

Updated Project Description

Ferry Landing at Ship Creek Point Permit Application

October 14, 2009

The Ship Creek Point Ferry landing will consist of a pile-supported trestle, approximately 1,300' long, which will extend westerly off the middle of the south side of the south dike at Ship Creek Point, then continue westerly approximately 200' with a pile-supported transfer bridge to a floating dock approximately 100' x 200' located near -25' MLLW. 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 flow of ice). Above water catwalks will connect the berthing dolphins on the sides of the vessel at each berth.

The existing catwalk for Cook Inlet Tug & Barge (CITB) will be completely by-passed or connected to the new trestle approximately 200' from its intersection with Ship Creek Point. The existing floating dock at CITB would be moved approximately 100' seaward (westerly) if the new structure resulted in additional sedimentation being deposited below CITB's floating dock. The four existing piles on the corners of CITB's floating dock would be pulled and re-driven approximately 100' west of their present location. The catwalk would then be extended about 100' with two new piles at the end of the catwalk.

Approximately 136 thirty-six inch diameter piles will be driven to support the above water structures (including 2 new piles at CITB). 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).