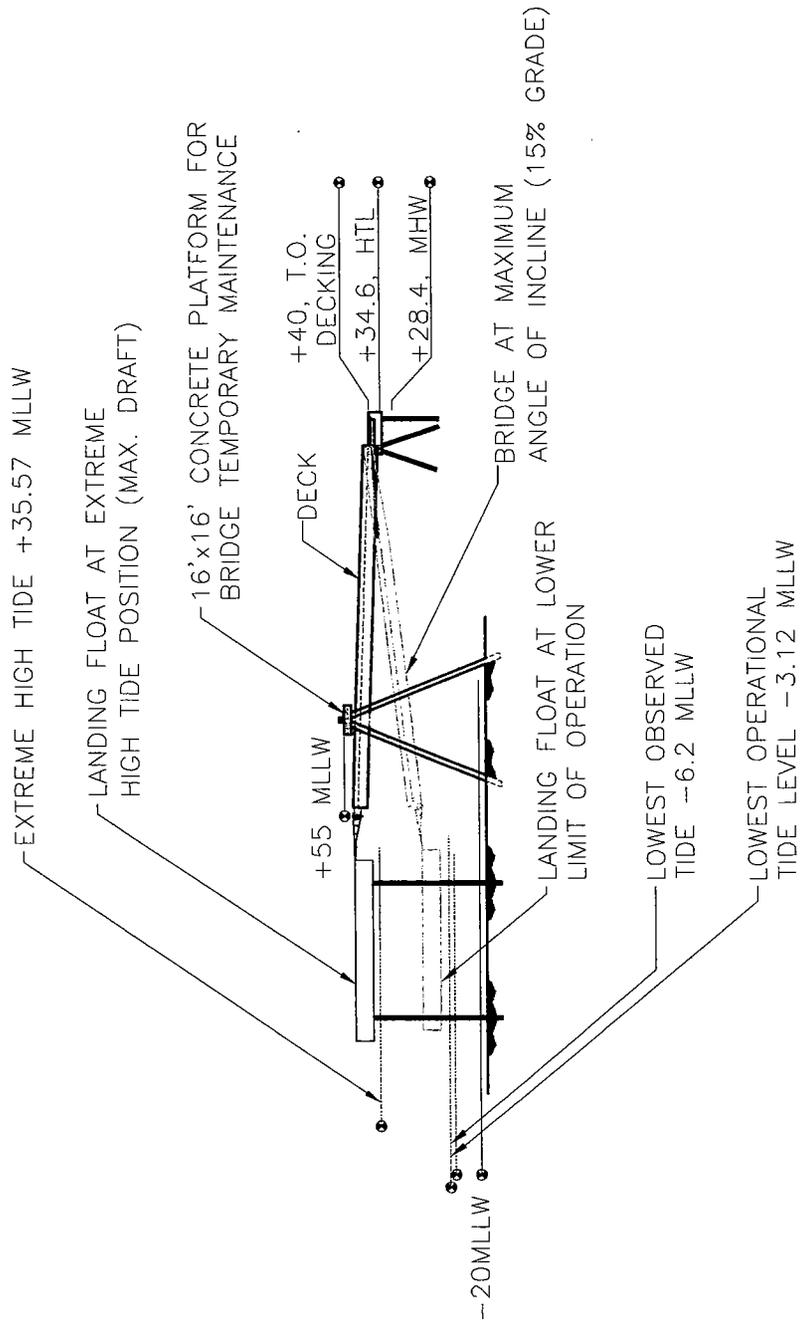
SCALE: N.T.S.
 MATANUSKA-SUSITNA BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA

COOK INLET FERRY

IN: KNIK ARM, COOK INLET
 AT: SHIP CREEK PT., ANCHORAGE, AK

APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645

SHEET: **8** OF **10** DATE: 10/10/08



PURPOSE:
**COOK INLET FERRY
 TERMINAL AT SHIP CREEK**
 PERMIT: **POA-2006-1260, KNIK ARM**
 DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

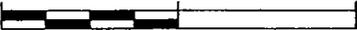
FERRY BERTH ELEVATION VIEW
 0 100 200
 SCALE: 1"=100'
 MATANUSKA-SUSITNA BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA

COOK INLET FERRY
 IN: KNIK ARM, COOK INLET
 AT: SHIP CREEK PT., ANCHORAGE, AK
 APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645
 SHEET: **9** OF **10** DATE: 10/10/08

QUANTITY TABLE	
ITEM	NUMBER OF PILINGS
ABUTMENT	6
TRESTLE	58
MOORING DOLPHINS	18
BERTHING DOLPHINS	24
FLOATING DOCK	16
TRANSFER BRIDGE	12
EXTENSION OF CAT WALK TO COOK INLET TUG & BARGE	2
TOTAL	136

PURPOSE:
**COOK INLET FERRY
 AT NORTH STAR TERMINAL**
 PERMIT: **POA-2006-1260, KNIK ARM**
 DATUM: MLLW = 0.0'
 ADJACENT PROPERTY OWNERS:
 UPLANDS: ALASKA RAILROAD
 OFFSHORE: ALASKA RAILROAD

PILE TABLE



SCALE: N.T.S.
 MATANUSKA-SUSITNA BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA

COOK INLET FERRY

IN: KNIK ARM, COOK INLET
 AT: NORTH STAR TERMINAL
 ANCHORAGE, ALASKA
 APPLICATION BY:
 MAT-SU BOROUGH
 350 E. DAHLIA AVE.
 PALMER, ALASKA 99645
 SHEET: 10 OF 10 DATE: 10/10/08