MONTANA

RAIL LINK, INC.

Keep w/ copy of our letter.

DENNIS R. WASHINGTON

101 INTERNATIONAL WAY
POST OFFICE BOX 8182
MISSOULA MONTANA 59807
TELEPHONE (406) 523 1300
FAX (406) 523 1399

October 4, 1995

President Drue Pearce
716 West 4th Avenue, Suite 500
Anchorage, Alaska 99501-2133

Dear President Pearce:

I am writing to you to indicate my strong interest in purchasing The Alaska Railroad Corporation (ARRC). I am simultaneously sending a copy of this letter to the Chairman of the railroad, Governor William Sheffield, and asking his advice on how we should proceed to achieve this goal.

My interest in ARRC stems from my broad interest and involvement in transportation logistics and my feeling that upgraded and modernized systems can contribute greatly to a region's economy. At present I am the principal owner of Montana Rail Link, a major regional railroad, that has brought upgraded transportation service to the State of Montana and materially enhanced the local economy. I am also heavily involved in tug and barge activities in the Pacific Northwest and British Columbia and extending into Alaska.

My specific reason for this proposal stems from my deep interest in the economic development of Alaska. It is my feeling that the State's economy could benefit greatly from an improved and modernized railway system and I am prepared to commit to an upgrading of the railroad. I can also envision that with the involvement of Canadian interests we can work towards the construction of a railroad that connects Alaska with the lower states and ultimately into a PanAmerican Railway system. It is clear to me that a worldwide Global Intermodal System is taking shape and I believe it is essential for the economy of Alaska that the State become an integral part of the network.

I would like to be clear from the outset that my interest lies primarily in the transportation aspects of ARRC and utilizing all of the Company's assets to enhance operation of the system. I am prepared to commit to investing to upgrade the railroad and to work with the State Government to plan for service levels that will facilitate the State's economic development. My vision for the railroad encompasses imaginative passenger service offerings and real estate development activities that will help build the tourist trade as well as efficient freight service incorporating the most up-to-date intermodal concepts.

I would relish the opportunity to discuss this proposal with each of you and answer any questions you may have. I am prepared to dedicate the analytical and financial resources necessary for the evaluation and consummation of the proposed transaction. My staff and advisors have extensive acquisition experience in the transportation industry and are confident that we can move quickly in evaluating ARRC. I look forward to hearing from you.

Sincerely,

Dennis Washington

/ke

ALASKA RAILROAD CORPORATION

Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510
327 W. Ship Creek Avenue, Anchorage, Alaska 99501

VIA U.S. EXPRESS MAIL

October 19, 1995

EXECUTIVE OFFICE
TELEPHONE (907) 265-2403
FACSIMILE (907) 258-1456

Dennis R. Washington
101 International Way
P.O. Box 8182
Missoula, Montana 59807

Dear Mr. Washington:

I am writing in response to your letter of October 4, 1995 inquiring whether it is possible to open a confidential dialogue with respect to your desire to acquire the assets of the Alaska Railroad Corporation ('Corporation'). The Board of Directors of the Corporation ('Board') met in executive session on Thursday, October 19, 1995, to discuss your inquiries, and I am writing to advise you of our consensus on how to proceed.

By way of background, the Corporation is a public corporation of the State of Alaska, managed by a Board of Directors appointed by the Governor. The Corporation was formed in 1984, to hold and operate the assets of the Alaska Railroad being acquired from the federal government. Since the transfer to State ownership in 1985, we have made substantial progress in streamlining the freight and passenger transport operations and in initiating the development of the Corporation's collateral assets. Perhaps as importantly, the period of State ownership has enabled Alaskans to work toward forging a consensus on the management and future of this vital transportation asset. Alaska's history of population growth and resource development offers recurring testimony to the critical, often determinative, role of transportation corridors. The extent to which Alaska prospers in the coming years may well be dependent on the future growth and operations of the Alaska Railroad.

As I trust you appreciate, the question of whether, or when, to facilitate privatization of the Corporation raises a host of difficult political and business considerations. At this point, the strong inclination of the Board is that privatization is premature. While we appreciate that growth does not necessarily require public stewardship, we believe public involvement in establishing a consensus on such a vital component of an 'Alaska agenda' is best served at this time through continued public ownership.

The Board also appreciates, however, the substantial experience, expertise and financial resources which you potentially offer the

State. While we think it unlikely that our discussions will lead to a sale transaction at this time, we are certainly willing and prepared to meet with you to discuss your interest in the Corporation.

The statutes which govern the Corporation may provide for alternative procedures for a sale of the Corporation or its assets. Clearly, a sale may be structured under a public procurement. At this point, the Board has no intent to initiate work on development or issuance of a competitive procurement, though we are prepared to revisit the issue upon receipt of an unsolicited offer which sets forth, in sufficient detail, terms and conditions of a proposed sale. Receipt of an unsolicited offer would enable the Board to weigh the relative benefits of initiating a procurement process on a more specific basis than was possible in review of your general letter of preliminary interest. Were the Corporation to undertake a sale through a public procurement, state law precludes confidential discussions with a prospective bidder which materially affect the public bidding process or which confer a competitive advantage on any party.

Alternatively, the Corporation is reviewing with legal counsel whether it may negotiate sale terms on a confidential basis providing that valuation is established or confirmed through an independent appraisal process. If legal counsel concludes that such an approach is authorized by statute, the Corporation is prepared to proceed on this basis, providing that your company enter into an unqualified agreement to reimburse the Corporation for all costs associated with the possible transaction. We anticipate that, were our discussions to lead to retention of independent appraisals, costs may well exceed $2.0 million.

Were the Board to approve a sale under either procedure, the transaction must be approved by the Governor and submitted to the Alaska Legislature for approval by law.

Upon consideration of our views as to whether, at this time, a sale is ultimately likely to be approved by the Board, please advise whether you would like to arrange a meeting to discuss your interest in the Alaska Railroad. We certainly appreciate your interest and we share your view of a bright future for the Alaska Railroad.

Sincerely,

William Sheffield
Chairman

Alaska State Legislature

Senator Steve Rieger, Chair
Senator Robin Taylor, Vice Chair
Senator Lyda Green
Senator Al Adams
Senator Georgianna Lincoln

State Capitol
Room 516
Juneau, Alaska 99801
(907) 465-4921

Senate Committee on Transportation

MEMORANDUM

To: Senate and House Transportation Committee members
Senate Finance Committee members

From: Senator Steve Rieger, Chair
Senate Transportation Committee

Date: March 25, 1996

Re: Information on Montana Rail Link, Inc.

In preparation for the March 26 meeting, my office requested a literature search for articles which referenced Montana Rail Link, Inc. I have enclosed these articles for your review, and also an information sheet provided by Montana Rail Link, Inc.

MONTANA RAIL LINK, INC.

Montana Rail Link, Inc., is a regional railroad linking southern and western Montana with the nation's rail network. The main line extends from Huntley, Montana (just east of Billings) to Spokane, Washington, and is a major corridor for rail traffic between the central and southern states and the Pacific Northwest and Canada. Completed in 1883 by the Northern Pacific Railroad (NP), the route linked the Great Lakes with Puget Sound making it the nation's first northern transcontinental line. On March 2, 1970, the NP along with the Great Northern, Chicago, Burlington & Quincy and Spokane, Portland & Seattle merged to form the Burlington Northern Railroad. Montana Rail Link assumed control of the line from the BN in October 1987.

The main line traverses the Belt Mountains at Bozeman Pass west of Livingston and the Rocky Mountains (Continental Divide) at Mullan Pass west of Helena. The physical plant includes over 600 miles of high-speed mainline maintained to allow freight train speeds of up to 60 miles per hour. The majority of Montana Rail Link's main line is single track with passing sidings and is controlled by Centralized Traffic Control (CTC) from the Transportation Center in Missoula. The remainder of the main lines are a variety of single or multiple main tracks controlled by CTC, Automatic Block Signals, Track Warrant Controll, or are within Yard Limits. Electronic hot box and dragging equipment detectors spaced at 30 mile intervals ensure the safe passage of trains. Branch lines serve the Flathead, Bitterroot and Ruby Valleys, and the Montana City and Hamson areas. Major freight classification yards and car repair shops are situated at Laurel and Missoula. The majority of the locomotive maintenance is done at the Running Repair facility in Livingston.

Montana Rail Link moves more than 20,000 carloads of freight monthly. Five priority transcontinental trains (two intermodal and three general

Information provided by Montana Rail Link, Inc.

freight) run daily in each direction in addition to unit coal and grain trains. Frequent local service is provided to more than 100 stations. Forest products (paper, lumber, plywood, particleboard and wood chips), grain, petroleum products, ores and concentrates, primary metal products, lime, cement, talc, and sugar constitute the major commodities originated. On-line customers receive chemicals, coal, scrap paper, grain and feed, and automobiles.

Montana Rail Link is one of a group of companies owned by Dennis R. Washington. The Washington Companies have greatly diversified interests that include construction, mining, environmental cleanup/management, construction equipment sales and leasing, heavy haul trucking, shipping and other related activities. MRL's more than 1,000 employees are dedicated to providing quality, cost-effective service and applying our company philosophy to help our customers grow and prosper. •

MONTANA RAIL LINK

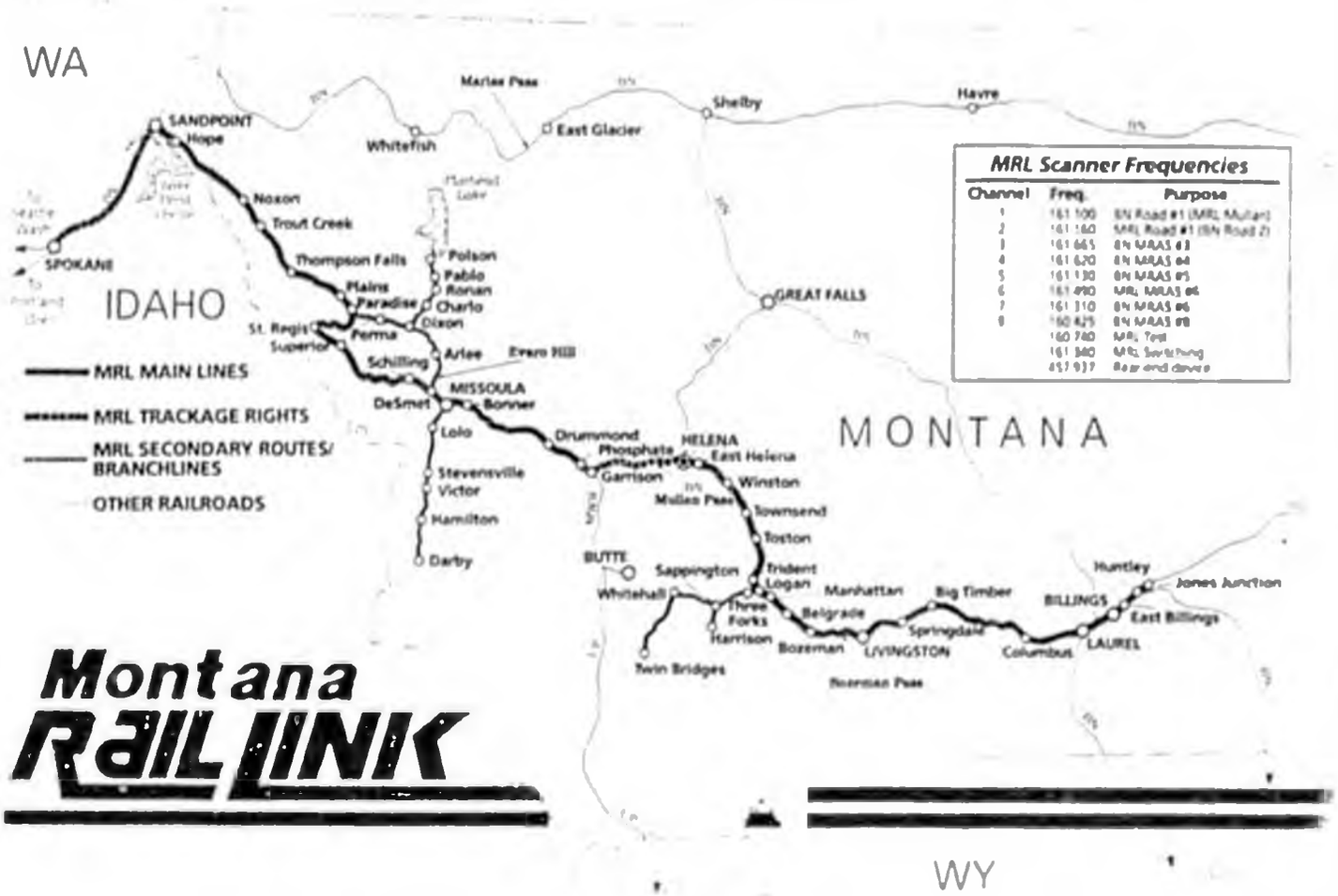
Service Industry...People Business!

Revenue Units (Carloads)

1995	304,224	+ 42,307	16.03%
1994	262,187		

Post Office Box 8779 • Missoula, Montana 59807 • 1-800-338-4750

Rev. March 21, 1996



BY
D. LARRY
ZEUTSCHEL

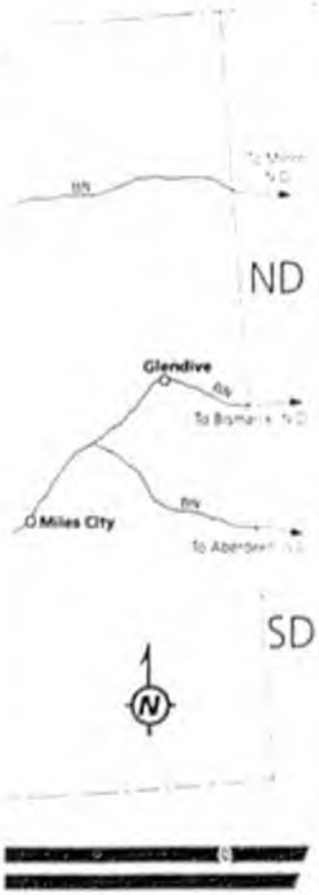
Montana Rail Link officially began operations one minute past midnight Oct. 31, 1987, and soon after an act of inaugural sabotage literally launched the new railroad into the national spotlight. The power for a BN No. 91 job (BN SD40-2 6377 and two new GE LMX B39-8s on lease to BN) was released from its train at Livingston, Mont., and sent full throttle up Bozeman Pass. The units reportedly reached 80 mph making it to the opposite side of the Pass where they tore through the middle of West End siding and burrowed down a 30 foot embankment thoroughly demolishing themselves in the process. Ironically, when the damage was assessed the main line was found to be intact and trains were moving within hours.

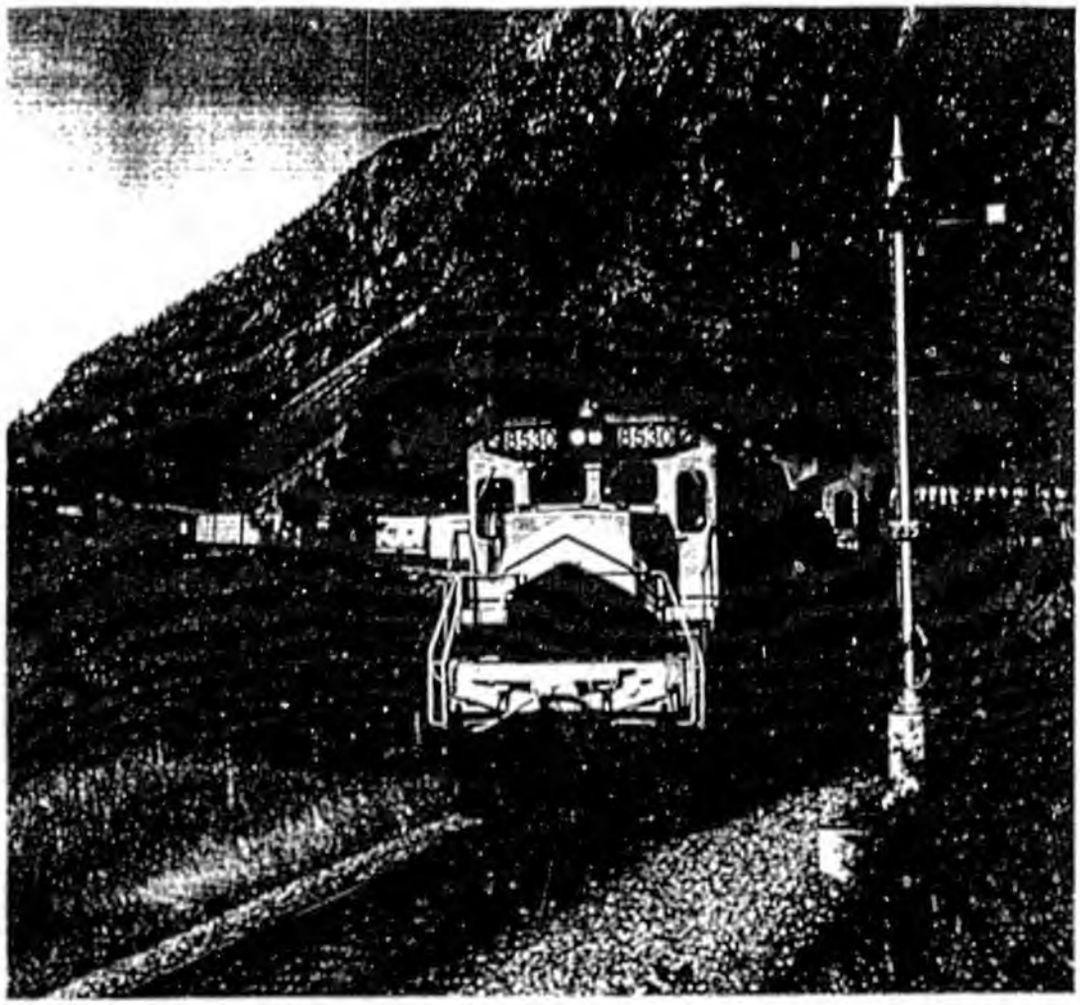
Montana Rail Link has rebounded admirably from that rough start up and has emerged as one of the success stories of regional railroading. The railroad thrives on a combination of overhead traffic provided by Burlington Northern and a growing base of natural resource-related traffic — all amidst a beautiful mountain backdrop. MRL, one of a growing family of companies owned by Dennis Washington and collectively known as the Washington Corporations, all [illegible] in a new facility in Missoula, Mont. [illegible] company of the corporation is Washington Construction (13th largest heavy construction [illegible] in the United States), which formed the [illegible] Washington's various ventures.

The Downgrading of the South Line

The road to becoming part of a successful [illegible] was an uncertain one for the trackage now operated by MRL. The former Northern Pacific line across southern and western Montana came to be known as the South Line following the March 1970 Burlington Northern merger and became the corridor for traffic between the Gulf states and the Pacific Northwest. Foundations for saving the South Line were laid when St. Louis San Francisco and Burlington Northern merged in November 1980. The SLSF brought a new man

MOUNTAIN COU





LMX B39-8 8530 races eastbound in October near Eddy, Mont. (east of Thompson Falls), with a Burlington Northern 124 train. A good share of the trains running over this former Northern Pacific line come in the form of Burlington Northern overhead traffic—business guaranteed by the original MRL sale agreement. Alan S. Hall

agement team with a non-rail business philosophy. Burlington Northern was facing increasing competition from deregulation and escalating expenses. The new management saw the solution in eliminating excessive line duplication, paring the labor force and cutting its tax burden.

The ex-Northern Pacific trackage in Montana soon came under fire. The secondary main from Whitehall to Butte over the 2.2 percent grade of Homestake Pass on the Continental Divide was embargoed by BN in 1983. The line's ABS signals were removed and several sets of the tri-color heads replaced mainline semaphores between Toston and Winston the following year. Northern Pacific's original main line over Evaro Hill—a grueling operation of 2.2 percent grades home of the NP's highest bridge, Marent Trestle—was the next to face the axe. The DeSmet-Dixon segment was closed in late 1984 and its ABS signal system removed. Freight with load clearance problems had been routed over the hill; however clearance work was completed the previous year on the "water-level" route to Paradise, eliminating any need for an extra main line. Like all things taken a step too far, a major siding along the Missouri River at Lombard was torn up, creating an immediate bottleneck.

The other problem tackled by BN was dealing with what it considered to be an excessively large work force working on the South Line. Workers were pared by job elimination, buy-out offers and early retirement. Protected employees retaining their positions were eventually required to sit out their time in "rubber rooms." One group BN couldn't eliminate rapidly was the trainmen who had a secure contract and a union that refused to make concessions. A proposed innovation was the Winona Bridge concept of leasing out trains and giving trackage rights; this idea fell to an adverse court decision in 1988. Eliminating the South Line's mainline status by rerouting traffic or a sale was the next alternative.

Plans were made public in 1982 to divert mainline Gulf Coast-Pacific Northwest traffic off the South Line. This was to be accomplished by

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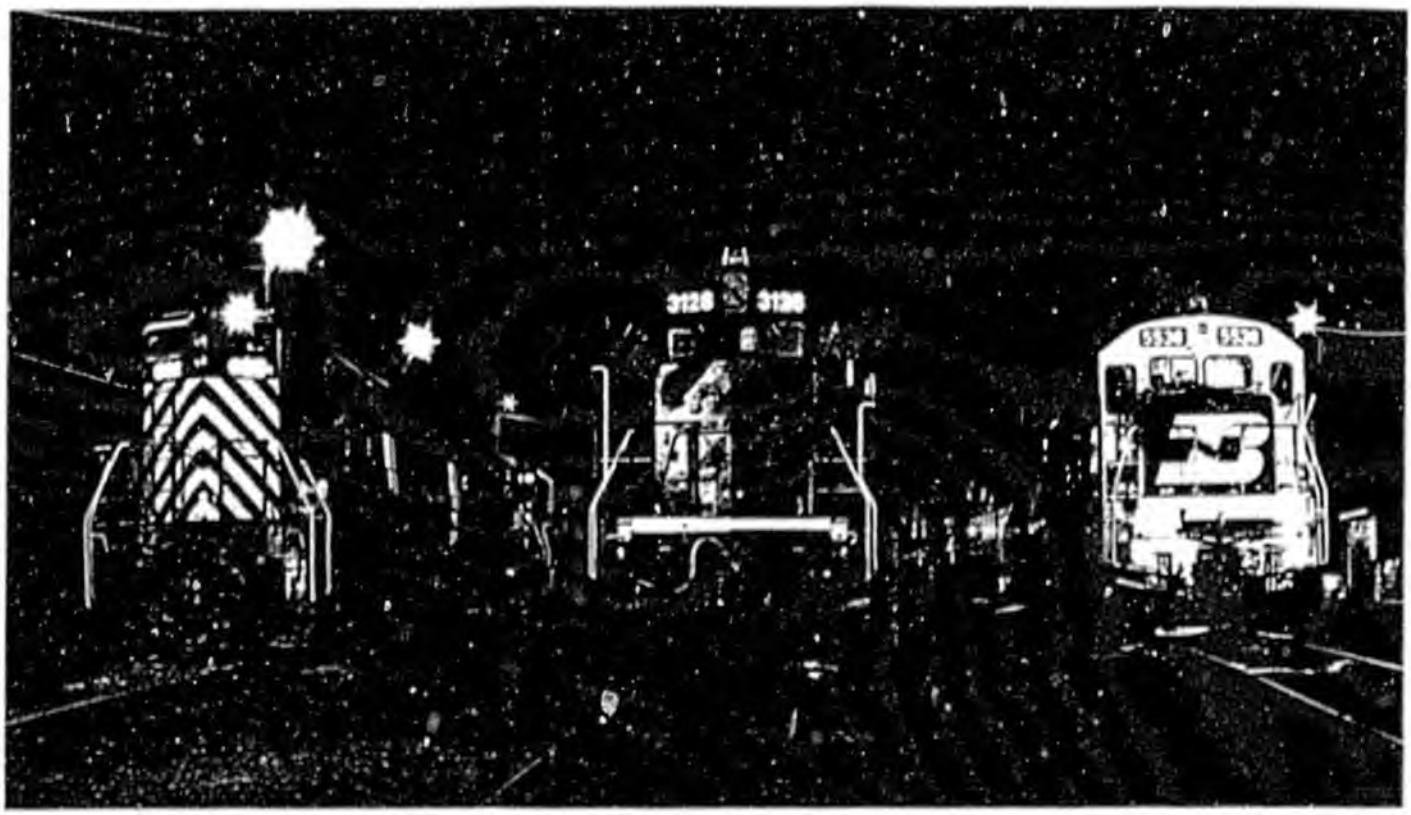


An evening at the Laurel engine terminal—such as this one in May 1989—can be a real treat for the visitor, with a variety of MRL and BN motive power usually on display. From left to right: MRL SD9 602, BN tiger-stripe GP50 3128 and BN whiteface C30-7 5538. D.L. Joerche

routing from Mossmain (just east of Laurel yard) to Shelby. Replacement with welded rail was begun and plans drawn up for installation of CTC to be activated off the former South Line. However, major problems soon surfaced with this plan. Tight tunnel clearances and numerous wooden trestles doomed the project.

The Genesis of Montana Rail Link

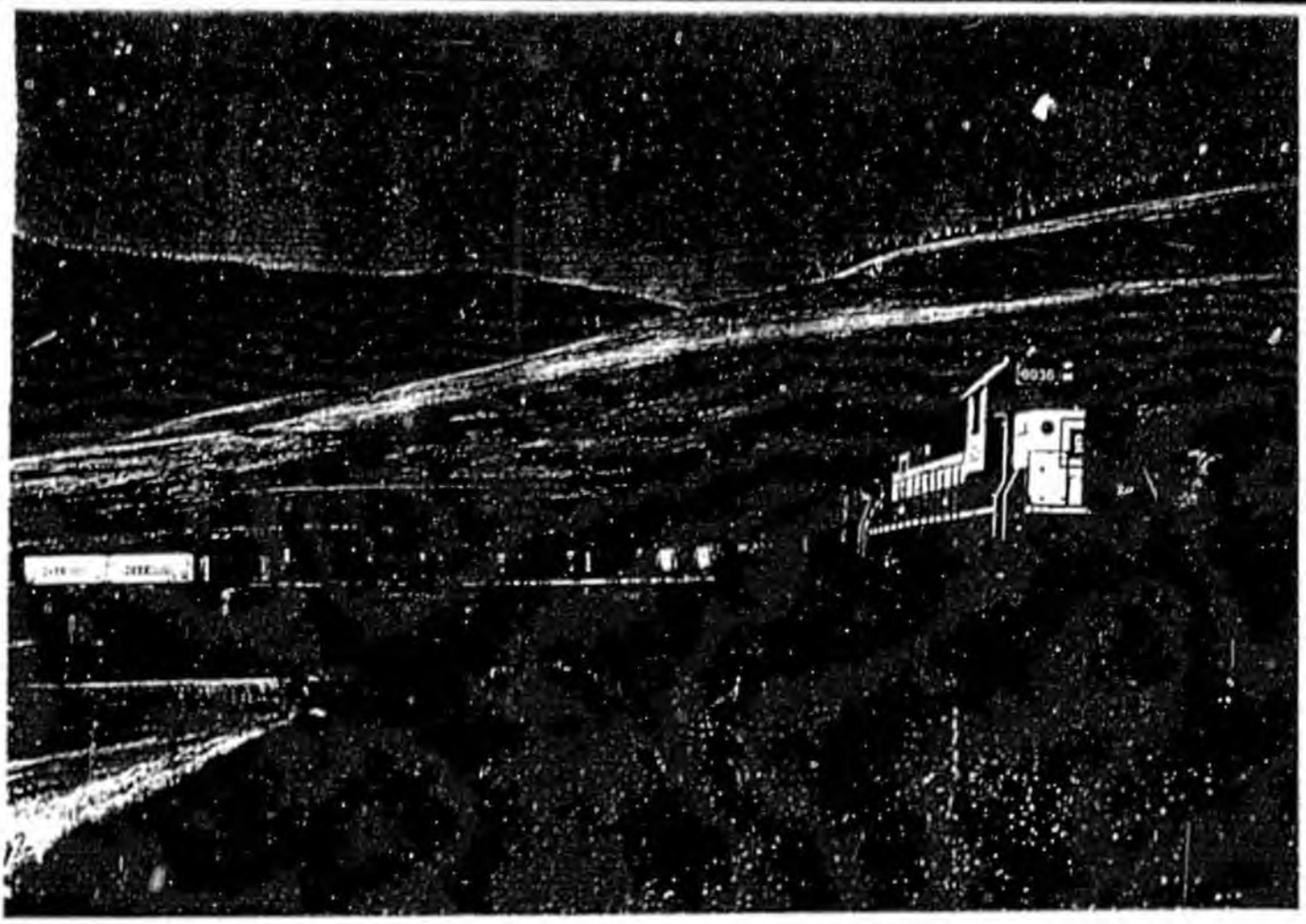
Dennis Washington and Burlington Northern began negotiations in early spring 1987. When it became public, Washington was interested in purchasing the Southern Montana trackage; opposition was considerable. The sale was seen as merely a ploy by BN to get around existing contracts. Dennis Washington was noted for the conspicuous absence of unions in his various enterprises. A union-free MRL was not ruled out, but former rules and contracts would definitely not be retained.

Exactly what the new Montana Rail Link would control was a big question as negotiations progressed. The original intent was for BN to sell track from Sandpoint Junction, Idaho, to Spurling (four miles west of Laurel yard). Montana Rail Link negotiators, however, wanted inclusion of the Laurel yard. Burlington Northern relented and added all track through Billings to Jones Junction. The Junction is the North side of a loop track BN coal trains use from the Powder River Basin to the upper Great Lakes.

Montana Rail Link's major concession was Mullan Pass, which effectively cut the railroad in two parts. Burlington Northern kept track from Helena Junction (where the former Great Northern line from Great Falls enters the main line) to Phosphate. Burlington Northern retains interchange at Garrison and access to a large phosphate mine. All maintenance and dispatching of train movements over this segment is the responsibility of BN. Burlington Northern also kept the Homestake Pass line, blocking MRL's direct access to Butte and UP at Silver Bow. Burlington Northern retained trailer and container loading operations with its large piggyback/container hub at Billings and a smaller ramp at Missoula. Burlington Northern pays MRL to switch both facilities. A guarantee of minimum traffic along with an incentive for on-time performance was included by BN in the package.

A total of 939 miles of track was involved, of which approximately one-third was branch lines. These were purchased outright and the main line leased. Burlington Northern has trackage rights between Laurel yard and Jones Junction, while MRL has the same between Sandpoint and Spokane.

Bill Brodsky was hired by Washington as president of the new Montana Rail Link. His previous experience included working for the Milwaukee Road electrification and operating departments and the Santa Fe operating department. One of the tasks Brodsky was involved with was the search for a union that would represent employees under a new contract. The United Transportation Union (UTU) had no desire to give MRL breaks and, in fact, was actively fighting against the sale. The Brotherhood of Locomotive Engineers (BLE) was willing to negoti-



Oakway SD60 9036 glides off the Evaro Hill grade near Nogo, Mont., with an eastbound BN No. 24 from this grade-restricted secondary route has come close to abandonment several times in the last decade, but MRL has used the line frequently when trackwork on the main via St. Regis ties up traffic. Alan

ate, and an agreement was reached. However, the contract only covered the operating trainmen. Other employees are covered by their previous unions under separate contracts.

Train crew size was dramatically affected under the new BLE contract. Road crews were reduced by half from the four people utilized under BN. It was decided to eliminate Livingston entirely as a crew change, giving MRL three districts (Laurel-Helena, Helena-Missoula and Missoula-Spokane) instead of the four maintained under BN. The result: Montana Rail Link now uses six people to operate a train over the same line BN did with 16.

Work rules were also made more flexible. Under BN agreements, helper crews had defined districts such as Livingston to Bozeman. If a train stalled at Belgrade, approximately 10 rail miles west of Bozeman, the helper crew sent to assist the train went outside its district and received another day's pay. Under the new MRL contract, helper crews are paid for hours of service only. Montana Rail Link has been profitable since its beginning — in part due to wages being lower than under BN. However, employees participate in the company's gains through a profit-sharing plan.

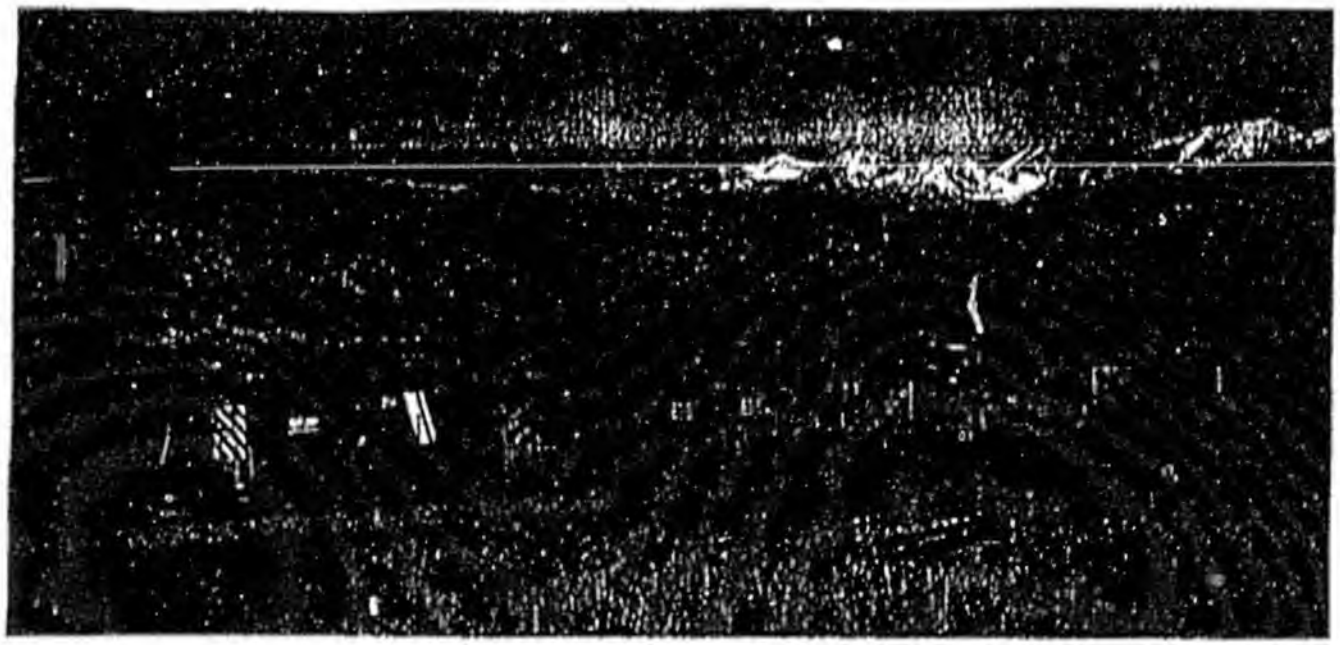
Motive Power Fleet

Included in the line sale were 20 SD40s, 22 GP9s and eight 1,200 h.p. switchers to operate the railroad along with about 800 freight cars. The motive power was soon found to be breakdown prone. No on-line shop was available so work was contracted to BN at Glendive and even Denver. This proved fatal to GP9s 1904 and 1725 in a collision west of Glendive. BN replaced the units with 1897 and 1717.

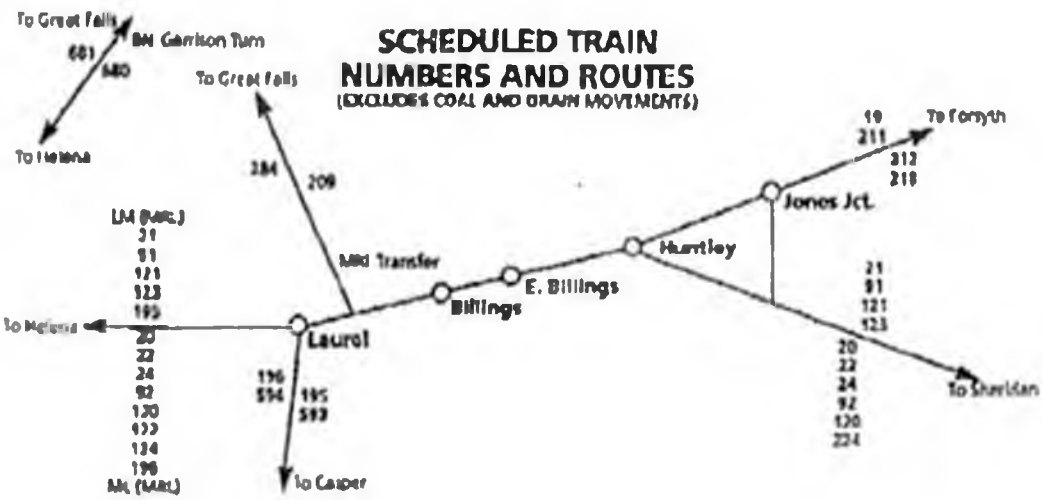
The Livingston Shops reopened in 1988 with MRL operating the run-through portion and the remainder as the Livingston Rebuild Center (LRC). Burlington Northern had closed and completely stripped the shop in 1986 with the situation further complicated by groundwater and soils contamination. Burlington Northern and The State of Montana reached an agreement on cleaning the site with MRL and LRC not held liable. However, LRC still had no equipment to begin locomotive rebuilding. Financing for this came from a $10 million loan, 80 percent of which came from the State in October 1988.

January 1988 saw the arrival of the first non-BN locomotive purchases: two former Grand Trunk Western GP35s, one painted DT&I, and a leased Helm unit (ex ICG GP40) which was LRC's first non-MRL project. An assortment of former Elgin, Joliet & Eastern and Southern Pacific SD7/SD9s arrived from various dealers during mid-1989. The EJ&E units were in need of major work, and most were painted awaiting parts. The SP SD7s and SD9s needed only minimum repairs and were working soon after arrival. These units were not up to mainline service on MRL's eastern end. They have since been assigned to yard, transfer and west-end mainline duties.

Montana Rail Link's terrain requires reliable locomotives, and a shortage of helper power developed with increasing traffic. This power



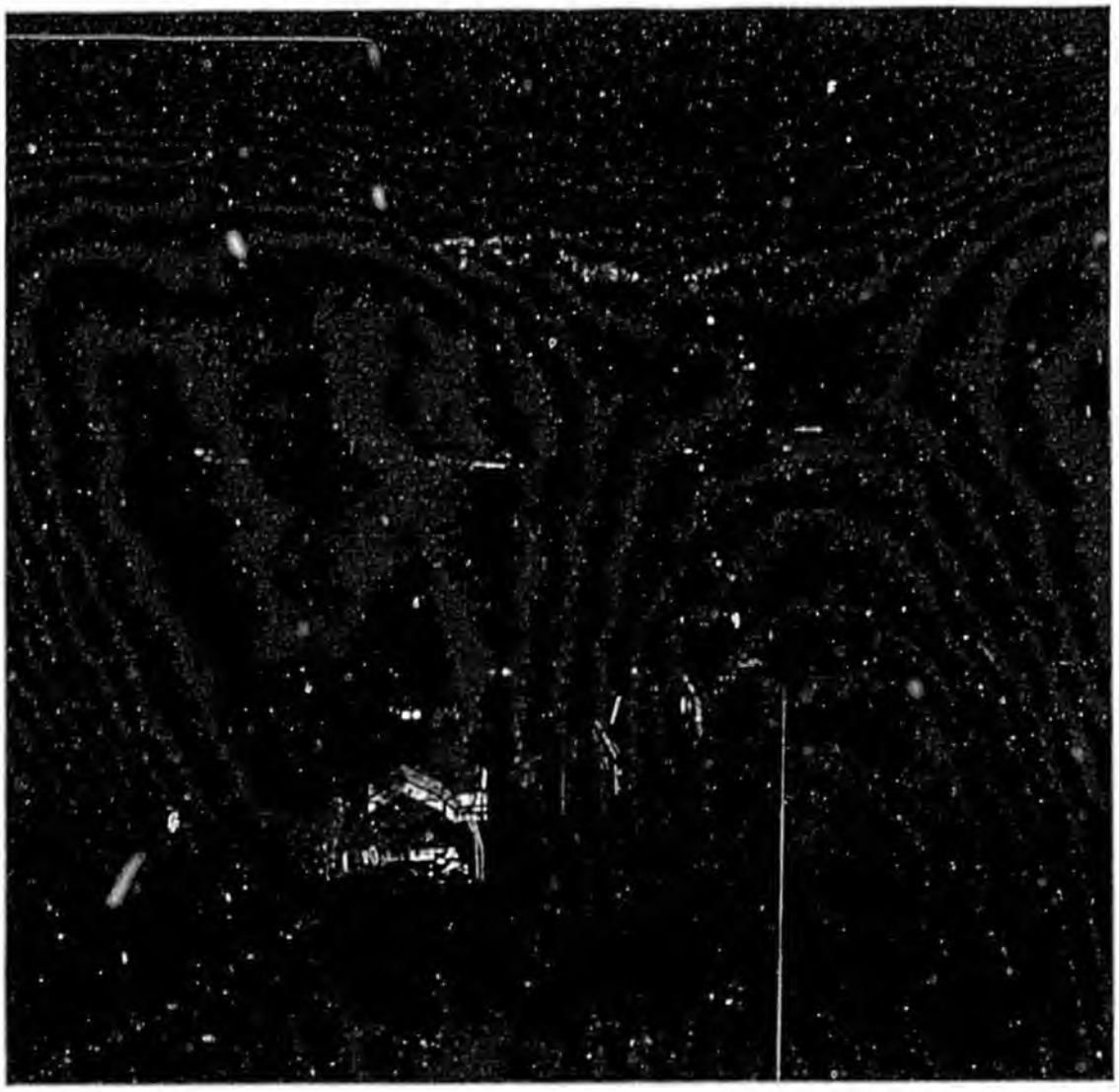
Montana Rail Link's LM (Laurel-Missoula) train rolls along the Yellowstone River at Elton, Mont. (east of Livingston) on May 15, 1988. On the point, freshly painted SD40 204, joined by an assortment of other ex-BN power still in green paint including a pair of SD40s, a GP9 and an SW1200. Thomas K. Miller



squeeze was eased with the purchase of four ex-Norfolk & Western SD35s from a used locomotive dealer in June 1988 and the leasing of eight ex-BN SD45s from HLC (Helm Leasing) in November. The SD45s were the first major undertaking for the LRC and loaded the shop floor getting them operational. Rented to MRL for two months to pay for repairs, the lease extended until MRL purchased them in October 1989. During July 1989, eight former CSX SD45-2s in schemes from Clinchfield black to the latest CSX "Stealth Gray" were acquired, renumbered and put to work.

Livingston Rebuild Center also rebuilt two wrecked units for MRL's fleet. Burlington Northern SDP40 6395 was purchased by MRL after a Helena helper head-on in December 1987 requiring major front-end work and a new primo mover. The unit was painted specially for Montana's Centennial in June 1989. A "true" RD40-2 was added following the total reconstruction of the former BN 6377 from the inaugural day wreck. Eventually all of the MRL SD40s will be rebuilt to Dash 2 standards.

Consolidated Leasing, Inc. (CLI), yet another Washington entity, was created in early 1990 for leasing the ex-Chicago Great Western/Chicago & North Western RD40s that LRC acquired the previous year. CLI's first (and to date, only) lease was a total of four of these units to MRL for six months beginning in April 1990. The CLI units substituted temporarily for MRL's own SD40s which were in the Dash 2 program at LRC. The CLI units copy MRL's paint scheme, but carry their own heralds on the cab with 3000-series



On July 2, 1989, a B39-8/B30-7AB team climbs an easy grade along the Gallatin River at Logan with a Burlington Northern No. 92 intermodal train; 30 miles ahead lies the summit of Bozeman Pass, pinnacle of a tough 1.9 percent gradient. Jack Dorsey

road numbers. The four SD40s are now stored east of LRC's Livingston shop.

Although General Electric's kit-rebuilt "Super 7" C30s tested on MRL in the first week of November 1989, there are no plans presently to purchase any non-EMD rebuilt power.

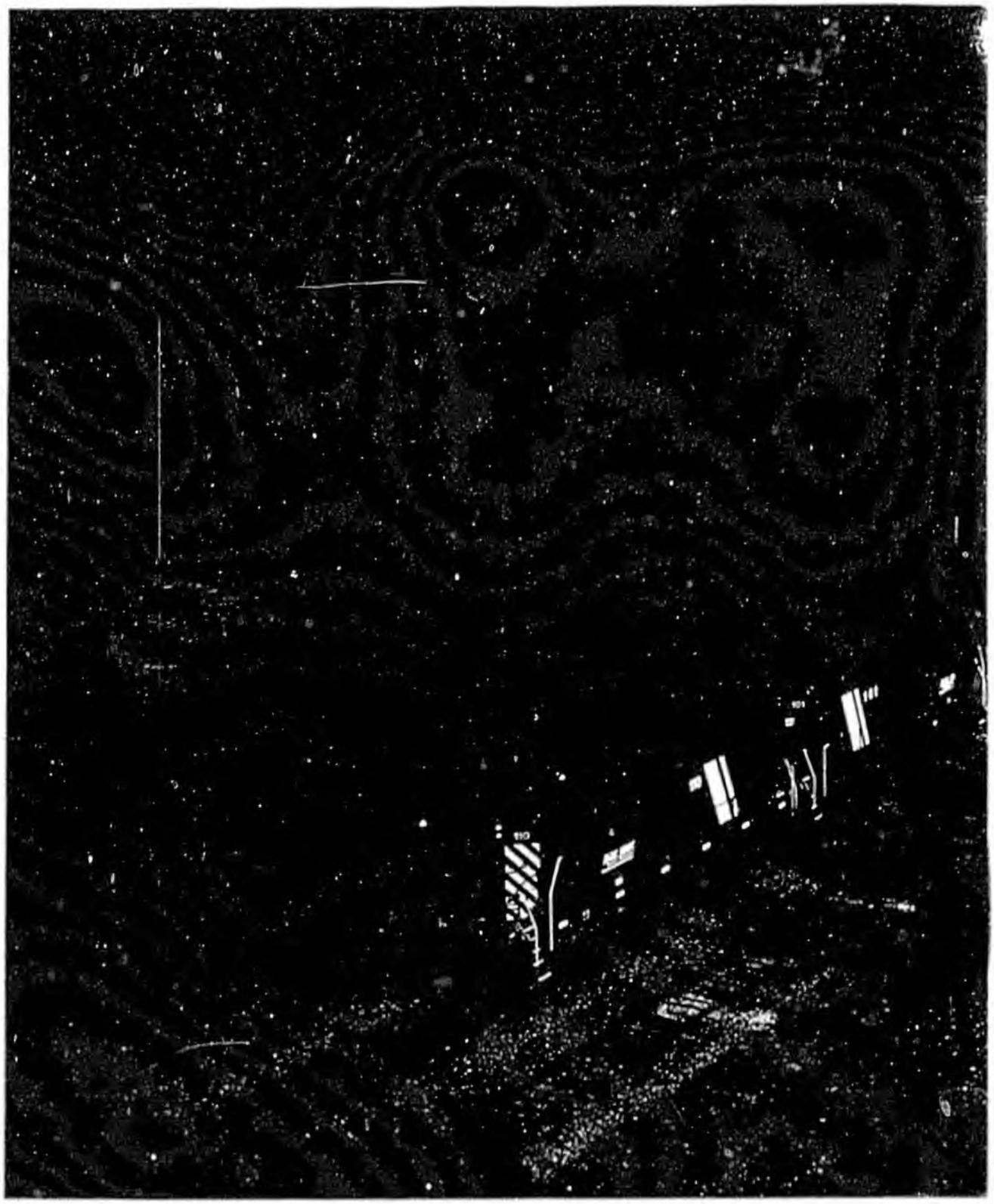
Major Line Improvements

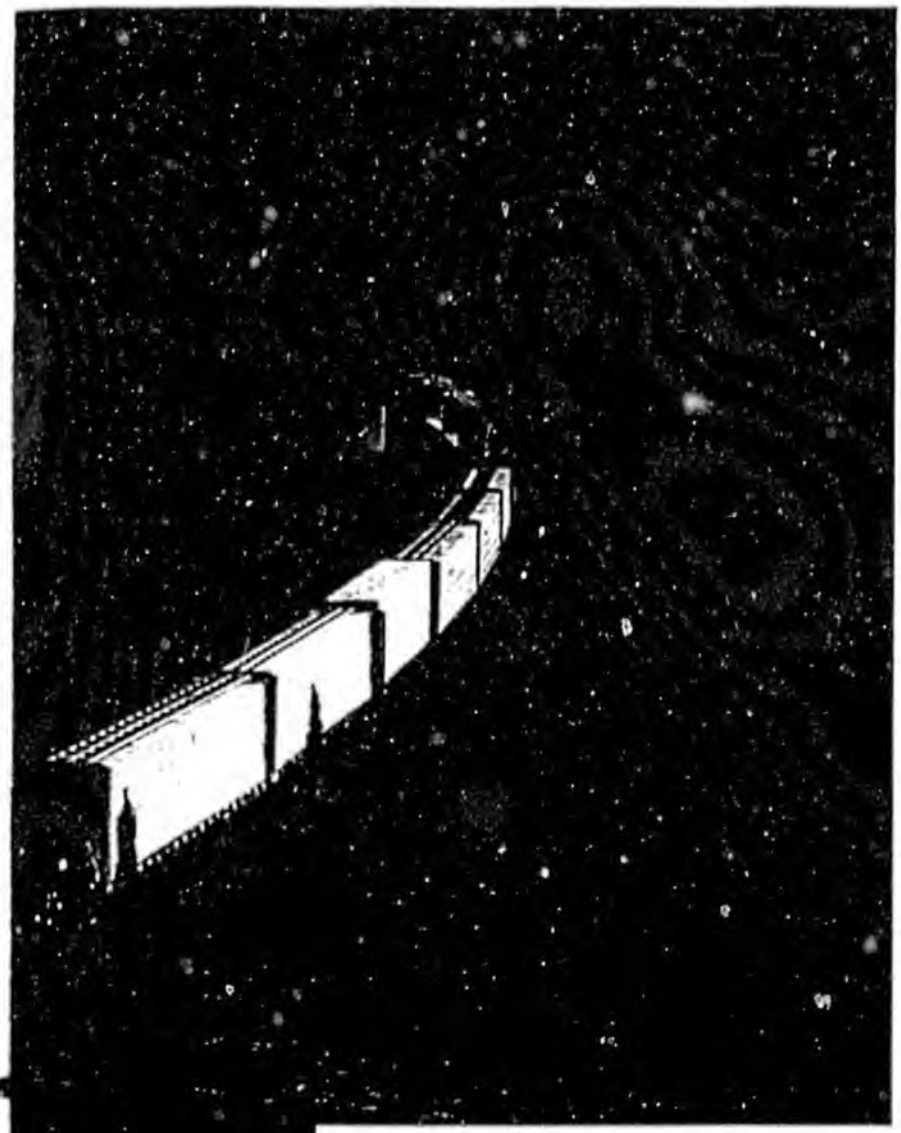
A number of major improvements have raised performance to a higher level on the MRL. Lombard siding was reinstalled and lengthened in 1988, and a tight curve to the west was reworked raising a 10-mph slow order to 25 mph. Together, these projects through the Missouri River Canyon shortened travel time between Laurel and Helena. Another project of track extension and rebuilding in Helena yard was completed in late 1989. The result was conversion of a yard track to a passing track relieving major train congestion problems.

Bridge work begun in 1988 continues between St. Regis and Paradise. Three bridges were scheduled for rebuilding, as well as one west of Thompson Falls—all crossing the Clark Fork River. This involves adding arches to the deck trusses, pier reinforcement and installing concrete ballasted decks. The program began with the second bridge downstream of the old Donlan site, 10 miles northeast of St. Regis.

In December 1990, unexpected problems occurred when the deck truss over the Thompson River (4.5 miles east of Thompson Falls) collapsed under a westbound grain train derailed by a broken rail. The resulting detours dramatically demonstrated what would have happened had BN carried out its abandonment scheme of the late 1980s. Coal and grain trains (loads and empties) and the 195/196 trains ran on the old GN Laurel-Shelby line. All other traffic was routed east to the ex-CB&Q West Sioux City (Neb.) Branch, and over ex-GN lines in northwest Iowa, southwest Minnesota and across North Dakota.

The bridge work and the track-warrant controlled (TWC) portion of the 4th Subdivision between Frenchtown and Paradise caused additional delays. Cabooseless trains require a crew member to walk forward after lining a siding

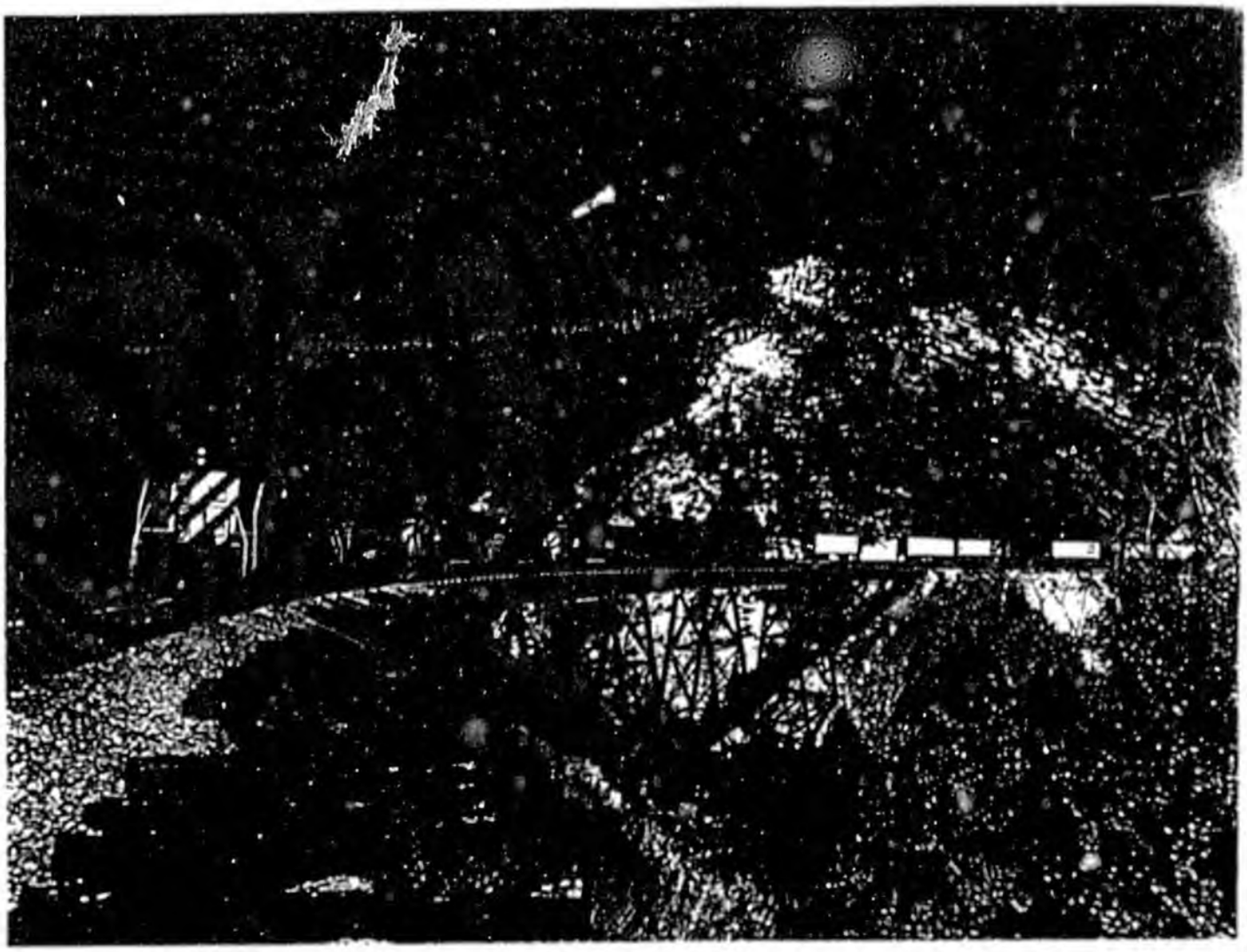




switch for a meet on TWC territory. The alternative was to reopen what became MRL's 10th Subdivision over Evaro Hill in mid-1988. With 2.2 percent grades on either side, this route is usually limited to trains carrying enough power to get it over without helpers.

The latest CTC installation reduced mainline TWC territory to between west of Superior and Paradise. Due to the ongoing bridge rebuilding, however, it is not likely that MRL would embargo the Evaro Hill line again. This track is just under 30 miles shorter than the 4th Sub's main line, and is the preferred route for the lighter trains. Semaphores are still in use on the main line's TWC territory, and coexist with CTC from east of Thompson Falls to Sandpoint. They are also found on the main east of East Helena to Winston, and in the Missouri River Canyon between Lombard and Toston. However, these upper-quadrant sentinels of the "Main Street of the Northwest" are being replaced as they wear out.

LEFT: Following the (rail)road to Paradise? A three-unit set of GP9s leads the Missoula-Paradise local at St. Regis, Mont., on May 29, 1989. The train is following the "water-level" route along the Clark Fork river, built by NP to avoid the grades of Evaro Hill. Kirk Petty BELOW: Helm ex-BN SD45s leased (and eventually purchased) by MRL have become real workhorses for the regional carrier. On June 25, 1989, four of the big SDs rise to the challenge of Bozeman Pass, lugging a freight eastbound over the Gallatin Range toward Livingston. D. L. Zeutschel



One of the segments retained by BN after the line sale to MRL was the route over Mullan Pass. On July 23, 1988, five units lead a westbound 91 train on the pass west of Skyline. Working out of sight on the rear of this train were a pair of SD9s, set off at Garrison after their duties as helpers units were complete. [illegible]

Montana Rail Link gained direct control of its operations with computerized dispatching installed in the corporate headquarters and operating by June 1988. Dispatching control is divided between two districts. The West Dispatcher controls a set of crossovers west of Helena Yard and all trackage from Phosphate to Sandpoint Junction. His CTC schematics include both the 4th and 10th subdivision's TWC lines. The East Dispatcher directs all traffic from Helena to Jones Junction.

East-end Operations

A majority of the trains running over the MRL comes in the form of Burlington Northern overhead traffic. Just as in the days prior to the MRL sale, BN sends most of its Pacific Northwest Gulf Coast loadings—including high priority intermodal trains—via the "South Line." The only difference is that MRL crews now run the trains in addition to a full complement of scheduled runs. BN also routes a good share of grain via MRL, as well as coal.

In addition to the "bridge" work it does for BN, MRL has an interesting array of trains of its own operated primarily to on-line customers. Let's take a geographical look at MRL operations starting on the east end.

Billings requires two 1,200 h.p. switchers and a GP9 to work the area. The GP9 ventures east as far as Huntley to a Coors malt barley storage facility and a grain elevator. A coal loading and storage site was developed in winter and spring 1990 for a new mine north of Billings. If test trains are satisfactory, MRL could originate [illegible] trains. An Exxon refinery east of Billings has [illegible] major work, and the job may run twice a day. The refinery also produces coke, and MRL has run occasional unit trains for export. The two SWs are kept busy working area industry, but mainly move piggyback cars at BN's Intermodal Hub. UPS receives seven to twelve trailer loads daily from Chicago and the Twin Cities for regional sorting. Other piggyback business arrives and departs continually from BN's intermodal fleets. A Laurel transfer hauls the general freight to Billings and returns with power usually consisting of two SD7/SD9s.

Laurel Yard is a major hub for BN's priority traffic and a terminal for secondary trains from

MONTANA RAIL LINK

MOTIVE POWER

SWITCH		GP9		GP35		SD7/9		SD35		SD40		SD45		SD45-2	
OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #	OLD #	NEW #
BN 19	11	BN1946	101	DTI6353	401	EJE604	600	NW1566	701	BN6341	200	BN6445	351	CSX8975	301
BN208	12	BN1732	102	GTW6356	402	EJE606	601	NW1546	702	BN6301	201	BN6493	352	CSX8976	302
BN220	13	BN1832	103			EJE603	602	CBQ591	703	BN6306	202	BN6497	353	CSX8977	303
BN203	14	BN1834	104			SP4361	603	NW1543	704	BN6312	203	BN6557	354	CSX8978	304
BN218	15	BN1903	105			EJE605	604	NW1553	705	BN6317	204	BN6558	355	CSX8979	305
BN269	16	BN1931	106			SP1541	605			BN6336	206	BN6681	356	CSX8980	306
BN215	17	BN1934	107			SP8316	606			BN6317	207	BN6686	357	CSX8981	307
BN216	18	BN1835	108			SP1515	607			BN6324	208	BN6694	358	CSX8992	308
		BN1710	109			EJE611	608			BN6322	209				
		BN1897	110			EJE609	609			BN6307	210				
		BN1833	117			EJE610	610			BN6308	211				
		BN1929	122							BN6310	212				
		BN1717								BN6315	213				
		BN1721								BN6316	214				
		BN1729								BN6320	215				
		BN1731								BN6337	217				
		BN1744								BN6345	218				
		BN1831								BN6346	219				
		BN1924								BN6377	250				
		BN1925								UP3002	251				
		BN1926								MRL205	252				
		BN1927								BN6395	290				
		BN1930								BN6335	216				
		BN1935								MRL203	253				
										MRL212	254				

Notes: SD45-2s 301, 303, 305-307 painted
No SD45s painted or renumbered
All CLI units stored at Livingston
Roster current as of Dec. 1, 1990

CORPORATE LEASING INCORPORATED (CLI)

SD40	
OLD #	NEW #
CPW928	CLI 3001
CPW924	CLI 3002
CPW925	CLI 3003
CPW927	CLI 3004

Montana Rail Link SD40 212 leads an eastbound SM ("Sam" or Spokane-Missoula train) at Heron, Mont., just miles past the Idaho-Montana state line in October 1989. The SM trains run six days per week, usually departing BN's Yardley facility in Spokane by 7 a.m.—in time to avoid the eastbound flood of green. Alan R. Burns

all five intersecting lines. Montana Rail Link does all switching, engine servicing and mandatory FRA car inspections. A large car shop takes care of any bad orders. Four switching jobs (two at each end of the yard) are at work every day. Burlington Northern maintains a new rail welding plant at the south side of the yard which MRL also switches. Switching includes an auto and truck unloading ramp for regional area dealerships and an oil refinery.

The majority of cars coming to MRL are usually ready when eastbound symbol ML (Missoula to Laurel) arrives. MRL's road power spends just enough terminal time to service and return west as symbol LM (Laurel to Missoula). Traffic has grown steadily with up to three through MRL trains per day between Missoula and Laurel. The symbols handle the larger pick ups and set outs at Livingston, Helena, Garrison and Missoula.

Livingston is home terminal for a local switcher and 840/841, the Livingston-Helena daily locals. The switch job classifies the 840/841's cars, switches local industry and takes care of growing business at Big Timber—business BN had previously given up to trucks. The 841 local departs Livingston around noon, and usually runs down the branch from Logan to Three Forks (or sometimes beyond) before terminating at Helena. The eastbound 840 generally leaves Helena by 6 a.m. and arrives in Livingston about noon. On Saturday only, the 840 runs to Livingston, and returns to Helena Sunday as 841. Power for these locals are usually two or three GP9s.

Based at Livingston is the power for the 1.9 percent Bozeman Pass helper district, usually consisting of four high horsepower units. The

Montana Rail Link SD7/SD9 set 605 and 603 (which still look a lot like Southern Pacific 1541 and 4361) have a work extra in tow on July 16 1993, as they travel east of Bozeman over the pass. MRL roster 11 "Cadillacs," four ex-SP units, the remainder of Elgin, Joliet & Eastern heritage.

helpers work between Livingston and Bozeman as a rule, but it is not uncommon to see them go west to Logan or east to Big Timber. Some really [illegible] happen when LRC releases to [illegible] for leaving on the helper.

Bozeman is a crew change point and terminal for the majority of MRL's helper power. Five crews are normally assigned to operate two or three sets of four SDs. All westbound double grain and coal trains require two of these sets to climb 2.2 percent Mullan Pass grade. General freights and single grain trains use one set while the priority intermodal trains add two or [illegible] unmanned units. These run [illegible] helpers are cut off and returned on [illegible] and [illegible] west of Mullan. The helper sets with crews are [illegible] at Helena [illegible] in the yard [illegible] the traffic [illegible] eastbound de[illegible] traffic.

At 3.4 percent, the west side of Mullan Pass is a much easier grade for eastbounds. However, these trains may pick up helpers assigned out of Garrison if and when on route to the top. Westbound helpers are usually cut from trains at Rimsburg [illegible] top of Mullan Pass or Elliston. Helpers are getting more common east of Helena too. Heavy MRL trains get a helper up to Winston, and grain or coal trains can get help at Townsend or even Toston.

A GP9 is assigned to Helena for switching the yard, a cement plant at Montana City on the remnant of the ex-C&S MC line to Butte, and drop or pick up cars from the ASARCO lead smelter in East Helena. ASARCO contracted WATCO (another Washington subsidiary) for plant switching in fall 1989.

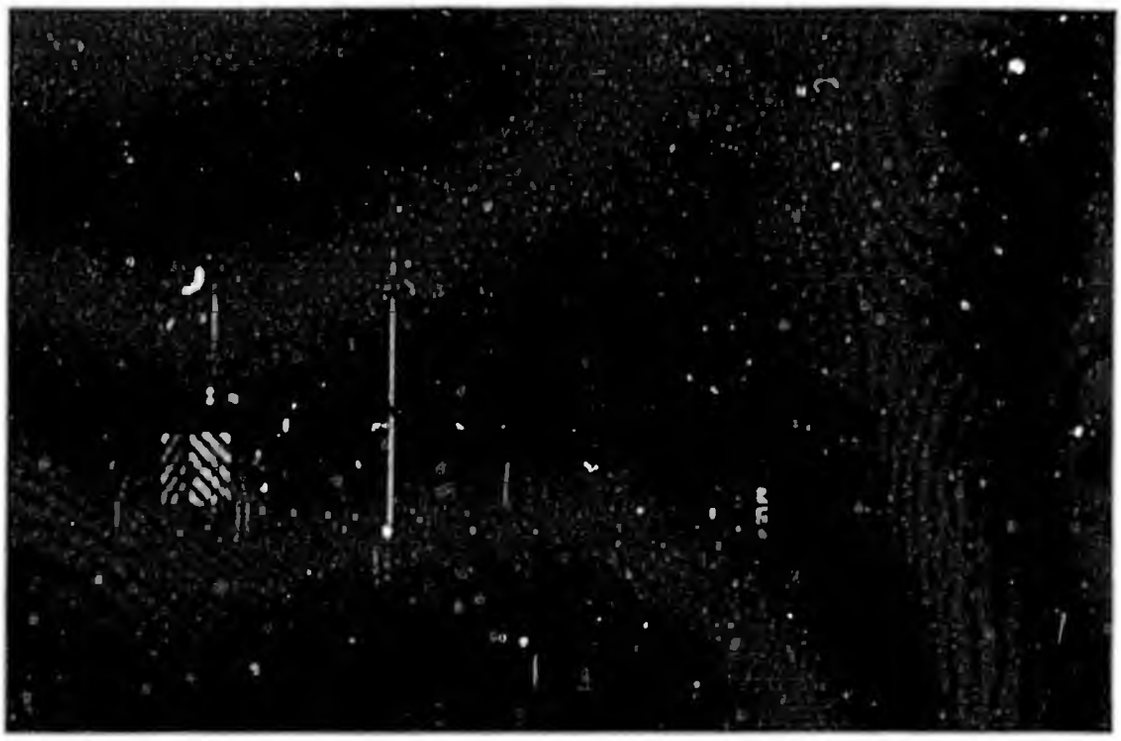
Burlington Northern's Garrison local 681 is on duty at Great Falls around 10:30 a.m. Monday, Wednesday and Friday. It usually arrives in Helena around 2 p.m., making a daylight run up the Missouri and Little Prickly Pear canyons. The BN local may run into Helena to interchange with MRL or switch at the Junction and proceed on to Garrison. Return from Garrison is Tuesday, Thursday and Saturday as No. 680 on duty around 7 a.m. Power usually consists of series GP39-2s or SD40-2s.

West-end Operations

Missoula is a crew change point and main terminal, but also serving the various industrial and western branches. These points collect traffic at Missoula for interchanging to the ML and MX symbols. These points usually operate with two to three GP9s and a caboose.

ML Missoula to Laurel trains consist of mostly wood and wood products from the Missoula area shipped east. The train is scheduled to depart Missoula around 4 a.m., arriving at Helena before noon and into Laurel by early evening. Power usually consists of two big SDs.

The MRL Garrison local works Monday to Friday from Missoula with no set duty times. Garrison is an interchange for MRL and BN and



Ex-BN 6377—now the 250—is the only SD40-2 on the MRL roster, having been wrecked and later rebuilt by the Livingston Rebuild Center. The unit is shown assisting a BN grain train near Louisville, Mont., on Sept. 2, 1989. [illegible]

connections to UP and Butte. Burlington Northern initially handled all work here, however, MRL gained interchange with a charge for each car to BN. Montana Rail Link has a sizeable fleet of covered hoppers dedicated to business originating at Phosphate. The phosphate is destined for Canada through an interchange with UP at Sandpoint.

The phosphate traffic and cars to and from Spokane or Seattle-Portland have generally kept the MS (Missoula Spokane or "Mess") and its eastbound counterpart SM ("Sam") running Mondays-Saturdays. These six day a week movements usually avoid switching delays caused by BN run throughs. The "Sam" is usually out of BN's Yardley facility by 7 a.m., with the "Mess" departing Missoula by 3 p.m. Power is usually SD7-SD9-SD35 pairs often matched with GP9s or one of the two GP35s or occasionally an SD40.

The Paradise local works west to Thompson Falls and sometimes beyond Monday, Wednesday and Friday. Tuesdays and Thursdays it covers a round trip up the Polson Branch from Dixon on the 10th Sub. The local is on duty by 7 a.m. at Paradise and normally returns in the east from there on a Friday afternoon eastbound. Saturdays [illegible] usually includes the power and cars from Missoula for the Monday morning work.

Tuesday and Thursday the Darby local operates down the former NP Bitterroot Branch. The crew is on duty at Missoula around 10 a.m.

Missoula's paper and lumber industry is very important to MRL. Stone Container Corporation's pulp mill west of Missoula at Schilling (3½ miles southeast of Frenchtown) is MRL's largest on-line industry. Montana Rail Link purchased [illegible] boxcars in mid 1988 specifically for this and other forest related industries in the area. The daily Schilling local takes wood chips, chemicals and cardboard in, and returns with cartons of finer board (for cardboard boxes) [illegible]. This local usually runs twice per day [illegible] daylight run on duty at Missoula [illegible]. A Bonner local may also run on these days after [illegible] as needed. However, the Bonner may [illegible] serviced by an afternoon yard job from Missoula. The Missoula yard units are a GP9 [illegible] other a SD7, SD9 or one of the two GP35s.

Railfanning

Paved highways generally parallel MRL's tracks except for the Missoula-Bonner [illegible] between Trident and Turton and the [illegible] Harrison Branch. The BN line between [illegible] Paradise over Mullan Pass [illegible] paved roads, however, taking time to explore yields good results and the best way to [illegible] road action is by monitoring a scanner. Montana Rail Link uses BN road channel No. 2 and BN channel No. 1 is used on the Mullan Pass and Bonner. Mobile phones (MRAS) are used extensively and when combined with MRL's other frequencies the listener should be able to detect more where the action is.

The author thanks Jack Dorsey, Dave [illegible], Tom Miller, Alan Burns and Montana Rail Link for supplying information, Art Jacobsen for editorial work, and Janet Kerber for typing the original manuscript.

Montana RAIL LINK

Regionals in review

Main Street of Big

Montana Rail Link is a vital BN connection and a prosperous, service-oriented local railroad.

By Steve Gustafson

Against a [illegible] backdrop west of Kalispell, Montana, Rail Link's mainline local [illegible] heads from Kalispell toward Marion behind two locos on July 26, 1991. Brian Schlignon photo.

Sky Country

H

[illegible] Dunlap [illegible] Seattle [illegible] computerized dispatching system located in its brand new company office building [illegible] locomotives [illegible] standards.

Montana Rail Link [illegible] make [illegible] Commerce [illegible] rail's request, changes [illegible]

None of this comes as [illegible] hired as president of MRL [illegible] was its first employee. Bredahl began [illegible] Milwaukee Road's electrification department in 1970 [illegible] to this day that it was the best job I ever had." He also [illegible] the Milwaukee Road's Chicago headquarters, was involved in the attempt to preserve the Milwaukee's western lines and served eight years with Santa Fe.

Sitting in his office in MRL's headquarters in Missoula, with a view of the mainline out the back window, Bredahl reflects on what makes Montana Rail Link work. The Montana [illegible] approach is surprisingly simple. "We are dealing in a service [illegible] and a people business. As long as we offer good service and keep the customers satisfied, we'll be successful."

Bredahl's "people approach" carries over to how MRL's employees are treated. The company does the usual good things: employee meetings with management, awards ceremonies, [illegible] company newsletter. But MRL takes employee relations a step further. A good example is how [illegible] new employees who violate rules. Depending on the severity of the violation, an employee will likely not be given time off as might happen elsewhere. MRL requires them to attend employee safety meetings and explain how the violation compromised safety and how to avoid making the same mistake.

When Bredahl leaves his Missoula office [illegible] the railroad, he has a lot of ground to cover. MRL's mainline is [illegible] Northern routes, 140 miles from Bonner, Montana, east of Billings, to Sandpoint, Idaho. Transportation on Burlington Northern extend MRL another [illegible] miles to [illegible]

Montana RAIL LINK

A tough piece of railroad

Classic Northern Pacific semaphores (marker lamps 6-8) east of Helena on October 2, 1981.

A rough beginning

Riding MRL's Continental Crossing: Mullan Pass

[illegible] Montana Rail Link's line over the Continental Divide at Mullan Pass, west of Helena. Maximum grades are [illegible] for westbounds and [illegible] for eastbounds. Pete Storeth, MRL's Helena trainmaster and a veteran of BN operations in North Dakota, says MRL usually keeps three sets of helper engines at Helena, two with four units and one with three. Five helper crews are based at Helena to work them.

Depending on a train's tonnage, the helpers are placed either on the head end or mid train. Westbound trains of [illegible] tons or more get helpers; eastbounds must exceed [illegible] tons for help. Most trains aren't that heavy, but coal or grain unit trains of 100-plus cars are heavy enough to employ two helper sets at once. The helpers stay on westbounds to either the top of the grade at Bloomburg, 20 miles from Helena, or 8 miles beyond to Elliston.

To experience Montana Rail Link's most challenging operations, I will ride with Pete Storeth and the crew over Mullan Pass. We climb aboard train 123 at the Helena depot on October [illegible] at [illegible] a.m. The train, a BN through run, had arrived earlier and was given a quick switch in the Helena yard. Motive power is three 4-axle BN units totaling [illegible] hp. [illegible] and EMD [illegible]. The train has [illegible] cars and [illegible] tons. Our crew is two [illegible]. Talbott worked on the Powder River [illegible] Montana.

[illegible] the double track east of Helena [illegible] at Helena Junction, where [illegible] the way is a local [illegible] MRL [illegible] are tied at a total [illegible] the mountain.

[illegible] the helpers [illegible] under way. [illegible] are coupled at the west end of double track [illegible] eastbound train [illegible] BN [illegible] mph. [illegible] the beginning of the long grade to Bloomburg. [illegible] grade to Bloomburg [illegible] the Continental Divide. [illegible] the Helena [illegible] Mullan [illegible] the grade [illegible] begins to sag. [illegible]

Helpers are visible from lead unit BN 3117 as train 123 crosses Greenhorn Creek trestle.

[illegible] four-axle units but aren't designed for these steep grades and curves. Talbott says, "Six-axle power grips the rail much better."

Above Austin, we can glance back and see the mid train helper. The track then makes a sharp curve to the west, passing through a large cut. NP made to bypass Iron Bridge Tunnel. The abandoned bore is visible out west of the right of way. Emerging from the cut, we can spot the rear end of our train making its way through the horseshoe.

Weed spur, [illegible] at a steady 14 mph, is one of several passing sidings abandoned by BN during an austerity program prior to MRL's formation. The wheel slip from 3117 now becomes a constant grind. Another curve swings us around to the north, and we see Greenhorn Creek trestle. The curved steel bridge is one of two on Mullan; it crosses over the creek and an open field with a small A-frame house. An old Volkswagen microbus, complete with flowers painted on it, sits from the [illegible] trees in the yard. The trestle sits in the middle of another horseshoe, so Bloom leans out of 3117's window to inspect the train.

Second is another siding turned spur. At [illegible] we cross Austin Creek trestle, the second curved one on the pass. Immediately more curve is the east portal of Mullan Tunnel. Visible as we enter are the unusual shuttle-type ventilating fans that NP and BN employed to clear the [illegible]-foot bore. Today it is naturally ventilated.

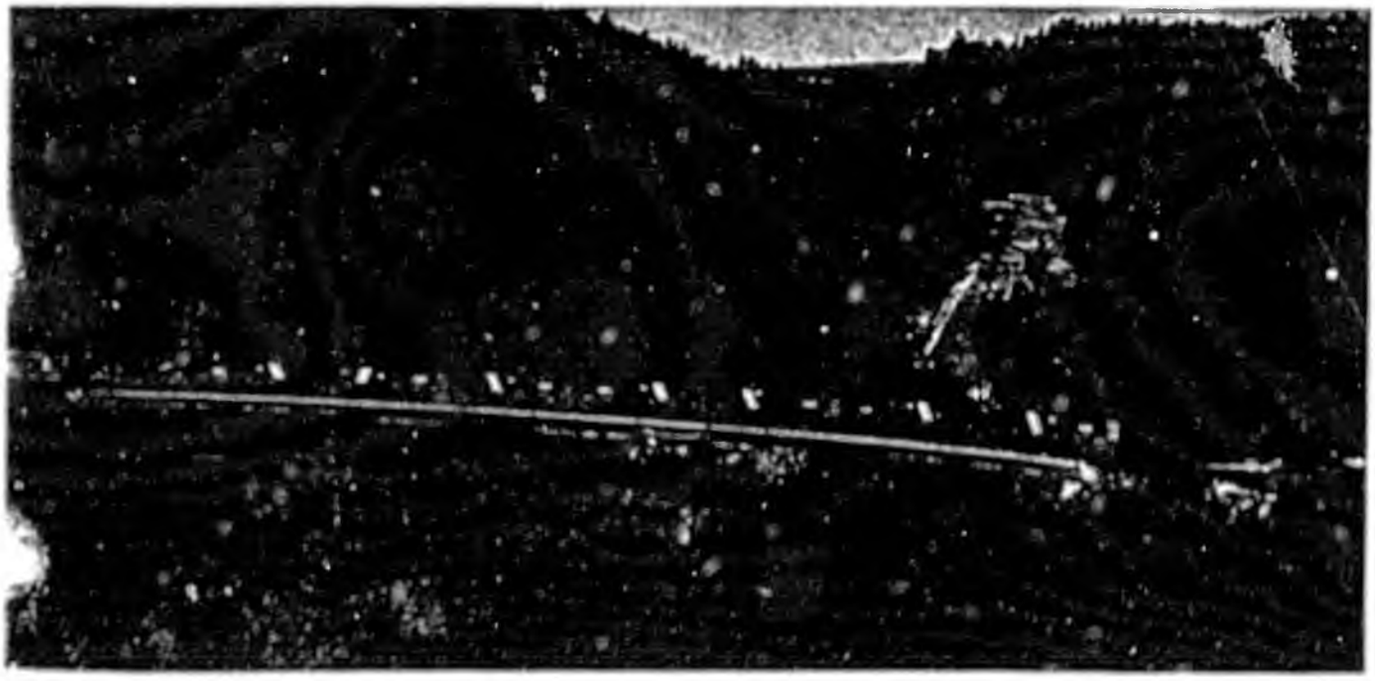
Mullan resembles a cave more than a railroad tunnel, with a [illegible] that leaks water. On March [illegible], the tunnel saved in forcing trains to be routed over Homestake Pass and through Butte. NP lowered the tunnel floor and reopened on December [illegible]. Midway through the tunnel, we pass [illegible] and it gives up the ghost, automatically dropping from throttle notch 8 to [illegible]. Fortunately, our momentum carries us over the top.

In an explosion of black diesel exhaust that shoots rearward, we emerge into daylight at Bloomburg at [illegible]. A few moments later, the helpers emerge in a similar display. As I watch the smoke swirls dissipate into the clear Montana sky, it's easy to understand why the helper units should become covered with soot. Despite going through the washer at Livingston.

MRL's [illegible] and dispatchers [illegible] determine whether to [illegible] helpers at Bloomburg or Elliston. Today, Talbott decides to go through to Elliston, since MRL train [illegible] is close behind us. Bloomburg, at [illegible] feet, is at the top of the Mullan grade and [illegible] up to 40 mph as we draw near the [illegible] percent grade to Elliston, where we arrive at [illegible].

Storeth heads across the highway to pick up some cases for the crew, while [illegible] the helpers and head them into the siding. [illegible] are coupled back together [illegible] the helper set [illegible] MRL train [illegible] helpers [illegible] Missoula.

[illegible]



The seven locomotives leading daily road freight ML over Skyline Trestle on Mullan Pass on September 30, 1992, include helper units.

Montana Rail Link

Rail Link President Bill Brodsky listens to a train crewman at an employee meeting.

Lots of locals

The blue fleet

A leaking carload clouds up MRL's ex-BP right of way as BN train 120 crosses Pend Oreille Lake east of Kootenai, Idaho on July 1, 1991

Montana Rail Link locomotives

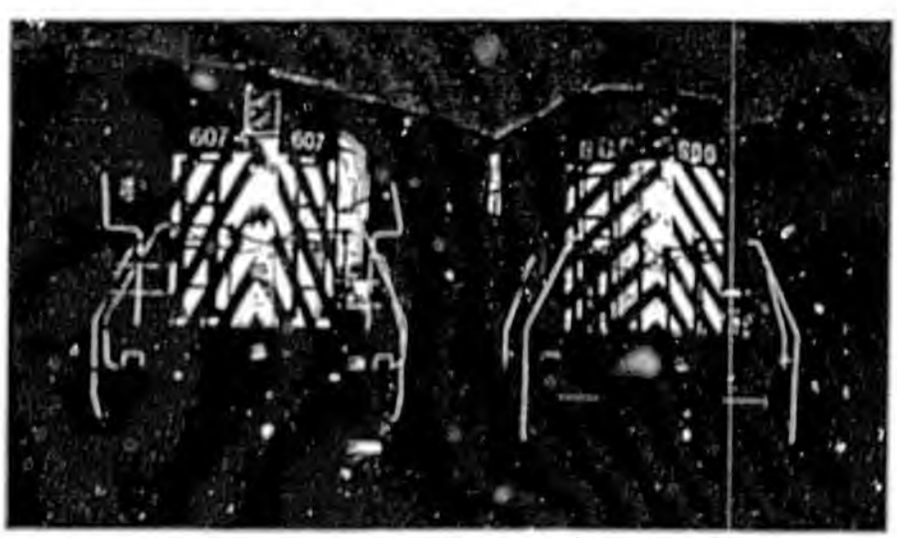
No.	Model	Built	Heritage, notes
11	NW2	1939	BN 19, rebuilt 1975 from NW2 269, ex GN 122, 5322
12	SW1200	1957	BN 208, ex NP 160
13	SW1200	1957	BN 220, ex NP 161
14	SW1200	1956	BN [illegible], ex NP 144
[illegible]	SW1200	1957	BN 224, ex NP 159
[illegible]	SW9	1952	BN 249, ex SLSF 314
17	SW1200	1957	BN 215, ex NP 156
18	SW1200	1957	BN 216, ex NP 157
104	GP9	1956	BN 1834, ex GN 682
105	GP9	1957	BN 1903, ex NP 318
106	GP9	1958	BN 1931, ex NP 352
107	GP9	1958	BN 1934, ex NP 355
108	GP9	1956	BN 1835, ex GN 683
109	GP9	1955	BN 1710, ex NP 210
110	GP9	1956	BN 1897, ex NP 290
111	GP9	1956	BN 1717, ex NP 269
112	GP9	1956	BN 1721, ex NP 273
113	GP9	1957	BN 1729, ex NP 291
114	GP9	1957	BN 1731, ex NP 293
116	GP9	1958	CANW 4507, rebuilt 5/73 from 706, ex MAGIL 706
117	GP9	1956	BN 1833, ex GN 681
118	GP9	1957	BN 1924, ex NP 339
119	GP9	1957	BN 1925, ex NP 340
120	GP9	1957	BN 1926, ex NP 341
121	GP9	1957	BN 1927, ex NP 342
122	GP9	1957	BN 1929, ex NP 344
123	GP9	1958	BN 1932, ex NP 351
124	GP9	1958	BN 1935, ex NP 352
125	GP9	1958	MRL 101, BN 1946, ex NP 367
126	GP9	1957	MRL 102, BN 1732, ex NP 294
127	GP9	1954	MRL 103, BN 1832, ex GN 680
151	GP10-1	1957	Rebuilt 1991 from GP9 1744 (was to have been MRL 116), ex BN 1744, NP 306, leased to MDR 12/91-7/92
200	SD40	1968	CAS 6341, ex 641
204	SD40	1968	CAS 6347, ex 647
205	SD40	1968	CAS 6348, ex 648, wrecked at Helena 2/89, scrapped 6/90
206	SD40	1968	CAS 6326, ex 626
209	SD40	1971	BN 6322, stored serviceable
[illegible]	SD40	1971	BN 6309
[illegible]	SD40	1971	BN 6315
[illegible]	SD40	1971	BN 6316
[illegible]	SD40	1971	BN 6320
216	SD40	1967	CAS 6335, ex 635
218	SD40	1967	CAS 6345, ex 645
220	SD40	1966	MRL 3001, CU 3001, ex CANW 916, CGW 408
221	SD40	1966	MRL 3002, CU 3002, ex CANW 914, CGW 404
[illegible]	SD40	1966	MRL 3003, CU 3003, ex CANW 919, CGW 405
[illegible]	SD40	1966	MRL 3004, CU 3004, ex CANW [illegible], CGW 407
[illegible]	SD40	1966	CANW 915, ex CGW 401
[illegible]	SD40	1966	CANW 917, ex CGW 409
230	SD40-2	1974	BN 6317, wrecked at MRL 11/87, returned to service 7/88
231	SD40R	1966	CP 3002, upgraded 5/90
232	SD40R	1966	CP 3004, upgraded 6/90
233	SD40R	1971	upgraded 10/90 from MRL 201, ex BN 6312
[illegible]	SD40R	1971	upgraded 11/90 from MRL 212, ex BN 6313
[illegible]	SD40R	1967	upgraded 12/90 from MRL 219, ex CAS 6346, 646
[illegible]	SD40R	1971	upgraded 2/91 from MRL 207, ex BN 6317
[illegible]	SD40R	1971	upgraded 4/91 from MRL 202, ex BN 6306
258	SD40R	1967	upgraded 6/91 from MRL 217, ex CAS 6337, 637
259	SD40R	1971	upgraded 6/91 from MRL 208, ex BN 6324
260	SD40R	1971	upgraded 10/91 from MRL 210, ex BN 6307
261	SD40R	1971	upgraded 12/91 from MRL 201, ex BN 6301
290	SD40R	1966	BN SDP40 6395, wrecked at MRL 1/88, upgraded 6/89, ex BN 9651, GN 321
301	SD45-2	1974	CSX 8975, ex SBD 8975, CRR 3617
302	SD45-2	1974	CSX 8976, ex SBD 8976, CRR 3618
303	SD45-2	1974	CSX 8977, ex SBD 8977, CRR 3619
304	SD45-2	1974	CSX 8978, ex SBD 8978, CRR 3620
305	SD45-2	1974	CSX 8979, ex SBD 8979, CRR 3621
306	SD45-2	1974	CSX 8980, ex SBD 8980, CRR 3622
307	SD45-2	1974	CSX 8981, ex SBD 8981, CRR 3623
308	SD45-2	1974	CSX 8982, ex SBD 8982, CRR 3624
351	SD45R	1967	Upgraded 11/91 from MRL 6445, ex BN 6445, GN 415
352	SD45	1970	MRL 6493, ex BN 6493, ordered by CBAO, to have been 5321
353	SD45	1970	MRL 6497, ex BN 6497, ordered by CBAO, to have been 5361
354	SD45	1971	MRL 6557, ex BN 6557
355	SD45	1971	MRL 6558, ex BN 6558
356	SD45R	1969	Upgraded 2/92 from MRL 6681, ex BN 6681, SLSF 934
357	SD45	1969	MRL 6686, ex BN 6686, SLSF 939
358	SD45	1969	MRL 6694, ex BN 6694, SLSF 947
401	GP35	1964	DTI 6353, ex 353
402	GP35	1964	DTW 6355, ex DTI 355
600	SD9	1956	MRL 604, MRC 604, ex EAE 604, DM&W 107, stored serviceable
601	SD9	1957	MRL 605, MRC 605, ex EAE 605, DM&W 127
602	SD9	1956	MRL 603, MRC 603, ex EAE 603, DM&W 105
603	SD9	1956	MRL 4361, ex CP 4361, rebuilt 12/72 from CP 3956, ex 5483, being upgraded to SD9-1 642
604	SD9	1956	MRL 606, MRC 606, ex EAE 606, DM&W 108
605	SD7	1953	MRL 1541, ex CP 1541, rebuilt 5/80 from CP 1441, ex 5338, stored
606	SD9	1954	MRL 4316, ex CP 4316, rebuilt 11/70 from CP 3808, ex 5347, stored
607	SD7	1953	MRL 1515, ex CP 1515, rebuilt 11/80 from CP 1414, ex 5317
608	SD9	1958	EAE 611, ex DM&W 111, stored
610	SD9	1957	EAE 602
651	SD19-1	1951	Rebuilt 4/91 from MRL 5[illegible], ex EAE 601
701	SD35	1965	MRL 1546, ex N&W 1546, stored
702	SD35	1965	MRL 1548, ex N&W 1548, stored
703	SD35	1965	SBD 4591, ex SCL 1914, ACL 1014, stored
704	SD35	1965	MRL 1543, ex N&W 1543, stored
705	SD35	1965	MRL 1553, ex N&W 1553, stored
1725	GP9	1957	BN 1725, ex NP 287, wrecked on BN, March, Mont., 1/88, scrapped
1831	GP9	1954	BN 1831, ex GN 679, wrecked in 1990, scrapped 3/91
1904	GP9	1957	BN 1904, ex NP 312, wrecked on BN, March, Mont., 1/88, scrapped
4337	GP9	1951	Overhauled for ease of use, CANW 4337, ex 120, rebuilt 2/74 ex CGW 120, rebuilt by EMD from GP7, 1/56
4555	GP9	1957	Overhauled for ease of use, CANW 4555, ex N 4444 (2nd), 4538, rebuilt 4/77 from N 1315

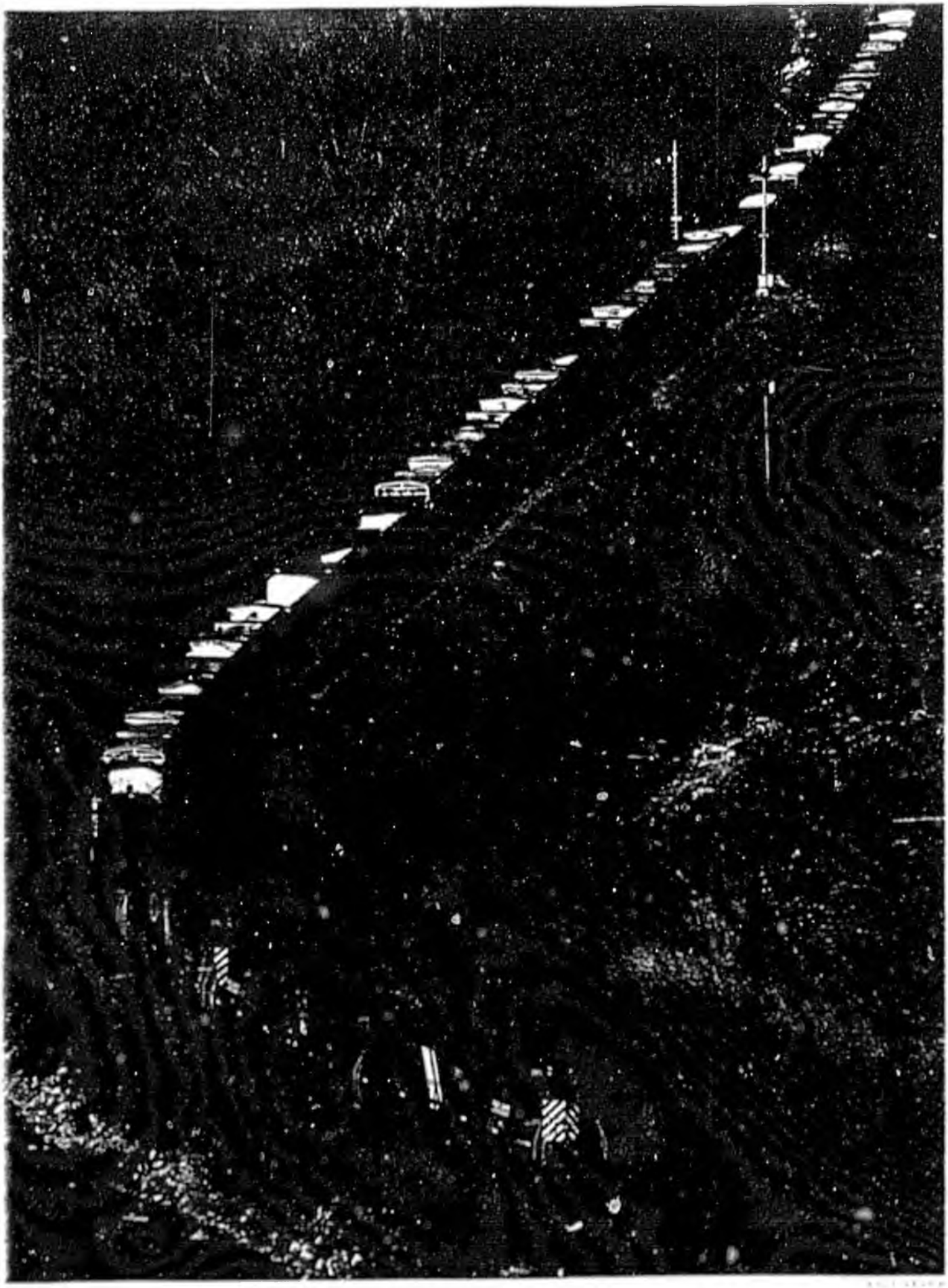
Notes:

Key to owners: ACL, Atlantic Coast Line; MDR, Arizona & California; BN, Burlington Northern; CANW, Chicago & North Western; CAS, Conrail & Southern; CBN, Cole; Chicago Great Western; CU, Corporate Leasing; CP, CRR, Classified; DM&W, Duluth, Missabe & Iron Range; DTI, Detroit, Toledo & Ironton; EAE, Eight Joint & Eastern; GN, Great Northern; GTW, Grand Trunk Western; MAGIL, Minneapolis & St. Louis; N&W, Norfolk & Western; NP, Northern Pacific; NRC, National Railway Equipment; RI, Rock Island; SBD, Seaboard System; SCL, Seaboard Coast Line; SLSF, St. Louis-San Francisco; Penasco, SP, Southern Pacific; UP, Union Pacific.

Key to models: Designations are those of Electro-Motive Division; original builder of all units is EMD or MRL, or rebuilt or upgraded units; GP series are four-motor B-B; SD series are six-motor C-C.

Roster effective December 1, 1992. Sources: Montana Rail Link (Alan Burton), "Burlington Northern Motive Power Annual", Burlington Northern; CANW Historical Society, EMD Product Reference Data, "Extra 2200 South", "Southern Pacific Annual", Union Pacific Motive Power Annual."-ED.





It's only company ballast train XD6, but you can't fault the view near Lombard, Mont., as four Rail Link SD's roll east on April 25, 1992.

Switchers keep busy at Laurel Yard, an MRL hub. We're looking west in April 1991.

paper trading, at the time the first order for new boxcars in the U.S. in many years.

A first-rate property

[illegible] BN [illegible] MRL [illegible] the newer [illegible] to provide [illegible] The railroad [illegible] cost-cutting measures [illegible] increased traffic, the [illegible] operations. MRL [illegible] the siding at Lon[illegible]

[illegible] extended its [illegible] and MRL [illegible] remaining Western [illegible]

[illegible] MRL [illegible] state-of-the-art computerized facility in Missoula headquarters. The railroad is divided in half for dispatching purposes: the east dispatcher controls Jones Junction-Helena, the west dispatcher Helena-Sandpoint.

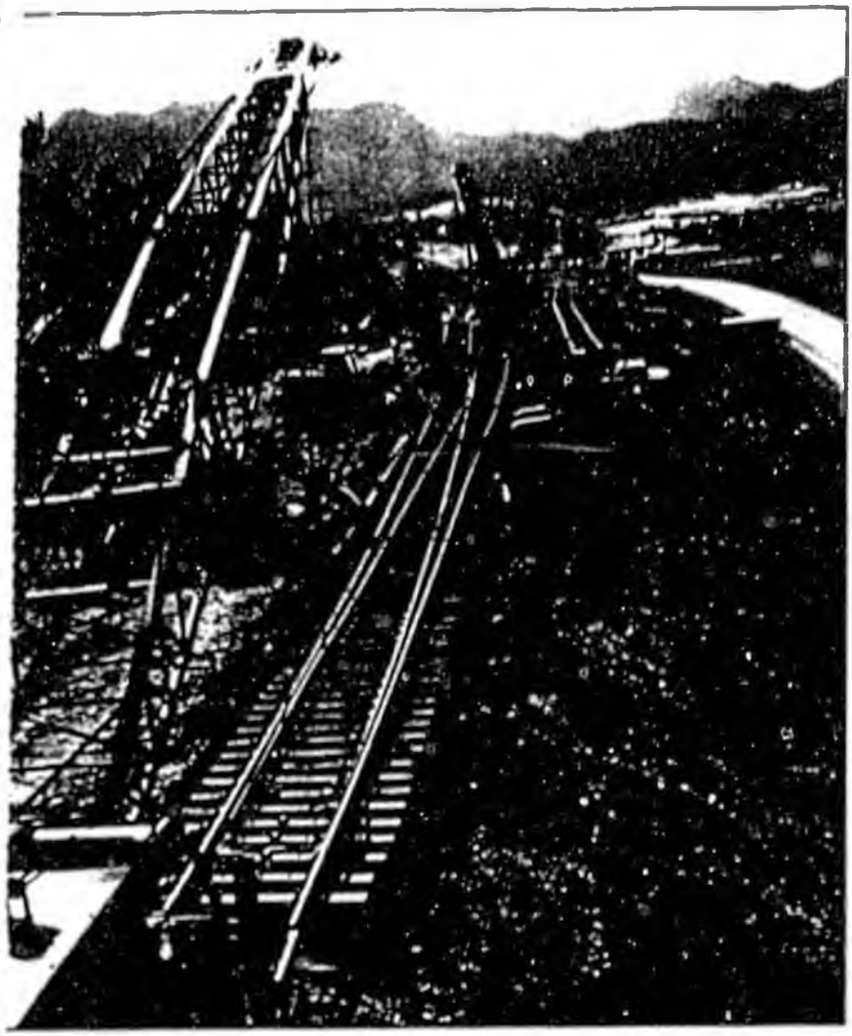
While MRL has a modern dispatching and signaling system, there remain in three areas sentinels of the past along its right-of-way: NP upper-quadrant semaphores. You'll find them on the 1 percent grades at Winston Hill just east of Helena, along the Missouri River near Toston; and at the railroad's west end. However, they are gradually being replaced by newer color-light signals.

MRL also is replacing the last of its mounted-rail track with continuous welded rail, and bridge rebuilding is a part of the long-term engineering plan. A big undertaking was the reconstitution of bridge 265 between St. Regis and Paradise. Built in 1909, the 545-foot, six-span structure was rebuilt during 1989-1990 by superimposing a new arch reinforcement within the old deck truss structure, the first time this method was employed on a railroad bridge. Others will soon be done.

With more and more improvements, steady local and overhead traffic, and rebuilt motive power, MRL's future appears to be bright. Coal mines opening north of Billings offer new opportunities. Already the railroad handles one coal train that originates in the Powder River Basin destined for Portland General Electric's plant at Boardman. There also has been export coal, coke and clay shipments.

The company has also participated in the effort to privatize railroads in Mexico, sending employees to serve as consultants on a long-term basis. Remnant [illegible] may move east south to the Wrecking Cross.

But Brodsky claims as MRL's future [illegible] "We expect to be a bigger player in the rail scene. Perhaps someday MRL will expand beyond its present boundaries, but one thing is certain: the old Northern Pacific through Montana is once again a main street for railroads."



Making the grade on Montana Rail Link

MRL took a solid base spun off from the BN, improved it, and carved a regional niche of its own.

Montana Rail Link isn't a big railroad. But its 620-mile mainline runs through some pretty rugged country and handles a respectable 32 million gross tons of traffic per year. MRL Chief Engineer Richard Keller (left) tells RT&S Editor Bob Tuzik what kind of maintenance is required and how it's done on this eight-year-old Burlington Northern spinoff.

RT&S: For starters, give us the lay of the land on Montana Rail Link.

KELLER: We operate 620 miles of mainline, about 190 miles of secondary mains and branchlines, and about 400 miles of sidings and yard tracks in western Montana and eastern Idaho. Most of our mainline is single track with the exception of about 12 miles of double track between Laurel and Billings and about five miles in the Helena area. All of our trackage is former Burlington Northern—Northern Pacific, before BN.

We go through some pretty rugged terrain on this railroad. There are more than 750 curves, with curvature up to 10 degrees, 2.2% grades, two mountain passes and 11 tunnels on the mainline.

RT&S: I'd imagine that the mainline you inherited was in pretty good shape to start with, but I'd suspect that you've had to make improvements over the past eight years.

KELLER: Yes, generally speaking, the railroad was in pretty good shape. We've put in a lot of ties and welded rail, and we've done a lot of yard work, especially in Billings and at Laurel, which is our major yard. We've taken out, to this point, 75 miles of jointed rail and installed welded rail. We've also upgrading sidings, and installed and upgraded a number of turnouts.

RT&S: What are your standard turnout sizes on the mainline?

KELLER: We use No. 11s, 16s and 20s. Over the years, we've been upgrading our sidings that have No. 11 turnouts and replacing them with No. 20s. About three quarters of our sidings have either 16s or 20s, so we're able to maintain 25 miles per hour or better through them. We've been installing premium turnouts—premium in that we use Pandrol plates and clips throughout and frogs with manganese inserts. We're going to spring frogs on some of our smaller turnouts. We like them; they've really done well for us.

RT&S: How long are your passing sidings on single track stretches?

KELLER: We have sidings approximately every eight to 10 miles. Some of them are about a mile long, the average length, though, is about 7,500 feet. Consequently, we have a problem with train meets sometimes. When we took over the railroad back in October of 1987, a number of sidings were not capable of handling heavier trains, but we've done a lot to upgrade them over the past eight years.

Above: MRL is replacing No. 11 turnouts with No. 20s to allow 25-mph speeds through mainline sidings.

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RT&S: As you say, you run through some rugged country up here. What types of operating and maintenance problems do you encounter?

KELLER: We go over two mountain passes on the mainline. At Mullen Pass, which crosses the Continental Divide near Helena, we have a 2.2% grade, 10-degree curves and a 4,000-foot-long tunnel at the top of the grade. The grade on the mountain pass near Bozeman isn't quite as steep, but there are a lot of curves and a 3,500-foot-long tunnel at the top. These passes, incidentally, are our helper districts. It takes 13 3,000-horsepower locomotives—five on the head end, four in the middle of the train and four at the rear end—to get a 104-car grain train over the pass at Helena.

In recent years, we've done a lot of work to eliminate the icing problems we've had in those tunnels. A few years ago, we were working seven days a week, four or five months out of the year cleaning ice out of the tunnel at Mullen Pass. Two years ago, we gutted the entire tunnel, dug down to the rock base and put in all new ballast, wood ties with Pandrol fasteners and welded rail. We installed flexible drain pipe with insulated heat tape inside on both sides of the track. We also installed insulated heat tape behind the insulation in areas where water was leaking through the lining of the tunnel. We've had no ice-related problems in either of the tunnels over the past two years.

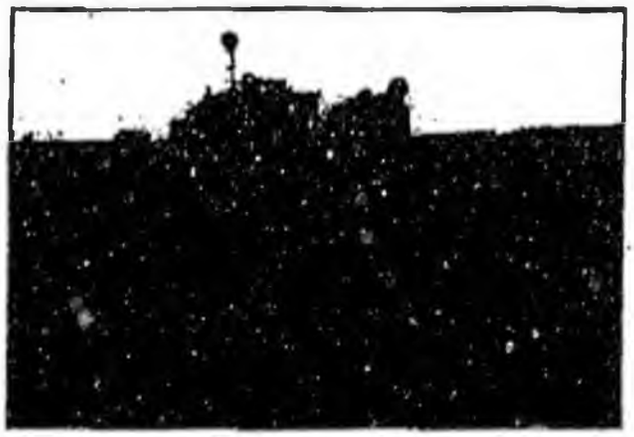
RT&S: What about snow removal? You must get socked pretty good in the mountains.

KELLER: Actually, snow removal is not a big problem on this railroad. The mountain passes are about 5,500 feet, but, believe it or not, our biggest snow problem occurs at the lowest elevation, in the west, near Sandpoint. But even there, we rarely have to plow. The biggest problem in Montana is the temperature extremes, especially on the east side of the Continental Divide. In the Winter, temperatures can drop to 30 and 40 below—it's been 50 below at the top of Mullen Pass. In the Summer, it can get up to 105 degrees out here, and the rail temperature can get up to 140 degrees. It gets difficult sometimes to hold some of our higher-degree curves, when the rail goes through such a wide range of temperatures. So, we're very careful when we lay rail to keep it at a minimum temperature of 85 to 90 degrees.

RT&S: What are your capital operating expenses for engineering and maintenance-of-way?

KELLER: I have a budget of about $34 million in '95, $11.6 million of which goes toward capital expenses. Rail and ties account for our biggest expenses, of course. We'll put in about 90,000 ties this year—all hardwood. We have some concrete ties and about 2,500 Cedrite ties that we installed in a few curves back in '89, '90 and '91, but our standard is hardwood ties. We don't have a problem with rot as they do on railroads in other parts of the country. Our tie life is determined by mechanical wear.

RT&S: And rail?



MRL operates one 34-person gang to alternately insert ties and lay rail. Smaller gangs perform spot maintenance.

KELLER: The mainline is about 95% cwr. Half of it is 132- and 136-pound; the other half is 115. Our current standard is 136-pound rail. We use premium rail on curves over three degrees, and even some areas of two degrees or less. This year we're putting in approximately nine track miles of curve and tangent rail. Some of the 132-pound rail coming out of curves and 115-pound that we're taking out of tangents is already welded and will be cascaded down to yards and sidings. The tangent 115-pound rail we're taking out this year was gas-welded and installed back in 1960. The majority of it will have to be scrapped.

RT&S: And your surfacing program?

KELLER: We'll surface about 250 track miles this year. One of our three surfacing gangs follows the tie or rail gang, which is one and the same gang on our railroad. The other two gangs do work on other mainline track sections that need surfacing.

RT&S: Let's talk about the make-up of your gangs.

KELLER: We operate one 34-man gang to put in ties and to lay rail. Our maintenance season extends from mid-April to mid-November. The gang does tie work in the early and latter part of the season, and rail work during the warmer part of the Summer. We normally put in 90,000 to 100,000 ties, and lay anywhere from 10 to 20 miles of rail per season. With 20 or more trains on the system per day, track time on some days gets pretty slim. We also have three smaller maintenance gangs for various projects—gauging, yard work, turnout work and laying curve rail in some locations. Right now, we also have five thermite welding crews eliminating rail joints. We also have two signal crews and three bridge crews.

RT&S: What's the size of your engineering-maintenance force?

KELLER: Including management, track, bridge and building, signal and work-equipment people, we have 170 permanent employees in the Engineering Department. Each Summer, we call back approximately 90 to 100 furloughed people for tie, rail and bridge work. When we started this railroad, virtually all of the maintenance people came from the BN. With the number of people that have been hired within the past eight years, about 60% of the workforce is former BN.

RT&S: What kind of tonnage and traffic densities are you seeing?

KELLER: When we started operations, we were handling about 25 mgt of traffic. Last year we ran about 32 million gross tons. We've run as many as 35 trains in one day, but, typically, we run between 20 and 28 trains per day, depending on the number of grain or coal trains going through. Approximately 60% of our traffic is bridge traffic—traffic that we get from BN on one end and give back to them on the other; the other 40% is other traffic—lumber products, wood chips, grain, paper, asphalt coke and intermodal traffic that either originates or terminates on our line. We have increased our on-line business every year since we began operations; the BN bridge traffic has fluctuated, but it's up this year as compared to last year.

RT&S: What are your operating speeds?

(Continued on page 27)

use of federal set-asides in government construction. NRC has provided Frank's office with information regarding the abuses of the set-aside program that many NRC members have experienced. NRC members who want to communicate with Franks on this issue can do so by calling 202-225-3822 or by writing him at 133 Cannon House Office Building, Washington, D.C. 20515.

Section 13(c) repeal

NRC is seeking a repeal of the Urban Mass Transit Act's Section 13(c), which is a requirement on public transit agencies who receive federal funds to seek labor approval of how those funds are spent if labor is "affected." This gives extraordinary control to unions over transit authorities, and the net effect is to deprive transit operators of the ability to achieve reasonable productivity. NRC believes that the regulations do nothing to advance legitimate federal interests.

I can report that the House Appropriations Transportation Subcommittee has agreed with NRC's position and includes a repeal of 13(c), along with any contracts implementing 13(c), as part of the transportation appropriations bill. By the time you read this article, the full committee mark-up will have occurred in the House. Our efforts to eliminate 13(c) may face more roadblocks in the Senate, and NRC remains committed to the issue.

Marketing guide available

Scott Brace, Railroad Service, Inc., chairman of the NRC Business Development Committee, has announced that the Committee has completed work on its Handy-Dandy Marketing Guide for Railroad Contractors. One copy of the handbook is available to all NRC contractor members at no cost. Additional copies are available for $10 each. Non-member contractors may purchase the handbook for $50.

NRC conferences

Remember that the 1996 NRC Management Conference will be held Jan. 19-24, 1996, at The Biltmore Hotel, Westin Hotel and Resorts in Coral Gables, Fla.

And, looking ahead, the Conference Committee has chosen the Marriott Mountain Shadows Resort in Scottsdale, Ariz., as the site for the 1997 NRC Management Conference. The dates are Jan. 10-16, 1997. Mountain Shadows is tucked away in the shadow of Arizona's Camelback Mountain.□

Montana Rail Link

(Continued from page 17)

KELLER: Our timetable speed is 60 miles per hour. On our heavy mountain grades and curves we drop down to about 25 miles per hour. We maintain the track to Class 4 over the entire mainline.

RT&S: What do your rail grinding and lubrication programs consist of?

KELLER: We grind twice per year, about every 15 mgt or so. We do switch grinding about every three years. Pandrol Jackson has been doing our grinding for the past few years. We have both wayside and high-rail lubricators. Two of our eight track inspectors' vehicles are equipped so they can lubricate the track as they inspect it. We have a lot of wayside lubricators, and we're adding more. Whenever we see flecks of steel where the wheels are grinding the rail away, we add a lubricator. We've virtually stopped rail gauge-side wear in some areas, so we believe that the cost of adding a lubricator is worth it.

RT&S: What types of bridges do you have?

KELLER: We have more than 300 bridges of various types—through trusses, deck-plate girders, concrete and timber—on the system. Mainline bridges are either concrete or steel—the majority being steel. Our longest bridge is 1,100 feet long; the highest is 227 feet high—the highest bridge on the former Northern Pacific. We have clearance restrictions on a few through-plate girder bridges that handle the wide Boeing cars that go through, but we're in the process of eliminating them. We're gradually upgrading some of the older bridges that were designed with E-62 ratings to E-80 or 90.

RT&S: What's your position on the use of advanced, or premium, materials and technology?

KELLER: Well, we've gone to the use of Pandrol plates and fasteners in curve territory, or any place where we have problems with gauge widening, and in our No. 20 turnouts. We're getting about 10 years of life on our No. 20 frogs with manganese inserts, and we're seeing good results from the spring frogs we use. We can't justify the use of swing-nose frogs, or any advanced geometry turnouts, but we do need and use high-quality materials. As I've said, this is a difficult piece of railroad, and over the course of our 620-mile mainline, we encounter many of the same problems that the bigger railroads have to deal with.□

Montana
RAIL LINK

WILLIAM H BRODSKY
President

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The ever changing railroad scene by Milt Clark
(article appearing in MRL News No. 32 - 1st Quarter 1996)

If there is any doubt that we are in the era of gigantic railroad mergers, consider these recent developments. In August, the Union Pacific and Southern Pacific announced plans to merge their huge systems. In September Burlington Northern and Atchison, Topeka & Santa Fe merged. In October, the Union Pacific completed the acquisition of the Chicago & North Western. There is continuing talk about forming true transcontinental lines involving combinations of the western roads and eastern roads of Norfolk Southern, Conrail and CSX. Canadian roads play into this mix, too. The Canadian Pacific, through the acquisition of the Delaware & Hudson and the assimilation of the Soo Line, now reaches deep into the U.S. What's more, the Canadian National, with U.S. subsidiary Grand Trunk, recently transformed itself from a stodgy government-owned railroad into a more modern, privately-owned carrier.

What does all this mean and how does Montana Rail Link fit in this picture? How does it affect shippers, competition and market shares?

When the UP-SP merger was announced, the UP acknowledged that they needed to address the problem of competition in the "Central Corridor," generally the route between the Midwest and the West Coast via Denver and Salt Lake City. Montana Rail Link, as an experienced and successful operator in mountain territory, was invited by UP to present a proposal to provide competition in this corridor. After a meeting in Omaha at which MRL outlined a proposal to purchase and operate a competitive system from Kansas City to Stockton, California, UP agreed to provide traffic data toward development of a detailed plan. Several weeks passed without the traffic data being provided and then UP announced that in exchange for the BNSF agreeing to the UP SP merger, the BNSF

could have trackage rights to serve some shippers in the Central Corridor.

MRL was advised of the UP's decision moments before the public announcement. UP stated that they had discussed various alternatives with several railroads, including MRL, and decided on the BNSF proposal as the best solution. MRL at that point, closed its file and went on to other matters. The UP's announcement did not allay the concerns of shippers in the corridor that they would lose competitive rates and service.

Re-enter MRL. Central Corridor shippers, representing interests in Utah and Colorado coal and metals, formed a group called the Western Shippers Coalition headquartered in Salt Lake City. The coalition undertook the task of examining the impact on competition and various ways to address their concerns. In their deliberations, they asked Kansas City Southern, Wisconsin Central, Montana Rail Link and others to explain their respective proposals to the UP. After the shippers coalition had reviewed the various proposals, MRL was encouraged to present its plan to the Surface Transportation Board (successor to the Interstate Commerce Commission) as a plan the shippers could support.

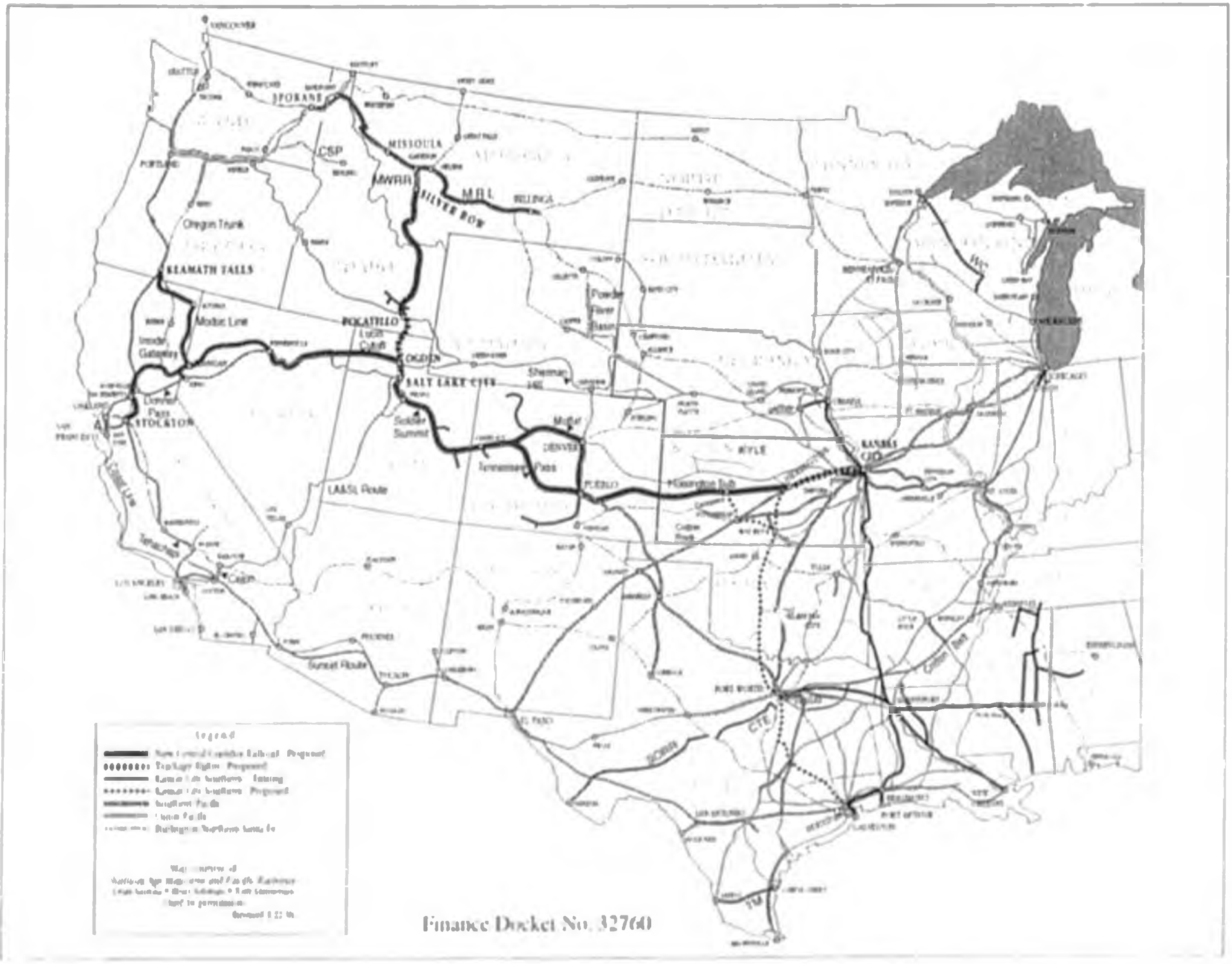
The result was our filing notice with the Surface Transportation Board on January 29 of MRL's intention to participate in the UP-SP merger and to file an inconsistent plan. Our filing states that we intend to file a formal application for a new company controlled by Dennis Washington to acquire certain rail lines, incidental trackage rights, interchange access and proportional rate making authority in the Central Corridor. As part of its acquisition, the new company would grant UP-SP and BNSF overhead trackage rights on its main line, thereby addressing the capacity concerns of those carriers and adding traffic volume to support the new system.

The lines to be purchased include UP lines in California from Stockton, through Sacramento to Flanigan, Nevada, including the UP line from Reno Junction south to Reno, Nevada, and the branch south from Hawley to Loyalton, California; the SP's Modoc Line from Flanigan, to Klamath Falls, Oregon; the UP line east from Flanigan to Winnemucca, Nevada, and the SP line from there to Ogden, Utah; the line south from Ogden to Pueblo, Colorado, encompassing all of the DRGW lines in Utah and Colorado; the former Missouri Pacific line east from Pueblo to Herington, Kansas, and trackage rights over the SP to Kansas City; and, finally, the UP line, including branches, from Silver Bow, Montana, to Pocatello, Idaho, and trackage rights from there to Ogden. The line would include more than 3,600 route miles.

The new railroad would offer the measure of competition needed to preserve balance in this critical corridor of the U.S. while addressing the capacity issues that face most railroads. Of significance, the proposal provides alternatives that allow BNSF to better use gateways such as Klamath Falls or Silver Bow to enhance service and address capacity issues

Capacity issues are problems that railroads have not had for years. Since the beginning of transportation deregulation in 1980, railroads, in general, have abandoned track and otherwise acted to reduce plant and costs to meet competition. Recently, there has been a resurgence of business with the growth of intermodal and unit trains for bulk commodities such as coal and grain. Now the railroads find themselves in a situation where additional tracks and yards are being installed.

Montana Rail Link believes there is a vital role for a new railroad in the Central Corridor to meet anticipated business growth while maintaining the competition necessary for a deregulated economy to function successfully.



Finance Docket No. 32760

The railroad companies that survive and prosper in the 21st century will be those that value customer service above all else. Montana Rail Link recognizes that it is a Service Industry . . . People Business.

MRL is one of a group of diversified Washington Companies, which have interests in construction, mining, equipment sales, environmental cleanup/management, shipping and other related activities.

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"Our people are our most important asset."

MONTANA RAIL LINK

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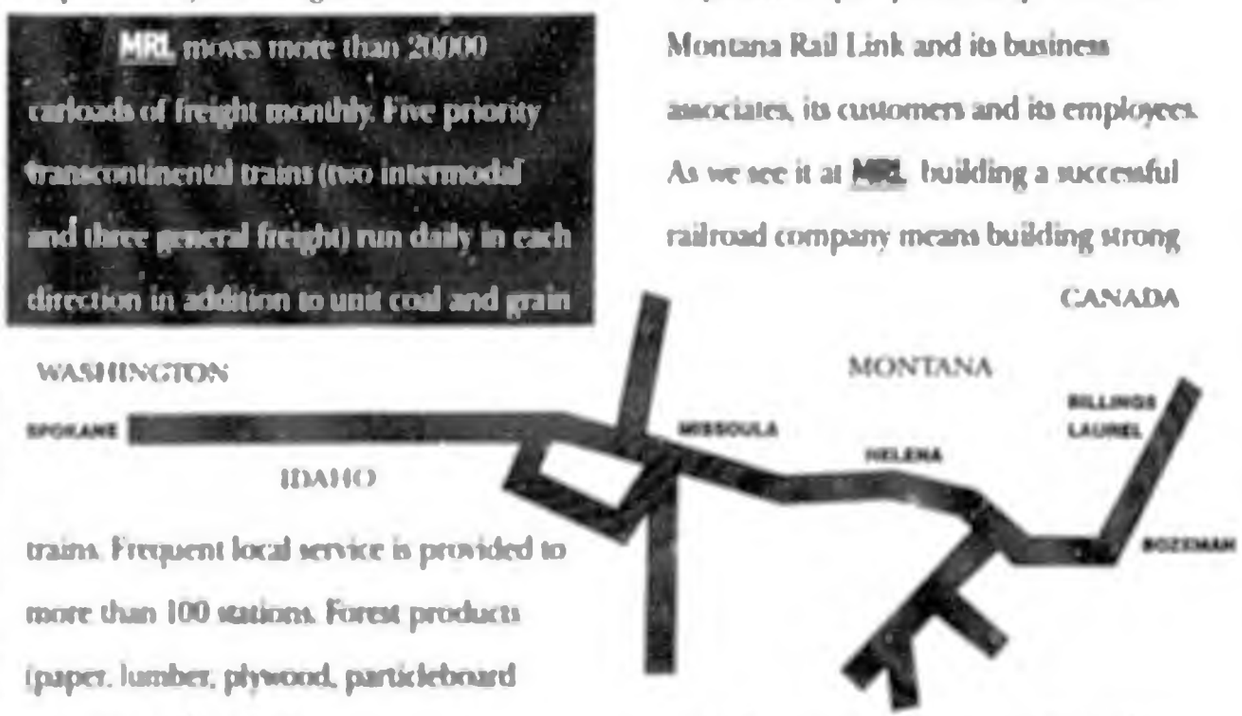
MRL is a regional railroad linking southern and western Montana with the nation's rail network. The route is a major corridor for rail traffic between the central and southern states and the Pacific Northwest and Canada. The main line was originally completed in 1883 by the Northern Pacific Railroad and linked the Great Lakes with Puget Sound making it the nation's first northern transcontinental route. In 1970, the NP along with the Great Northern; Chicago, Burlington & Quincy; and Spokane, Portland & Seattle merged to form the Burlington Northern Railroad. Montana Rail Link assumed control of the line from the BN in 1987.

The physical plant includes over 600 miles of high-speed mainline, maintained to allow freight train speeds of up to 60 miles per hour. Electronic hot box and dragging equipment detectors spaced at 30-mile intervals ensure the safe passage of trains. Branch lines serve the Flathead, Bitterroot and Ruby Valleys, and the Montana City and Harrison areas. Major freight classification yards and car repair shops are located at Laurel and Missoula. The majority of the locomotive maintenance is completed at the Running Repair facility in Livingston.

MRL moves more than 20,000 carloads of freight monthly. Five priority transcontinental trains (two intermodal and three general freight) run daily in each direction in addition to unit coal and grain trains. Frequent local service is provided to more than 100 stations. Forest products (paper, lumber, plywood, particleboard and wood chips), grain, petroleum products, ores and concentrates, primary metal products, lime, cement, talc and sugar constitute the major commodities originated. On line customers receive chemicals, coal, scrap paper, grain and feed, and automobiles.



But a railroad is not simply cold steel and iron; it is people – people with families, financial obligations, professional responsibilities and goals; and it is a series of partnerships – partnerships between Montana Rail Link and its business associates, its customers and its employees. As we see it at MRL, building a successful railroad company means building strong enduring partnerships. And that begins with creating a cohesive team of trained and empowered employees who not only meet but consistently exceed the customers' expectations.

TRAINS

The leading magazine of railroading

Montana Rail Link:
Main Street of Big Sky Country

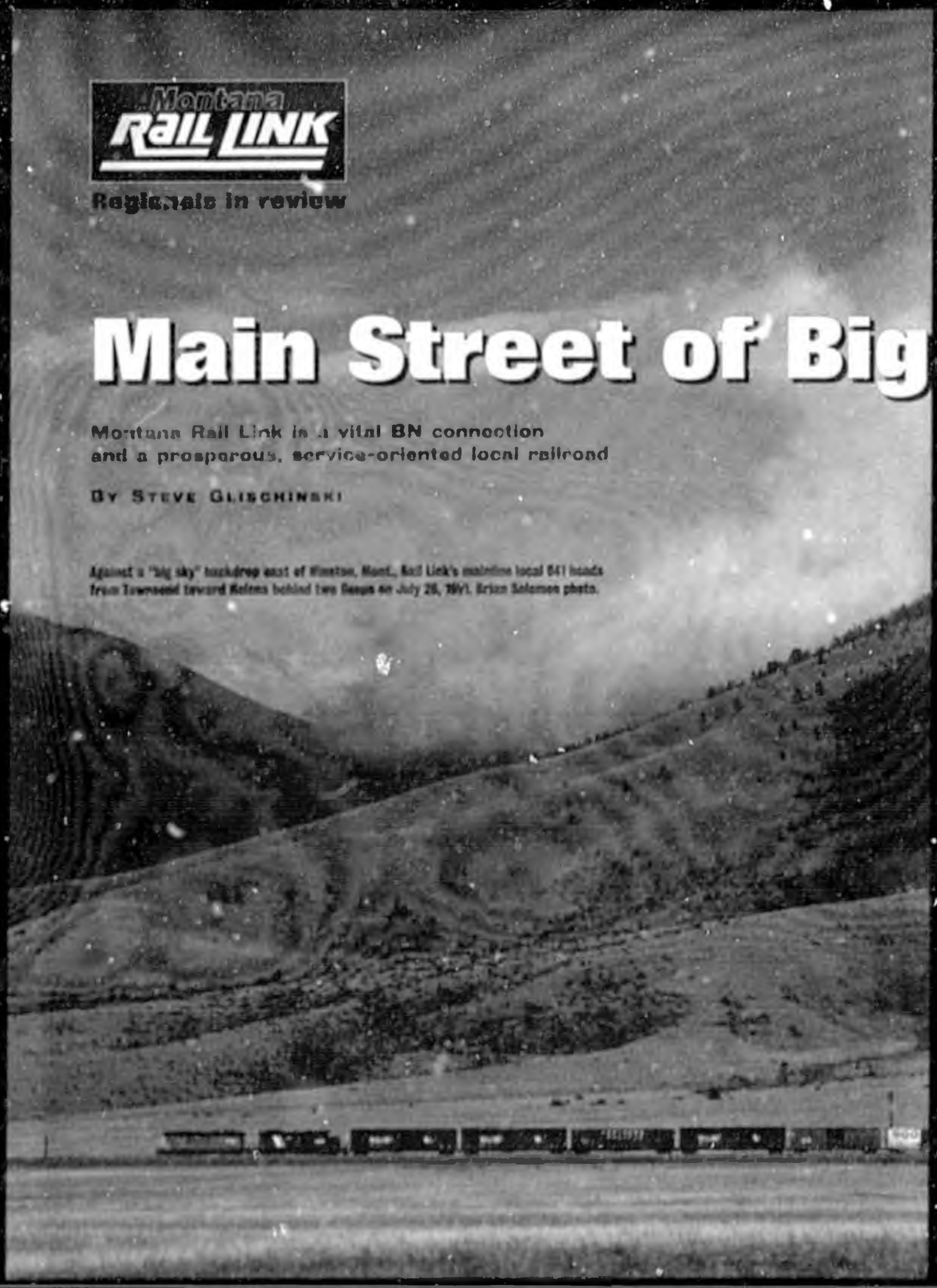
Montana Rail Link

Regionals in review

Main Street of Big

Montana Rail Link is a vital BN connection and a prosperous, service-oriented local railroad

By Steve Glischinski



Against a "big sky" backdrop east of Winston, Mont., Rail Link's mainline local 641 heads from Townsend toward Helena behind two Geeps on July 28, 1991. Brian Solomon photo.

Sky Country

How many regional railroads can boast of mainline trackage that's nearly all welded rail, or controlled by Centralized Traffic Control? Or of a state-of-the-art computerized dispatching system, located in an almost brand-new company office building? Or, despite an average age of 30 years for its locomotives, of a road diesel fleet that's been rebuilt to EMD Dash 2 standards?

Montana Rail Link (MRL, sometimes "Merle") can make all these claims, and more. Arguably one of the most successful of the new regionals, MRL has an excellent physical plant and employees dedicated to serving the customer instead of just "running trains." It generates a lot of revenue, so much so that under older criteria it would have been a Class I railroad. The Interstate Commerce Commission, partially at MRL's and Wisconsin Central's request, changed reporting requirements.

None of this comes as any surprise to William Bredsky, who has served as president of MRL since it was created in 1987, and was its first employee. Bredsky began railroading in the Milwaukee Road's electrification department in 1970 and maintains to this day that "it was the best job I ever had." He also worked in the Milwaukee Road's Chicago headquarters, was involved in the attempt to preserve the Milwaukee's western lines, and served eight years with Santa Fe.

Sitting in his office in MRL's headquarters in Missoula, with a view of the mainline out the back window, Bredsky reflects on what makes Montana Rail Link work. The Montana native's approach is surprisingly simple: "We are dealing in a service industry, and a people business. As long as we offer good service and keep the customers satisfied, we'll be successful."

Bredsky's "people approach" carries over to how MRL's 971 employees are treated. The company does the usual good things: employee meetings with management, attitude surveys, an informative company newsletter. But MRL takes employee relations a step further. A good example is how it treats train crew members who violate rules. Depending on the severity of the infraction, an employee will likely not be given time off, as most roads do. Instead, MRL requires them to attend employee safety meetings and explain how the violation compromised safety and how to avoid making the same mistake.

When Bredsky leaves his Missoula office to travel the railroad, he has a lot of ground to cover. MRL's mainline is that of the old Northern Pacific. 568.3 miles from Jones Junction, Mont., just east of Billings, to Sandpoint, Idaho. Track rights on Burlington Northern extend MRL another 63 miles west to BN's

Montana Rail Link

Yardley/Parkwater yard in Spokane, Wash.

MRL leased this mainline from BN in a transaction completed on October 31, 1987. The lines were leased because 19th century Northern Pacific bonds are still outstanding and can't be paid off until the year 2047. MRL then has the option to purchase the lines. The company did acquire direct ownership of 234 miles of Montana branchlines unencumbered by the bond arrangements. MRL's 888 miles rank it behind only Wisconsin Central, MidSouth (now being acquired by Kansas City Southern), and Dakota, Minnesota & Eastern among new regionals.

For its first five years, Montana Rail Link was a divided railroad. BN retained control over a 52-mile stretch between Helena Junction and Phosphate, smack in the middle of the MRL mainline. This portion traverses scenic Mullan Pass, MRL's passage across the Continental Divide. BN wanted to retain its connection at Garrison to Montana Western, which operates another spun-off BN line 52 miles south to Butte. BN reached Garrison off its line from Great Falls to Helena Junction. On October 13, 1992, the entire Jones Junction–Sandpoint mainline came under MRL control for the first time when BN relinquished operation of the "gap."

A tough piece of railroad

The line over Mullan Pass requires helpers on most trains, thanks to a 2.2 percent westbound grade. Three or four sets of high horsepower, six-axle units based at Helena provide the muscle (page 40). But Mullan isn't the only mountain pass MRL trains must climb with helpers. At Livingston, a pair of three- or four-unit helpers are assigned to assist trains over Bozeman Pass through the Bear Mountains. Westbounds face a 1.8 percent grade, climbing 986 feet from Livingston to the summit at Muir, 12 miles west. Eastbounds out of Bozeman face a 1.9 percent grade.

Another grade, west of Missoula, is Evaro Hill. Westbound trains face a maximum 2.2 percent climb between De Smet and Evaro, culminating with the crossing of Marent Viaduct, at 226 feet the loftiest bridge on the former NP. Eastbounds approaching Evaro face an identical grade. This route goes on west to Paradise, where it rejoins the 92-mile alternate route that follows the Clark Fork River west from De Smet. Although this line is 28 miles longer than via Evaro Hill, most trains go this way because the easier river-level grade.

NP's premier passenger train, the *North Coast Limited*, and its Amtrak successor, the *North Coast Hiawatha*, used the shorter Evaro route despite the grades. After Amtrak discontinued the train in 1979, BN removed signaling from the line and eventually closed the Dixon–De Smet portion. MRL reopened the route to serve as an alternate main and to retain access from Missoula to the 33-mile Polson branch.

One grade with which MRL does not have to contend is NP's old Homestake Pass line east of Butte, used by the *North Coast Limited* and Amtrak. BN abandoned this in favor of the old freight cutoff through Helena, used by NP's and BN's secondary passenger train, the *Mainstreeter*. The Butte–Garrison line then became the MW. With all these grades, the old NP was vastly inferior to the former Great Northern "high line" across Montana to the north, which has only one helper district. After the 1970 merger which created BN, the former GN west of Cascade, N. Dak., became the new railroad's primary transcontinental route. The old NP assumed secondary status, especially west of the Powder River coalfields between Billings and Miles City, Mont.

Over the years, BN had its share of problems in Montana, particularly with its unions, which resisted the railroad's efforts to reduce crew sizes, lengthen districts, and downsize seniority after the St. Louis–San Francisco merger in 1980. Livingston, especially, was a labor flash point. BN also considered Montana's taxes high.

In the 1980s, BN looked at line sales as a solution. In 1987, BN spokesman Howard Kallus told *The Missoulian*, a Montana daily newspaper, "The whole railroad is for sale. . . . If someone offers a decent price, any part of it is for sale."

Classic Northern Pacific semaphores bracket local 640 east of Helena on October 2, 1992.

Along the southern mainline that would become Montana Rail Link, local freight business was still strong, but in BN's opinion not strong enough to justify keeping the entire route. BN had considered rebuilding the ex-GN from Missoula (near Laurel) through Great Falls to the transcontinental route at Shelby. This would handle the overhead business as well as traffic off former Chicago, Burlington & Quincy routes in Wyoming. The old NP west of Laurel could then be downgraded. The projected cost of rebuilding the Great Falls line was too high, but the southern route still went on the block.

A rough beginning

Enter Missoula industrialist Dennis Washington. He is owner of the Washington Corporation, parent of several companies with interests in construction, mining, environmental management, and heavy equipment sales and leasing. Washington, 57, and a Missoula native and high school graduate, founded his own construction firm at age 24 and by the 1980's was a certified millionaire. One of his biggest successes was reopening the dormant Anaconda Copper mine in Butte and making it profitable by 1986.

BN preferred a local buyer, and Washington's group was one of the few in Montana with the finances to put together a deal, rumored at $160 million. But Washington's companies were also known for being non-union. Once the brotherhoods on BN discovered Washington was negotiating for the old NP lines, they vigorously objected, resorting to picketing and court actions in an attempt to block the sale.

Brodsky remembers well MRL's early days. "I was the first employee hired by Dennis Washington, on July 1, 1987. As the closing date of the sale came closer in October 1987, we set up round the clock hiring. We hired 80 employees in a week, who came from 60 or 70 different railroads. It was pretty chaotic." MRL became another Washington Corporation firm, with Brodsky managing the company. He reports to Dorn Parkinson, president of the corporation.

The original closing date for MRL start-up was set for October 26, 1987, but was delayed five days by court order. "The delay actually helped us get the chaos behind us," Brodsky says. The sale went through

Riding MRL's Continental Crossing: Mullan Pass

The "big hill" for Montana Rail Link is its line over the Continental Divide at Mullan Pass, west of Helena. Maximum grades are 2.2 percent for westbounds and 1.4 for eastbounds. Pete Storseth, MRL's Helena trainmaster and a veteran of BN operations in North Dakota, says MRL usually keeps three sets of helper engines at Helena: two with four units and one with three. Five 2-person crews are based at Helena to work them.

Depending on a train's tonnage, the helpers are placed either on the head end or mid-train. Westbound trains of 5000 tons or more get helpers; eastbounds must exceed 7500 tons fo. help. Most trains aren't that heavy, but coal or grain unit trains of 100-plus cars are heavy enough to employ two helper sets at once. The helpers stay on westbounds to either the top of the grade at Blossburg, 20 miles from Helena, or 8 miles beyond to Elliston.

To experience Montana Rail Link's most challenging operating obstacle, I will ride with Pete Storseth and the crew over Mullan Pass. We climb aboard train 123 at the Helena depot on October 2, 1992, at 11:28 a.m. The train, a BN through run, had arrived earlier and was given a quick switch by the Helena yard job. Motive power is three 4-axle BN units totaling 10,400 h.p.: GP50 3117, B30-7A 4016, and EMX B39-8 8599. The train has 71 cars: 57 loads and 14 empties totaling 7420 tons. Our crew is two BN veterans. Engineer Tom Talburt worked on the Powder River Basin coal line, and assistant engineer Leo Black in Montana.

By 11:30 a.m., our train is rolling on the double track out of Helena Yard, but 3 miles out we stop at Helena Junction, where BN's line from Great Falls meets the main. On the wye is a four-unit helper set, all MRL units: SD40-2XR 259, SD40 .06, SD45-2 307, and SD40-2XR 260. They are rated at a total 12,600 h.p., which gives us 23,000 h.p. to conquer the mountain.

At 11:50 the helpers are cut in and 123 is under way. But not for long. Ten minutes and only 2 miles out, we are stopped at the west end of double track at Tobin to wait for eastbound train 120. Soon it rolls by behind a brace of BN SD40-2's. At 12:22 p.m., we blast west from Tobin, the beginning of the long grade to Blossburg. We reach a top speed of 18 mph, then drop to a steady 16.

Two miles east of Austin, the 2.2 percent grade begins, and at the west switch, the line swings into a 10-degree horseshoe curve, the first of several that Northern Pacific surveyors laid out to conquer the grade. Our lead unit, GP50 3117, begins to slip. "These four-axle units just aren't designed for these steep grades and curves," Talburt says. "Six-axle power grips the rail much better."

As we climb above Austin, we can glance back and see the mid-train helper. The track then makes a sharp curve to the west, passing through a large cut NP made to bypass Iron Ridge Tunnel; the abandoned bore is visible just west of the right of way. Emerging from the cut, we can spot the rear end of our train making its way through the horseshoe.

Weed spur (12:59 at a steady 14 mph) is one of several passing sidings abandoned by BN during an austerity program prior to MRL's formation. The wheel-slip from 3117 now becomes a constant grind. Another curve swings us around to the north, and we see Greenhorn Creek trestle. The curved steel bridge is one of two on Mullan; it crosses over the creek and an open field with a small A-frame house. An old Volkswagen micro-bus, complete with flowers painted on it as if from the 1960's, rests in the yard. The trestle sits in the middle of another horseshoe, so Black leans out of 3117's window to inspect the train.

STEVE GLISCHINSKI

Helpers are visible from lead unit BN 3117 as train 123 crosses Greenhorn Creek trestle.

Skyline is another siding-turned-spur. At 1:07 we cross Austin Creek trestle, the second curved one on the pass. Beyond one more curve is the east portal of Mullan Tunnel. Visible as we enter are the unusual squirrel-cage ventilating fans that NP and BN employed to clear the 3875-foot bore; today it is naturally ventilated.

Mullan resembles a cave more than a railroad tunnel, with a rocky ceiling that leaks water. On March 2, 1949, the tunnel caved in, forcing trains to be rerouted over Homestake Pass and through Butte. NP lowered the tunnel floor and reopened on December 7, 1949. Midway through the tunnel, our pace proves too much for 3117 and it gives up the ghost, automatically dropping from throttle notch 8 to 6. Fortunately our momentum carries us over the top.

In an explosion of black diesel exhaust that shoots skyward, we emerge into daylight at Blossburg at 1:16. A few moments later the helpers emerge in a similar display. As I watch the smoke slowly dissipate into the clear Montana sky, it's easy to understand why the helper units quickly become covered with soot despite going through the locomotive washer at Livingston.

MRL leaves it up to the engineers and dispatchers to determine whether to cut off the helpers at Blossburg or Elliston. Today, Talburt decides to go through to Elliston, since MRL train LM is close behind us. Blossburg, at 5548 feet elevation, is the top of the Mullan grade, and we quickly roll up to 40 mph as we descend the 1.4 percent on the 8-mile run to Elliston, where we arrive at 1:33.

Storseth heads across the highway to pick up some Cokes for the crews, who quickly cut out the helpers and head them into the siding. The two halves of 123's train are coupled back together and it is soon on its way. I climb aboard the helper set, but not before LM blasts by. With a short train, LM didn't require helpers and will make good time on the 90-mile trip to Missoula.

Since there is no eastbound coming that needs a push, we head east as a light engine, departing Elliston at 2:05. By 3:30 we are back at the Helena depot, another trip over Mullan completed. The helper crew gets little rest, though, for train 195 is arriving and will soon will need its lift over the Divide. —Steve Glischinski

on October 31, but all did not go smoothly. Early that morning, three diesels—two EMX GP's and a BN SD40-2—were set loose over Bozeman Pass. They eventually derailed after reaching speeds up to 80 mph, injuring an unlucky transient who had hitched a ride. Brodsky recalls: "We came into existence at 12:01 a.m., and by 2 a.m. we were $4 million in the hole." The FBI was called in, but no arrests were ever made and the case is still open.

Brodsky said the experience worked in MRL's favor. "The incident really pulled our group together. Before that happened, there was a lot of sympathy for opponents of the sale. But when that happened, the sympathy was gone. Our people circled their wagons and came together."

Brodsky is also quick to point out MRL is far from being non-union. "The Brotherhood of Locomotive Engineers represents our operating personnel, and we have another single contract that includes seven other crafts." MRL trains use two-person crews, with an engineer and "assistant engineer," both of whom are qualified to operate trains. Some local trains use three-person crews. The mainline is divided into three crew districts: Laurel-Helena, 223 miles; Helena-Missoula, 118; and Missoula-Spokane, 280.

Part of Washington's philosophy is to share the gains—and the risks—with his employees. MRL employees are beneficiaries of profit-sharing and 401k retirement/investment plans. There is also a "quality of life" article in the union contracts pledging regular time off and minimum time away from home. On the other hand, no one is guaranteed a job, so if business goes bad, layoffs are possible.

A name, and an image

Washington came up with the name "Montana Rail Link" when he was negotiating for the lines. The name is indicative of MRL's role for Burlington Northern: it serves as a captive, low-cost link for traffic to/from the Pacific Northwest and the Midwest and South. With one transaction, BN was able to rid itself of its Montana problems, at least on the ex-NP route, and yet keep what is in effect a through route.

According to Brodsky, Washington is sensitive to the image of the company. This helps account for the fairly rapid repainting of MRL's locomotive and car fleets into dark blue and white, a scheme Washington helped design.

And what about that small red dot on the ends of MRL's locomotives? Rumors have circulated that "the dot" represented the old NP mona-l symbol, or Japanese interests which supposedly had bought into the company. But Brodsky says the dot's origin was fairly simple. "We had a salesperson trying to sell us decals for the locomotives, and Dennis (Washington) saw the red dot in the salesman's case. He held it up to an engine and thought it looked pretty good, so we started applying them." The dots are reflectorized to increase visibility for motorists.

Two-thirds of MRL's traffic is made up of "overhead" traffic—BN trains which MRL moves between Laurel and Spokane. Westbound, MRL crews take over from BN's at Laurel, site of a MRL's largest yard

and also a car shop. To place all Billings-area business on the new carrier, BN gave up ownership at Jones Junction, east of the city, which at 67,000 is Montana's largest.

As a condition of the sale, BN maintains certain traffic levels over MRL. Brodsky refuses to call this a "guarantee" but does admit that the railroad would be "far different" if not for the BN traffic.

"We are an independent company, locally owned and managed. While we have a great relationship with BN and value that relationship, they don't tell us how to run our railroad," Brodsky emphasizes. While NP referred to itself as the "Main Street of the Northwest," MRL reigns as the "main street of Montana" with all the traffic it handles. Up to 22 scheduled BN trains operate over MRL each day, depending on the day of the week. On most of these trains, BN diesels run through. MRL has direct interchange with two railroads besides BN: Montana Western at Garrison and Union Pacific at Sandpoint, the old Spokane International route. MRL also reaches UP at Silver Bow, Mont., via Montana Western.

Local traffic has become more and more important to MRL. "We are bringing business back to the railroad," Brodsky says. "Our customer base is up 26 percent since 1987 and growing. It takes three or

The seven locomotives leading daily road freight M1 over Skyline Trestle on Mullan Pass on September 30, 1992, include helper units.

Montana Rail Link

four years to get customers back who have left the railroad, but they are coming back." Since MRL is privately owned, the company does not reveal financial data, but Brodsky says the company has "never had a month that wasn't profitable." As a measure of MRL's success, consider that it was able to pay off the debt incurred to purchase the branchlines in only four years. The company handles more than 240,000 carloads each year. Major on line commodities include lumber, paper, chemicals, cement, and talc.

Lots of locals

To handle its local business, MRL operates several types of trains. Laurel-Missoula symbol "LM" and its counterpart "ML" operate daily to handle originating and terminating traffic. They set out and pick up only at terminals and junction points. At MRL's far east end, the Carter Local works between Billings and Huntley, switching oil refineries and grain elevators six days a week. There is also a six-day transfer run between Laurel and Billings. A switch job works Livingston and the main line east to Big Timber, plus the remnant of the old branch to Yellowstone Park.

Daily mainline locals 640 and 641 switch customers between Livingston and Helena, frequently taking 12 hours to handle all the business. They also make a side trip to Three Forks, Whitehall, and Twin Bridges as necessary. The last 20 miles of this branch to Alder is out of service. As far as Whitehall, this route was once part of the scenic mainline over Homestake Pass. The Whitehall-Butte segment, still owned by BN, has been unused since 1982 but the rails are still in place. MRL expects to purchase this line from BN.

Helena is another interchange point with BN, which runs a Great Falls-Helena turn to make the connection. But MRL's headquarters city of Missoula is probably its busiest point for local train activity. Three days a week Missoula dispatches a local which makes a round trip to Garrison for Montana Western interchange and local switching. West of Missoula, the Paradise local makes a round trip to Paradise six days a week, meeting another local that runs between Paradise and Sandpoint.

Each day, the Schilling local makes a round trip from Missoula Yard west 12 miles to Schilling, site of a pulp mill of Container Corporation, MRL's largest customer. Missoula Yard was once a hump facility which BN downgraded to a "flat" yard. When traffic is heavy, the Schilling job will make two round trips in a day. Another local runs from Missoula to Bonner, 6 miles east, to switch a lumber mill.

Branchlines are also serviced by Missoula-based locals. The Polson local travels the Evaro Hill route to Dixon and up the branch to Polson on Tuesdays, Thursdays, and Saturdays to serve lumber producers. On Tuesdays and Fridays another job heads south out of Missoula on the 66-mile branch through the Bitterroot Valley to Darby, working lumber-related industries. One branch, between Drummond and Phillipsburg, is out of service.

Rail Link President Bill Brodsky listens to a train crewman at an employee meeting.

The blue fleet

Montana Rail Link's fleet of 97 EMD units is the charge of Mel Dimus, chief mechanical officer. He spent 30 years with Illinois Central and Illinois Central Gulf before coming to MRL in its first year. He supervises 191 employees.

Dimus says MRL picked up 52 units from BN at startup but quickly had to purchase more units from dealers. MRL's 97 units include [illegible] GP9's, 8 switchers, and handfuls of SD[illegible]'s, SW9's, and GP35's. The backbone of its road fleet are 16 SD40's, one SD40-2 (one of the units wrecked on MRL's first day), and 11 SD40's upgraded

A loaded carload clouds up MRL's ex-NP right of way as BN train 120 crosses Pend Oreille Lake east of Kootenai, Idaho, on July 1, 1991.

Montana Rail Link locomotives

No.	Model	Built	Heritage, notes
11	NW12	1939	BN 19; rebuilt 1975 from NW2 469; ex GN 122, 5322
12	SW1200	1957	BN 208; ex NP 149
13	SW1200	1957	BN 220; ex NP 161
14	SW1200	1956	BN 203; ex NP 144
15	SW1200	1957	BN 218; ex NP 159
16	SW9	1952	BN 269; ex SLSF 314
17	SW1200	1957	BN 215; ex NP 156
18	SW1200	1957	BN 216; ex NP 157
104	GP9	1956	BN 1834; ex GN 682
105	GP9	1957	BN 1903; ex NP 318
106	GP9	1958	BN 1931; ex NP 352
107	GP9	1958	BN 1934; ex NP 355
108	GP9	1956	BN 1835; ex GN 683
109	GP9	1955	BN 1710; ex NP 210
110	GP9	1956	BN 1897; ex NP 280
111	GP9	1956	BN 1717; ex NP 269
112	GP9	1956	BN [illegible]721; ex NP 273
113	GP9	1957	BN [illegible]29; ex NP 291
114	GP9	1957	BN 1731; ex NP 293
116	GP9	1958	CAMW 4507; rebuilt 5/73 from 708, ex M&SIL 708
117	GP9	1956	BN 1833; ex GN 681
118	GP9	1957	BN 1924; ex NP 339
119	GP9	1957	BN 1925; ex NP 340
120	GP9	1957	BN 1926; ex NP 341
121	GP9	1957	BN 1927; ex NP 342
122	GP9	1957	BN 1929; ex NP 344
123	GP9	1958	BN 1930; ex NP 351
124	GP9	1958	BN 1935; ex NP 352
125	GP9	1958	MRL 101, BN 1946; ex NP 367
126	GP9	1957	MRL 102, BN 1732; ex NP 294
127	GP9	1954	MRL 103, BN 1832; ex GN 680
151	GP19-1	1957	Rebuilt 1991 from GP9 1744 (was to have been MRL 116); ex BN 1744, NP 306; leased to AZCR 12/91-7/92
200	SD40	1968	C&S 6341; ex 881
204	SD40	1968	C&S 6347; ex 887
205	SD40	1968	C&S 6344; ex 884; wrecked at Helena 2/89, scrapped 6/90
206	SD40	1968	C&S 6336; ex 876
209	SD40	1971	BN 6322; stored serviceable
211	SD40	1971	BN 6308
213	SD40	1971	BN 6315
214	SD40	1971	BN 6316
215	SD40	1971	BN 6320
216	SD40	1967	C&S 6335; ex 875
218	SD40	1967	C&S 6345; ex 885
220	SD40	1966	MRL 3001, CLI 3001; ex CAMW 928, CDW 408
221	SD40	1966	MRL 3002, CLI 3002; ex CAMW 924, CDW 404
222	SD40	1966	MRL 3003, CLI 3003; ex CAMW 925, CDW 405
223	SD40	1966	MRL 3004, CLI 3004; ex CAMW 927, CDW 407
224	SD40	1966	CAMW 921; ex CDW 401
225	SD40	1966	CAMW 929; ex CDW 409
250	SD40-2	1974	BN 6377; wrecked on MRL 11/87, returned to service 7/88
251	SD40XR	1966	UP 3002; upgraded 5/90
252	SD40XR	1966	UP 3024; upgraded 6/90
253	SD40XR	1971	Upgraded 10/90 from MRL 203; ex BN 6312
254	SD40XR	1971	Upgraded 11/90 from MRL 212; ex BN 6310
255	SD40XR	1967	Upgraded 12/90 from MRL 219; ex C&S 6346, 886
256	SD40XR	1971	Upgraded 1/91 from MRL 207; ex BN 6317
257	SD40XR	1971	Upgraded 6/91 from MRL 202; ex BN 6306
258	SD40XR	1967	Upgraded 6/91 from MRL 217; ex C&S 6337, 877
259	SD40XR	1971	Upgraded 6/91 from MRL 208; ex BN 6324
260	SD40XR	1971	Upgraded 10/91 from MRL 210; ex BN 6307
261	SD40XR	1971	Upgraded 12/91 from MRL 201; ex BN 6[illegible]
290	SD40XR	1966	UN SDP40 6395; wrecked on MRL 1/88, upgraded 6/89; ex BN 9851, GN 321
301	SD45-2	1974	CSX 8975; ex SBD 8975, CRR 3617
302	SD45-2	1974	CSX 8976; ex SBD 8976, CRR 3618
303	SD45-2	1974	CSX 8977; ex SBD 8977, CRR 3619
304	SD45-2	1974	CSX 8978; ex SBD 8978, CRR 3620
305	SD45-2	1974	CSX 8979; ex SBD 8979, CRR 3621
306	SD45-2	1974	CSX 8980; ex SBD 8980, CRR 3622
307	SD45-2	1974	CSX 8981; ex SBD 8981, CRR 3623
308	SD45-2	1974	CSX 8982; ex SBD 8982, CRR 3624
351	SD45XR	1967	Upgraded 11/91 from NHL 6445; ex BN 6445, GN 415
352	SD45	1970	NHL 6493; ex BN 6493 (ordered by CB&Q, to have been 532)
353	SD45	1970	NHL 6497; ex BN 6497 (ordered by CB&Q, to have been 536)
354	SD45	1971	NHL 6557; ex BN 6557
355	SD45	1971	NHL 6558; ex BN 6558
356	SD45XR	1969	Upgraded 2/92 from NHL 6681; ex BN 6681, SLSF 934
357	SD45	1969	NHL 6686; ex BN 6686, SLSF 939
358	SD45	1969	NHL 6694; ex BN 6694, SLSF 947
401	GP35	1964	DT&I 6353; ex 353
402	GP35	1964	GTW 6355; ex DT&I 355
600	SD9	1956	MRL 604, NREC 604; ex EJ&E 604, DM&IR 107; stored serviceable
601	SD9	1957	MRL 606, NREC 606; ex EJ&E 606, DM&IR 127
602	SD9	1956	MRL 603, NREC 603; ex EJ&E 603, DM&IR 105
603	SD9	1956	MRL 4361; ex SP 4361; rebuilt 12/72 from SP 3956; ex 5483; being upgraded to SD19-1 652
604	SD9	1956	MRL 605, NREC 605; ex EJ&E 605, DM&IR 108
605	SD7	1953	MRL 1541; ex SP 1541; rebuilt 5/80 from SP 1441; ex [illegible]; stored
606	SD9	1954	MRL 4316; ex SP 4316; rebuilt 11/70 from SP 3908; ex 5347; stored
607	SD7	1953	MRL 1515; ex SP 1515; rebuilt 11/80 from SP 1424; ex 5317
608	SD9	1958	EJ&E 611; ex DM&IR 121; stored
610	SD9	1957	EJ&E 602
651	SD19-1	1957	Rebuilt 4/91 from MRL 609; ex EJ&E 601
701	SD35	1965	MRL 1566; ex N&W 1566; stored
702	SD35	1965	MRL 1546; ex N&W 1546; stored
703	SD35	1965	SBD 4591; ex SCL 1914, ACL 1014; stored
704	SD35	1965	MRL 1543; ex N&W 1543; stored
705	SD35	1965	MRL 1553; ex N&W 1553; stored
1725	GP9	1957	BN 1725; ex NP 287; wrecked on BN, Marsh, Mont., 1/88, scrapped
1831	GP9	1954	BN 1831; ex GN 679; wrecked in 1990, scrapped 3/91
1904	GP9	1957	BN 1904; ex NP 319; wrecked on BN, Marsh, Mont., 1/88, scrapped
4337	GP9	1951	Overhauled for lease or sale; CAMW 4337; ex 120; rebuilt 2/74; ex CGW 120; rebuilt by EMD from GP7, 1/58
4555	GP9	1957	Overhauled for lease or sale; CAMW 4555; ex RI 4484 (2nd), 4538; rebuilt 6/77 from RI 1315

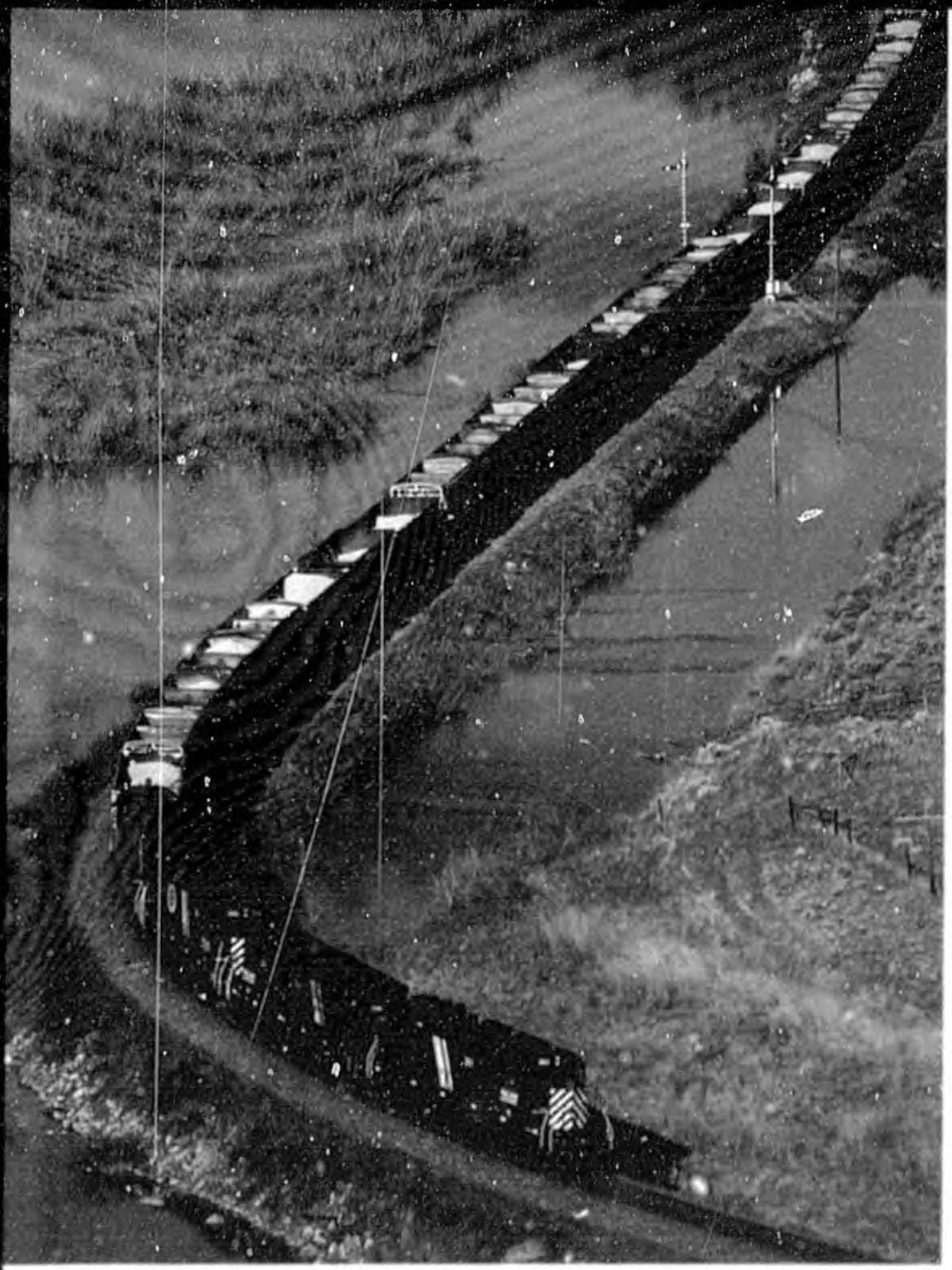
Notes:

Key to initials: ACL: Atlantic Coast Line; AZCR: Arizona & California; BN: Burlington Northern; CAMW: Chicago & North Western; C&S: Colorado & Southern (BN); CDW: Chicago Great Western; CLI: Corporate Leasing Inc.; CRR: Clearfield; DM&IR: Duluth, Missabe & Iron Range; DT&I: Detroit, Toledo & Ironton; EJ&E: Elgin, Joliet & Eastern; GN: Great Northern; GTW: Grand Trunk Western; M&SIL: Minneapolis & St. Louis; N&W: Norfolk & Western; NHL: National Helm Leasing; NP: Northern Pacific; NREC: National Railway Equipment; RI: Rock Island; SBD: Seaboard System; SCL: Seaboard Coast Line; SLSF: St. Louis-San Francisco (Frisco); SP: Southern Pacific; UP: Union Pacific.

Key to models: Designations are those of Electro-Motive Division, original builder of all units, or of MRL on rebuilt or upgraded units. GP series are four-motor B-B's, SD series are six-motor C-C's.

Roster effective December 1, 1992. Sources: Montana Rail Link (Alan Bunce); "Burlington Northern Motive Power Annuals"; Burlington Northern; CAMW Historical Society; EMD Product Reference Data; "Extra 2200 South"; "Southern Pacific Annual"; "Union Pacific Motive Power Annual."–DJ

[illegible] MISSOULA, [illegible]



It's only company ballast train X06, but you can't fault the view near Lombard, Mont., as *four* Rail Link SD's roll east on April 25, 1992.

to Dash 2 standards and termed SD40-XR's. Plans call for the remaining SD40's to be similarly upgraded. Over the next five years all the GP9's and SD9's will be overhauled and get chopped noses.

Other road units include 5 SD45's and 8 each SD45's (two upgraded) and SD45-2's. The most unusual MRL road unit is SD40XR 290. Built in 1966 as an SDP45 for GN passenger service, it is essentially an SD40 with a longer carbody; the extra space housed a steam generator for passenger car heating. Acquired from BN after a stint on MRL at Helena, the unit was repainted with a special logo in 1989 to celebrate Montana's centennial.

Maintenance on MRL units is performed at a five track run through diesel facility at Livingston, adjacent to the former NP backshop, now Livingston Rebuild Center (see "Observations"). LRC is not affiliated with MRL, although it does lots of work for the company. "They have to bail on the business like everyone else," Dennis says. "While they do have an advantage in transportation costs because they are located on our railroad, that doesn't mean they get all our work."

Locing and minor work is done at Missoula, Helena, and Laurel. Each of these places had a roundhouse, but BN razed them. Although winter protection might be nice, Dennis said this has worked out well for MRL. "We were able to consolidate all our maintenance in one location. If there is ever a problem with a unit, we know where the problem originated rather than trying to figure out which roundhouse last worked on it." A new $250,000 locomotive washer was installed at Livingston on November 1991 that can wash 500 units each month.

MRL has also had some locomotives manufactured. In 1989 at Logan Brenny's SD40's rebuilt to Dash 2 specifications. Dennis had extra parts left over so MRL decided to get them done. Although GM SD40's were rebuilt for MRL, using the SD40 electrical cabinet, new and larger cooling fans, SD40-2's grade crossing electrics, and cab interiors a chopped nose and other modifications. "We didn't make anything. Dennis says. Remanufactured GP's and upgraded to Dash 2 specs, the work was done at Livingston. MRL plans to market it to shortlines and other regionals. MRL also built upgraded GP38's from GP38's.

Next for upgrade will be SD9's and SD7's. A complete overhaul includes a change to Dash 2 specs and cost, the rebuilt will be an SD45. The future rebuilds include MRL purchased 20 retired Chicago & North Western units of various models. They are mostly stored at Livingston.

For a short time, MRL even had an E unit. Dennis Washington purchased ex-Milwaukee Road E9A ex-C&O in 1990 from Chicago Metra with an eye on using it to pull the company's business car, but the unit was found to be in poor condition and was scrapped at Livingston. The business car, a former Rock Island car built by Pullman Standard in 1950, was rebuilt by MRL and local Missoula contractors. Named Silver Cloud, it is parked on a special spur next to the Washington Corporation offices.

Montana Rail Link also has 1481 freight cars, many of which have been overhauled and repainted. In its first year, MRL made news by ordering 100 new boxcars for

Switchers keep busy at Laurel Yard, on MRL hub. We're looking west in April 1991.

paper loading, at the time the first order for new boxcars in the U.S. in many years.

A first-rate property

Although BN owned most of the rolling stock, it leased it to MRL at $40 a day, the lowest rate for purchased equipment. Dennis said he plans to "phase BN out by buying more rolling stock, locomotives, and building operating capital. By paying off the leased equipment, MRL saved and avoided the mileage it would have had and placed it in reserve.

In 1989 a 16 mile extension to Sheppard and MRL began operation with connecting 33 miles to Brandon. The route runs with the Yellowstone River and is used for grain and MRL is currently pushing the Legislature for a spur.

MRL's 3 operations began July 1989 when the new company opened a state-of-the-art computerized facility in Missoula headquarters. The railroad is divided in half for dispatching purposes: the east dispatcher controls lines from Helena, the west dispatcher Helena-Sandpoint.

While MRL has a modern dispatching and signaling system, there remain in these areas sentinels of the past along its right of way. NP upper quadrant semaphores. You'll find them on the Lyons grade of Winston Hill east of Helena, along the Missoula Direct near Trotter, and at the railroad's west end. However, they are gradually being replaced by newer color light signals.

MRL also is replacing the last of its wooden rail track with continuous welded rail, and bridge rebuilding is a part of the long-term engineering plan. A big undertaking was the rehabilitation of bridge 300 between St. Regis and Paradise. Built in 1908, the 545 foot, six span structure was rebuilt during 1989-1990 by engineering a new arch structure around the old deck truss structure. The first time this method was employed, it saved a railroad bridge [illegible] will also be shown.

With more and more employees, the rails local and regional pol [illegible] and railroad industry groups. MRL's [illegible] program for Bozeman and many engineering workshop Dennis offer new opportunities. Also on the personal headline [illegible] that originally in the Rocky Mount Arsenal for Montana's [illegible] plant are now [illegible] as well as organic food [illegible] and lots of [illegible].

The company has also given [illegible] the office [illegible] employees [illegible] commitment [illegible] "MRL Way" [illegible] employee [illegible].

Rail [illegible] MRL's [illegible] "We expect to be a [illegible] MRL will [illegible] business [illegible] the Burlington Northern through Montana [illegible] ■

[illegible]

MONTANA RAIL LINK News

A message from Bill Brodsky

While the traffic levels and associated challenges of 1995 [illegible] end of the year. The total performance for [illegible]

[illegible] MRL [illegible]

[illegible] truly a team [illegible] the right equipment [illegible] pleasing [illegible]

Dan Watts n…

Daniel K. Watts, 52, [illegible] vice president of oper[illegible] January [illegible]. He comes [illegible] the Burlington Northern Rai[illegible] was general manager of the [illegible] Corridor.

Watts brings with [illegible] wide [illegible]

[illegible]

- Locomotive leasing will [illegible]

DATES OF INTEREST

[illegible]

Presidents

[illegible]

Dan Watts

[illegible] Bill Brodsky, president of MRL, said. "I look forward to introducing Dan to our railroad. We are extremely fortunate to have Dan [illegible] team [illegible]

DRAFT SURFACE TRANS. PRO-POSAL 1996-98

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

3132 CHANNEL DRIVE
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February 26, 1996

The Honorable Steve Rieger
Alaska State Senator
State Capitol
Juneau, AK 99801-1182

Dear Senator Rieger:

Last summer we announced a new process for nominating and selecting projects under the new Surface Transportation Initiative. Today we are releasing for public review the culmination of that process -- the Statewide Transportation Improvement Program -- which represents a three-year spending plan serving a broad range of state and local transportation needs.

Several aspects of this document and the process used to prepare it are new for Alaska. First, there is an emphasis on rebuilding and modernizing the National Highway System of the state. We have extended our initial plan for a 12-year program of NHS investment to 14 years due to the identification of additional project needs. Second, we have used a broad-based solicitation process that has considered local project needs from every corner of the state. For both the Community Transportation and Trails and Recreational Access for Alaska (TRAAK) programs, projects serving local or community needs comprise the majority of our spending priorities. Finally, projects selected for the STIP have met a rigorous selection process in order to emphasize projects that are most advantageous to the state as a whole.

In this process we have sought an equitable balance between many competing types of needs. These include the need for projects that link our communities together as well as those that improve transportation within our communities. Another consideration is the betterment of urban transportation systems in contrast to villages and remote communities that have been historically bypassed in the funding of surface transportation. Finally, we have sought a balance between traditional transportation requests such as highways and ferries, with non-traditional transportation concerns such as community buses and vans, biking and walking trails and tourism facilities along state highways.

The Anchorage Metropolitan Area Transportation Study (AMATS) holds special status under Federal requirements for program development. As an urbanized area with greater than 200,000 population AMATS is empowered to determine its own priority for projects and prepare its own Transportation Improvement Program (TIP) based on funding allocated within the STIP.

In order to determine the AMATS funding allocation for non-National Highway System projects, AMATS projects were scored along with projects from other communities for the six year competitive program and setting a yearly funding

target based on that average. This uniform annual target allows AMATS to accomplish the long-range planning required to develop complex projects to resolve congestion and other problems in the Anchorage area. National Highway System projects within AMATS are a state responsibility but must be included in the AMATS TIP. The funding totals within AMATS for the three year STIP include:

	1996	1997	1998
non-NHS	$22,000.0	$22,000.0	$22,000.0
NHS	7,264.3	4,437.9	5,697.9
Total AMATS funding	29,264.3	26,437.9	27,697.9

Additionally, there are projects within the Municipality of Anchorage that are outside the AMATS urbanized boundaries mostly along Turnagain Arm. The funding totals for project outside AMATS but within the Municipality of Anchorage for the three year STIP include:

	1996	1997	1998
Anchorage funding outside AMATS	$12,999.7	$28 325	$16,950

The funding totals for the entire Municipality of Anchorage (including both AMATS and the area outside AMATS) exceeds $140,000,000 for the three year STIP period.

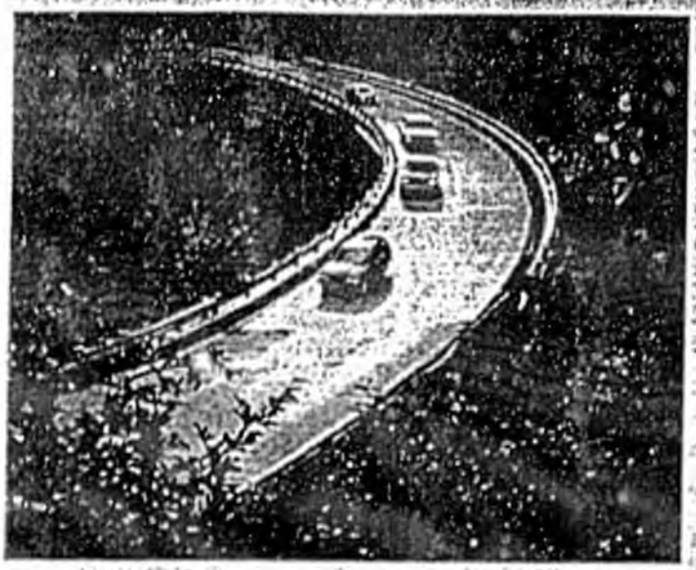
The AMATS TIP will be released for public review after AMATS adopts the final Needs List for Anchorage. The AMATS TIP will then be incorporated into the STIP in its entirety.

We will submit our capital budget request on the basis of this draft STIP. I welcome your interest in and review of this document and look forward to working with you on its completion.

Sincerely,

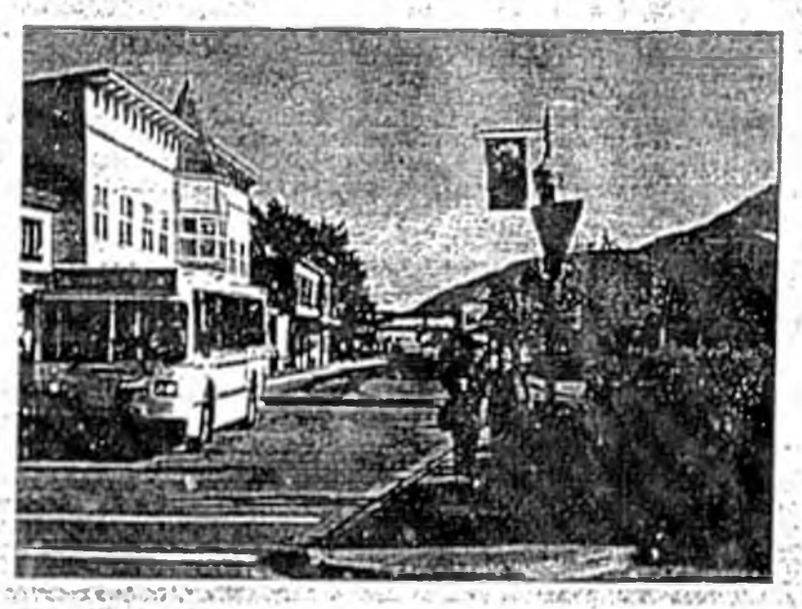
Joseph L. Perkins. P.E.
Commissioner

Enclosure: Statewide Transportation Improvement Program 1996 - 1998



Statewide Transportation Improvement Program 1996 - 1998

DRAFT
For Public Review
Comment by April 5, 1996



Alaska
Department of
Transportation
and Public Facilities
March 1996

Remember: Comments due April 5, 1996

How to contact us:

This draft Statewide Transportation Improvement Program (STIP) was prepared by the Division of Statewide Planning, Alaska Department of Transportation and Public Facilities. Additional copies of this document or further information about the selection process can be obtained by calling or writing this office. To receive further information or to send us your comments about this document please contact us:

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DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

February 23, 1996

Dear Alaskans:

It is with pleasure that we present this draft Statewide Transportation Improvement Program or STIP. This document fulfills an important step in moving the Governor's Transportation Initiative from concept to reality. The draft STIP addresses the 1996-1998 federal fiscal years. An illustrative draft program for 1999, 2000 and 2001 is also provided for your information but it will not be a part of the final STIP submitted to the Federal Highway Administration for approval.

The new draft STIP is organized into the three spending categories as contained in the Governor's Transportation Initiative: National Highways (NHS), Community Transportation (CTP) and Trails and Recreational Access for Alaska (TRAAK). Except for on-going projects all of the new project starts in this STIP are based on the new project nomination and selection process that began in mid-1995. TRAAK and CTP programs were developed from a broad list of candidate projects and individually scored on a statewide basis using newly developed criteria. NHS projects were selected by the department's staff based on the critical need to bring Alaska's National Highways up to minimal standards.

The new STIP is based on the recently released "Transportation Needs and Priorities in Alaska" or Needs List which has also been updated following extensive public review and comment. We will republish the Needs List along with the final STIP in April.

The new STIP contains a spending plan for a large variety of surface transportation projects. It includes important road, trail and transit projects in virtually every area of the state and new projects such as the road to Whittier.

Alaska's list of needs is many times larger than our funding resources. As with every allocation of scarce resources, this STIP does not serve every need. The process that has led to the development of this STIP has focused on the most worthy projects in the State.

This new STIP is a draft and as such we want and need public review and comment. Please take time to review this document and send us your comments.

Sincerely,

Joseph L. Perkins

Joseph L. Perkins, P.E.
Commissioner

DRAFT

Alaska Department of Transportation and Public Facilities
Statewide Transportation Improvement Program
Federal Fiscal Years 1996 - 1998

Contents

DRAFT
Alaska Department of Transportation and Public Facilities
Statewide Transportation Improvement Program
Federal Fiscal Years 1996 - 1998

Introduction and Summary

This document is a new edition of the STIP or Statewide Transportation Improvement Program. The STIP is a plan for allocating funding for surface transportation — highways, transit, trails and ferries — for a three year period. This new STIP covers the time period from October 1995 through September 1998.

This STIP is the first program based on the Transportation Initiative announced by Governor Knowles in June 1995. This initiative outlined three major categories of spending and a competitive and open project selection process. The new scoring criteria, explained in detail later, allow for different types and scales of transportation projects to be directly compared for a more fair evaluation.

Purpose of the STIP

The STIP is a final step in deciding which projects will be selected for funding. Alaska's STIP is prepared from a document known informally as the Needs List (*Transportation Needs and Priorities in Alaska*). Beginning in June 1995 the department began soliciting project nominations to the Needs List. Thereafter, using the new scoring criteria, a large number of projects was ranked and scored. Only projects receiving the highest scores in the Needs List became eligible for statewide consideration and possible Priority 1 ranking—a prerequisite for inclusion in the STIP.

The STIP is a financially constrained three-year spending program. The department must estimate the total amount of transportation funding, by category, it expects to receive for the three year period. The primary source of funds for surface transportation projects in Alaska is federal-aid highway funding received from the U.S. Department of Transportation. This estimate forms the annual limit of project allocations that the STIP can contain. Further, funding is allocated within specific categories such as safety, surface transportation, enhancements and transit funding according to specific federal funding programs. The STIP must take these suballocations into account as well.

The STIP is required by federal regulation. Section 23 CFR 450.216 requires that each state transportation agency develop a STIP for all areas of the state. Additional requirements are also placed on the nature and form of projects which are placed within the STIP. The final STIP is subject to approval by both

the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), both agencies of the U.S. Department of Transportation.

The purpose of the draft STIP is to allow public review and comment on a surface transportation spending plan which:

- Is fiscally constrained, based upon realistic estimates of expected funding;
- Is consistent with both statewide and local transportation plans;
- Covers a period of not less than 3 years;
- Is shown to be consistent with federal and state air quality requirements;
- Contains all capital and non-capital (e.g., planning, research) transportation projects;
- Contains descriptive information about each project, including description, location, costs and year of funding; and,
- Is developed in cooperation or consultation, as appropriate, with affected local officials and transit operators.

The New Transportation Initiative

On June 6, 1995, Governor Knowles announced a new surface transportation plan for Alaska's future affecting roads, ferries, trails and transit. The new plan focuses transportation investments toward four broad categories of spending:

- Bring Alaska's National Highway System (intercity, statewide and Alaska Marine Highway System routes) up to modern standard (approximately $120 million a year);
- Develop a Community Transportation Program (CTP) that creates partnerships with local governments to build projects that serve local and regional needs (approximately $80 million a year);
- Support the construction of Economic Development roads and transportation projects that directly contributes to the growth of Alaska's economy (annual funding for this program is included in the Community Transportation Program); and,
- Establish the Trails and Recreational Access for Alaska (TRAAK) Program to improve access and recreational opportunities (approximately $20 million a year).

Proposed funding levels for this initiative are based on current federal-aid transportation funding and required state match amounts. Should federal funding amounts change, the amount allocated to each of the transportation initiative categories would be reconsidered.

What the New Process Includes

In July 1995 the department announced a new project selection process for the Needs List. This new process incorporates the following elements:

- A broad-based public involvement process that opens the entire process to public review;
- Detailed and specific selection criteria for ranking projects such as safety, economic benefit and public support;
- A priority on shared state-local responsibility, both for capital costs and long-term maintenance;
- Equal opportunity for highway and non-highway transportation modes such as boardwalks, winter trails and transit; and,
- Further priority to projects that are environmentally sound, enhance economic growth and responsibly serve communities and neighborhoods.

Why Geographic Allocation is Not Used

A key change in the new process is the elimination of geographic allocations to the department's regional entities. Alaska's transportation needs are not well served by this method of allocation as there are no readily identifiable factors that equitably allocate funds on a geographic basis. Measurable parameters such as population, land area, vehicle miles traveled or existing road miles create one or more imbalances. Using population as an allocation tool fails to consider the need to connect far-flung communities separated by largely unpopulated regions. Using land area as a factor underserves more densely populated areas that need high-level investments in transit, or grade-separated highways. Using vehicle miles traveled or existing road miles is unfair to communities that lack roads or that need buses or ferry service.

Alaska's extremes of climate and landscape and vast expanses require that large segments of the population rely on ferries, winter trails for sleds and snow machines, and other non-conventional means of surface transportation. In this setting it appears that the most equitable allocation method is statewide competition. The key is balancing the criteria such that projects of greatly different scale and type can be compared.

How Projects Are Selected for the STIP

Projects for the National Highway System (NHS) were considered by an internal department process and did not compete with other needs. Projects for the TRAAK and CTP programs followed a public nomination process that involved many different project sponsors.

Requests for projects in all other categories under the new transportation initiative were solicited on a widespread basis. Boroughs, cities, villages, Native organizations and other local governments, private parties, state and federal agencies as well as others interested in transportation development were all requested to make project nominations. The department also submitted projects for consideration. The result of this nomination process

produced a list of more than 2,000 potential surface transportation projects for consideration.

The department selected projects for Alaska's National Highway System based upon existing conditions, traffic levels and project development considerations. Projects were not ranked in the fashion used for other categories. Project selection of the most critical projects was undertaken by department staff with the goal of upgrading the NHS in a 14-year period. The result of this first approach is a Final *Alaska National Highways Plan*. It identifies the proposed sequence and timing of projects that bring Alaska's major highways and ferry system to modern standards.

The Second Hwy Act is to bring [illegible] up to a standard [illegible] road design [illegible] test

The NHS plan contains no new roads. Its foremost goal is to bring Alaska's system of NHS highways into a modern standard concerning width, grade, alignment and surface condition. The majority of funding earmarked for this program will be used in rehabilitation and reconstruction of NHS routes and elements of the Marine Highway System.

For the CTP and TRAAK programs the application of evaluation standards and criteria involved one of five different types of surface transportation facilities (i.e., Transit, Rural and Urban Streets and Roads, Alaska Marine Highway System, Remote Roads and TRAAK) resulted in a numeric score for every project. Each project was scored with one of the five sets of standards and criteria:

<u>Community Transportation and Economic Development Program (CTP):</u>

- Rural and Urban Streets and Roads Criteria
- Remote Roads and Trails Criteria
- Transit Projects Criteria
- Alaska Marine Highway System Criteria

<u>Trails and Recreational Access for Alaska (TRAAK):</u>

- TRAAK Criteria

In future editions of the STIP the TRAAK project selection process will be undertaken by the recently appointed 13-member citizen-advisory TRAAK Board announced by Governor Knowles in February 1996.

Scoring involves two steps. First the entire list of projects is scored by the appropriate departmental region or the Marine Highway System. The top-ranked projects from this step are then forwarded to the Project Evaluation Board (PEB); composed of 6 senior members of the department including:

- Deputy Commissioner

- Statewide Planning Director
- Alaska Marine Highway System Director
- Regional Directors (3)

Each member of the PEB ranks the statewide list of projects; the resulting scores are then averaged to determine how projects compare to other projects. The result is a numerically ranked list of projects from highest score to lowest. These constitute Priority 1 and 2 projects. Priority 3 and 4 projects are scored at the regional level only and are those that do not score well enough to be sent to the PEB.

The list of Priority 1 projects is then used to assemble the STIP. Generally, the highest scoring projects are included in the earliest years of the STIP. While this general rule guides the development of the STIP, other programming criteria also influence the STIP, including the following:

- Higher scoring projects are favored;
- Projects in progress (in final design or under construction) are favored;
- Complex projects involving difficult right-of-way or environmental considerations are assigned a longer time frame;
- Utilize sub-allocation funding categories such as CMAQ or safety funds; and,
- Coordinate with associated projects and other funding sources.

Major Projects and Priorities Within the STIP

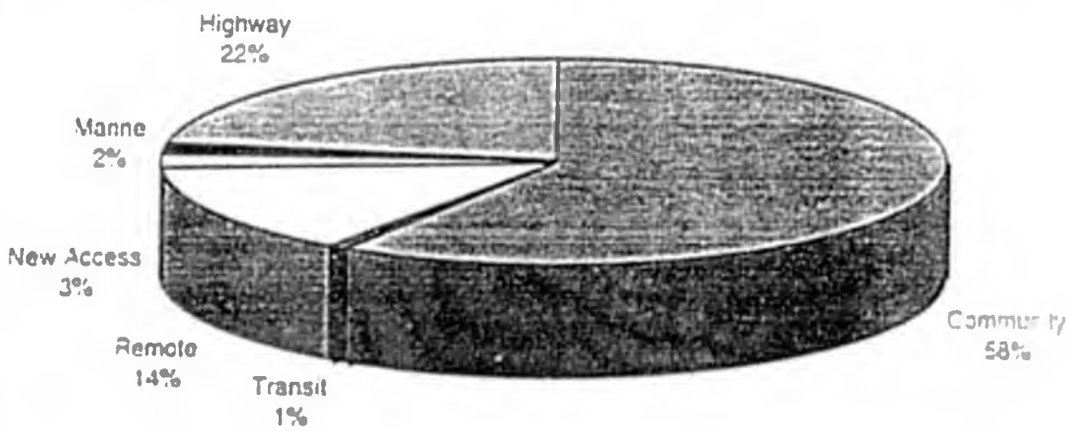
The STIP contains projects of a wide variety of type, size and complexity. Needs such as winter trail markings for trails used for transportation between remote villages are found in the STIP along with new highway interchanges, bus purchases and improvements to ferries. Within this diversity of projects are a few notable projects.

- National Highway System Modernization. Alaska's system of National Highways are significantly below modern development standards in many sections. This STIP contains numerous projects which address major upgrades to the NHS, including major projects on the Seward, Glenn, Dalton, Parks, Richardson, Sterling, Haines and other roads and highways.
- AMHS Ocean-class Vessel. This is a continuation of a multi-year NHS project to construct a new ocean-class vessel for the Alaska Marine Highway System. The new vessel will be 380 feet long, operate at 16.75 knots and carry 120 vehicles and 750 passengers within inside waters or 103 vehicles and 500 passengers on ocean crossings. The current schedule calls for the vessel to be completed in early 1998.
- Rural Access and Sanitation Roads. Alaska's remote communities lack many basic facilities taken for granted in more populated areas. All-weather access to water sources, landfill sites, sewage lagoons, airports and other basic necessities of village life often requires road or trail improvements. The STIP contains 39 CTP projects involving nearly $26 million that address transportation projects of this nature. In addition, the Bureau of Indian Affairs has programmed almost $31 million for other remote surface transportation projects in the 1996-1998 time period.

The allocation of dollars within the Community Transportation Program favors local needs. Categorizing projects into one of six types illustrates that 73% of the program goes toward projects which serve a community or local transportation activity while 27% goes to projects of a statewide nature:

Projects of a Community Nature		73%
Community roads and streets	58%	
Transit	1%	
Remote community roads and streets	14%	
Projects of a Statewide Nature		27%
State highways not on the NHS	22%	
Marine highways not on the NHS	2%	
New access between communities	3%	

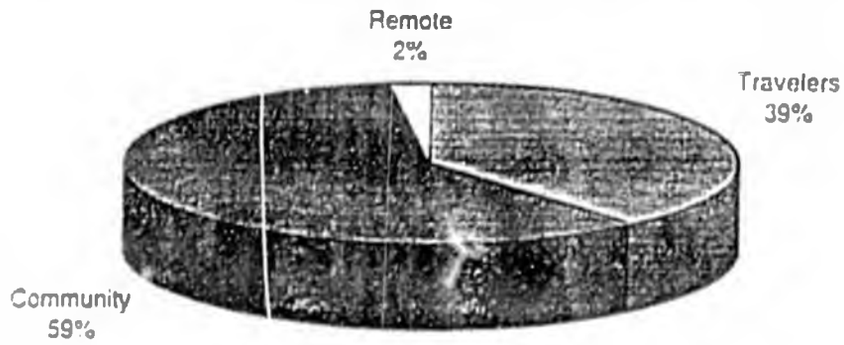
Community Transportation Program Allocation FY 96 - 98



The allocation of dollars within the Trails and Recreational Access for Alaska (TRAAK) program also favors local needs. When categorized into one of three project types, our evaluation of TRAAK projects illustrated that 59% of the program goes toward projects which serve a community or local transportation activity while 41% goes to projects of a statewide nature. The breakdown includes three project types:

Community projects	59%
Travelers	39%
Remote winter trails	2%

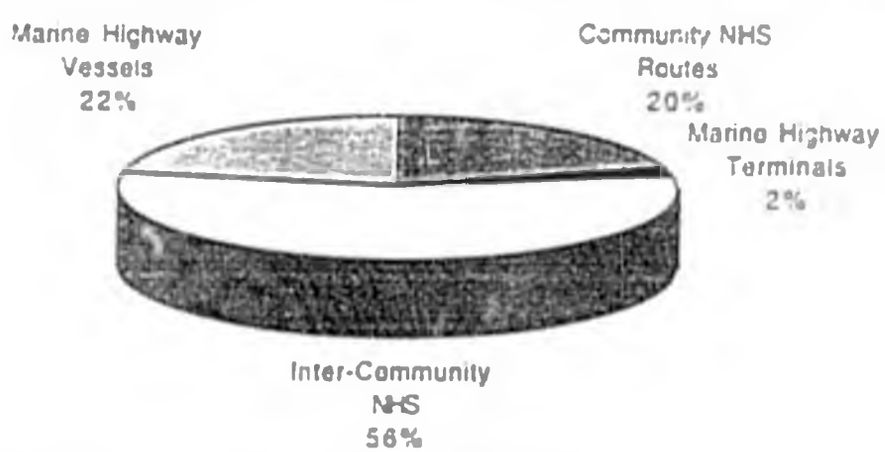
Trails and Recreational Access for Alaska Allocation FY 96 - 98



The allocation of dollars within the NHS program serves statewide needs in general, but many NHS improvements are also important to community transportation needs. When categorized into one of four project types, our evaluation of NHS projects illustrated that 80% of the program goes toward projects which serve a statewide nature, while 20% goes to projects which serve a community or local transportation purpose. The breakdown includes four project types:

Projects of a Statewide Nature		80%
NHS highways between communities	56%	
Marine highways vessels	22%	
Marine highway terminals	2%	
Projects of a Community Nature		20%
NHS highways within communities	20%	– but Anch only receives 5%

National Highway System Allocation FY 96 - 98



Air Quality Conformity Finding

Projects proposed for construction within air quality non-attainment areas must undergo a conformity analysis relative to the State Implementation Plan (SIP) for each non-attainment area. This analysis is intended to ensure that all SIP requirements are fulfilled and that the STIP will not:

- cause any new violations of National Ambient Air Quality Standards (NAAQS);
- cause any worsening of existing violations; and,
- delay the region's efforts to attain NAAQS in a timely manner.

Further, additional conformity requirements are that the STIP provide funding for transportation control methods which are included in the SIP, and demonstrate that the "build" scenario (implementation of the STIP) provide more emissions reduction than the "no-build" scenario.

At this time the conformity analysis is not complete. It will be prepared during the STIP public review period and the findings contained in the final STIP.

How the STIP Will Be Finalized

The draft STIP will be advertised for a period of thirty days. Copies will be mailed to a large mailing list and made available upon request. Following this comment period, the PEB will consider these comments and make adjustments to the STIP as warranted. The STIP will then be sent to the FHWA and FTA for approval. Approval by the federal agencies authorizes project funding and allows programming of projects to begin.

Amending the STIP

Modifications to the STIP are made under rules for either minor or major amendments. Major amendments involve the same level of public notice and comment necessary for original STIP approval. Minor amendments are not subject to public notice and review. Both minor and major amendments are reviewed and approved by federal agencies before they take effect.

The department will maintain a list of both minor and major amendments to the STIP, pending and final, on the our World Wide Web home page. This list can be found at URL: http://www.dot.state.ak.us/

Adequacy of Transportation Funding

The number and dollar value of projects within the Needs List continues to grow. Alaska, because of its small population, vast geographic expanse, difficult terrain and environment, and recent frontier age, continues to require large levels of transportation investment for the most basic of needs. Such basic requirements as access to essential health and sanitation facilities, winter trails for remote villages and upgrading highways from standards prevalent 50 years

ago compete with projects to build interchanges and replace transit coaches in urban areas.

As long as the extreme imbalance between need and funding exists large numbers of deserving projects will have to wait many years for funding. The department is concerned with this growing imbalance, but expansion of either federal or state funds is not likely. We continue to seek innovative funding opportunities including tolls, shared funding with other parties and donations of rights-of-way, material sources and design services.

In light of this imbalance between needs and funds, the process of selecting projects is highly competitive. We have attempted to favor projects which bring additional funds and those which are broadly beneficial. Until new funding is found for transportation, this imbalance will continue to hamper improvement of Alaska's transportation infrastructure.

Because of the inadequacy of funding, this program has necessarily given highest priority to highly beneficial projects. Generally speaking, highways, major arterials, transit improvements and more broadly used transportation elements compete more favorably in the scoring process than do local roads or subdivision streets. Accordingly, unless transportation funding increases appreciably, capital improvements for local streets and subdivision roads will generally remain the responsibility of local government or local improvement districts.

Special Status of Anchorage (AMATS)

The Anchorage Metropolitan Area Transportation Study (AMATS) holds special status under ISTEA for program development. As an urban area with greater than 200,000 population the Anchorage urban area falls under the Transportation Management Area (TMA) rules. Under ISTEA, AMATS is empowered to determine its own priority for projects and prepare its own Transportation Improvement Program (TIP) based on funding allocated to AMATS within the STIP. In the other 49 states TMAs are allocated funds based on a statutory formula. ISTEA contains an exception to this requirement for Alaska, in that the allocation of funds for Alaska TMAs is determined by DOT&PF within the STIP.

In order to determine the AMATS funding allocation, AMATS projects were scored along with projects from other communities for the six year program. The AMATS funding allocation was then based on averaging the six-year competitive program and setting a yearly funding target based on that average. This uniform yearly target allows AMATS to accomplish the long-range planning required to develop complex projects to resolve congestion and other problems in the AMATS area. Time frames for developing and constructing urban projects is typically from 5 to 7 years.

NHS projects within AMATS remain a state responsibility but must be included in the AMATS TIP. The AMATS TIP will be released for public review after AMATS adopts the final Needs List for Anchorage. The AMATS TIP will then be incorporated by amendment into the Alaska 1996 - 1998 STIP in its entirety.

How to Reach Us

Please contact us if you have comments about the draft Statewide Transportation Improvement Program or any other aspect of transportation in Alaska. Comments on the draft STIP can be accepted until April 5, 1996.

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Internet and World Wide Web Access

You can send a comment, request further information, or view updated information about the Needs List and STIP via the Internet World Wide Web at the department's home page URL: http://www.dot.state.ak.us/

If you do not have access to or are not familiar with using the Internet World Wide Web, you can learn more about this new method of seeking information from your local public library.

Glossary of Terms

AMHS	Alaska Marine Highway System	The department's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.
--	Apportionment(s)	Maximum program funding levels authorized by ISTEA from the federal Highway Trust Fund. These amounts are calculated annually for each state and are available for four years. Apportionment balances can only be drawn using obligation authority balance. (See also Obligation Limitation.) Programs designated in ISTEA include, Transportation Enhancements, National Highway System, Safety, Interstate Maintenance, Bridge Rehabilitation and Replacement, Surface Transportation Program, and others.
--	Consultation	One party confers with another identified party and, prior to taking action(s), considers that party's views.
--	Cooperation	The parties involved in carrying out the planning, programming and management systems processes work together to achieve a common goal or objective.
--	Coordination	Comparison of the transportation plans, programs, and schedules of one agency with the related plans, programs and schedules of other agencies or entities with legal standing, and the adjustment of plans, programs and schedules to achieve general consistency.
CTP	Community Transportation Program	A new program of the Alaska Department of Transportation and Public Facilities that addresses a wide range of community transportation modes including rural and urban roads, transit, and ferry routes.
FHWA	Federal Highway Administration	The federal agency of the U.S. Department of Transportation responsible for funding highways, trails and ferries.
FTA	Federal Transit Administration	The federal agency of the U.S. Department of Transportation responsible for funding transit systems.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	An act of Congress providing funding authorizations for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997.
MPO	Metropolitan Planning Organization	The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act must be carried out. In Alaska Anchorage is the only MPO. AMATS (Anchorage Metropolitan Area Transportation Study) is the Anchorage MPO.

Needs List	Transportation Needs and Priorities in Alaska	A document of the Alaska Department of Transportation and Public Facilities that lists all transportation and facility needs in the state, including highways, ferries, trails, transit, airports, harbors and facilities, divided into four priorities.
NHS	National Highway System	The most important highways and ferry routes in the United States. The FHWA controls NHS designations.
--	Non-attainment area	A designation of the Environmental Protection Agency (EPA) indicating that a geographic region has not met the National Ambient Air Quality Standard (NAAQS) for a transportation related pollutant(s). In Alaska, portions of Juneau, Fairbanks and Anchorage are so designated.
--	Obligation (Authority) Limitation	The total amount of federal highway funds available for projects in a given year. This amount results from annual Congressional appropriations and does not necessarily match the annual total apportionments authorized by ISTEA. (See also Apportionment(s).) The state can use obligation authority only in conjunction with available apportionment balances.
PEB	Project Evaluation Board	The board empowered to evaluate projects; it is comprised of six members of the Alaska Department of Transportation and Public Facilities: Deputy Commissioner, Statewide Planning Director, Alaska Marine Highway System Director, and three Regional Directors.
SIP	State Implementation Plan	A plan which shows how the State will meet air quality standards as required by the 1977 Clean Air Act Amendments.
STIP	Statewide Transportation Improvement Program	A staged, multi-year, statewide, intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes as well as the metropolitan plans, TIP and processes.
SwTP	Statewide Transportation Plan	The official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.
TIP	Transportation Improvement Program	A staged, multi-year program of highway, trails and transit capital projects for an urbanized area. The TIP is an element of the STIP for all projects within an MPO.
TMA	Transportation Management Area	Urbanized area with population over 200,000. (Anchorage is Alaska's only TMA).
TRAAK	Trails and Recreational Access for Alaska	A new program of the Alaska Department of Transportation and Public Facilities that addresses trails, scenic highways, recreational access points and interpretive facilities.

Alaska

1996 - 1998

Statewide Transportation Improvement Program

Alaska Department of Transportation and Public Facilities

Funding Sources and Estimate

Federal Highways

State Apportionment Program

There are two major components to the state apportionment program. The Anchorage Metropolitan Area Transportation Study Transportation Improvement Program (AMATS-TIP) includes all projects within the AMATS area boundary. The development of the TIP includes its own public involvement process. After public review and final approval by AMATS, the TIP is submitted to the Federal Highway Administration and Federal Transit Administration by the ADOT&PF. The AMATS-TIP is incorporated into the STIP by reference; a placeholder is included in this draft STIP for the AMATS program. Thus the AMATS-TIP is both a component of the STIP and a separate document.

The other component includes all surface transportation projects for which federal funds are expected to be made available to the ADOT&PF during Federal Fiscal Years 1996 - 1998.

Federal highway and transit funds include many sub-categories of funding, called apportionments. Tentative apportionment designations are identified for proposed projects. These apportionment assignments are estimates and are subject to change. See Table 1.

Ferry Boat Discretionary Funds

In addition to the routine apportionment categories, ADOT&PF applied for and received Ferry Boat Discretionary funding for FFY96. A total of [illegible] has been authorized from this funding source for the Juneau Auke Bay Terminal.

Federal Lands Highway Program

Other federal surface transportation funding programs, not allocated to states for distribution, include the Federal Lands Highway Program. The Federal Lands Highway Program is made up of Park Roads and Parkways, Forest Highways and Indian Reservation Roads. Funding for these programs which is expected to be received for Alaska is outlined in the table below. Details of these programs, as they pertain to Alaska, are included in Appendix A.

	1996	1997	1998
Indian Reservation Roads	25,268,000	5,855,500	20,200
Park Roads and Parkways	90,000	2,640,000	90,000
Forest Highways	12,200,000	7,300,000	7,300,000
Program Total	37,559,996	15,797,497	7,412,198

(where are these [illegible]?

Federal Transit Program
The program amounts summarized below are estimates for Alaska based on the average apportionments approved by the U. S. House and Senate in recent years.

49 CFR 5310 (Section 16): Elderly and Persons with Disabilities Program.
This program consists of pass-through grants for nonprofit organizations for the purchase of vehicles and related equipment. These vehicles will be used to transport the elderly and persons with disabilities.

	1996
Administrative	25,000
Capital	145,310
Total	172,306

49 CFR 5311 (Section 18): Nonurbanized Area Formula Program
This program authorizes funds for public transit activities outside of Anchorage. The Rural Transit Assistance Program (RTAP) is a component of Section 18. RTAP funds provide training and technical assistance to transit operators.

	1996
Administrative	59,326
Operating and Capital	395,506
RTAP	57,053
Total	513,881

49 CFR 5336 (Section 9): Urbanized Area Formula Program
The details of this program are included in the AMATS - TIP.

Transfers from Federal Highway State Apportionment Program to Transit
Some transit projects are funded by transferring federal highway funds to the transit program. Transit projects funded in this manner are included in the STIP project detail in the Community Transportation Program project table.

Estimated Apportionments
The Federal Highway Administration State Apportionment Program is the largest source of capital improvement funding for the surface transportation network in Alaska. Figures shown in Table 1 are total dollars (federal funds plus state match). Previous STIP's have shown federal funding only. Amounts are shown in thousands of dollars.

Table 1
Estimate of Available Funds

FFY 96 - FFY 98 Federal Appropriations	Estimated Available Federal Funding* FFY 1996	FFY 1997	FFY1998
04M - Interstate Maintenance	19,702.5	19,702.5	19,702.5
081/086 - Highway Planning and Research	4,528.2	4,528.2	4,528.2
085 - Metropolitan Planning	758.7	758.7	758.7
117/118 - Bridge Rehabilitation and Replacement	9,160.0	9,160.0	9,160.0
315 - National Highway System	49,459.3	49,459.3	49,459.3
320 - Congestion Mitigation/ Air Quality	4,617.5	4,617.5	4,617.5
33A - Safety	11,613.7	11,613.7	11,613.7
33B - Transportation Enhancements	11,486.1	11,486.1	11,486.1
33D - Surface Transportation Program	98,981.9	98,981.9	98,981.9
Totals	**210,307.9**	**210,307.9**	**210,307.9**
Estimated Obligation Limitation	**239,000.0**	**239,000.0**	**239,000.0**
FFY 96 - FFY 98 Proposed Program	**Program Amounts* FFY 1996**	**FFY 1997**	**FFY1998**
04M - Interstate Maintenance	55,100.2	12,102.4	26,560.0
081/086 - Highway Planning and Research	9,940.0	9,940.0	9,940.0
085 - Metropolitan Planning	880.0	770.0	770.0
117/118 - Bridge Rehabilitation and Replacement	13,405.8	3,404.1	11,430.0
315 - National Highway System	61,470.0	107,475.8	69,574.1
320 - Congestion Mitigation/ Air Quality	175.0	175.0	0.0
33A - Safety	8,238.4	3,335.5	3,680.0
33B - Transportation Enhancements	14,725.0	14,412.0	14,150.0
33D - Surface Transportation Program	46,828.0	62,135.0	76,020.0
32C - Scenic Byways	250.0	250.0	250.0
AMATS TIP Allocation	29,264.3	26,437.9	27,697.9
Totals	**240,276.7**	**240,437.7**	**240,072.0**

*Estimates are total dollars including state match, in thousands.

Program Listings

Project Tables

The tables beginning on page 19 contain the listing of proposed project funding for Alaska's three Transportation Initiative programs: National Highway System, Community Transportation, and Trails and Recreational Access for Alaska.

Explanation of Terms

Terminology and abbreviations used in the project tables are as follows:

Project Description. Names the project and generally includes both a place reference and brief explanation of the scope of the project. Abbreviations included in project descriptions are as follows:

ADA- Americans with Disabilities Act
AMHS - Alaska Marine Highway System
CMAQ - Congestion Management and Air Quality
I/M - Inspection and Maintenance
MP - Milepost
Ph - Phase
TE - Transportation Enhancement
UAS - University of Alaska Southeast
USFS - United States Forest Service

Phase. Although some projects include multiple phases in the usual sense of the word, each project which uses federal highway funds includes the following stages or phases of project development.

- Phase 2 - Preliminary Engineering: This is two stages in itself. The first stage includes public and agency scoping; data compilation; conceptual planning and engineering; and environmental analysis necessary to determine project location and footprint. The first stage generally concludes with an approved environmental document. The second stage includes preparing final design plans; obtaining environmental permits; utility agreements; re-evaluation of environmental concerns; and advertising the project.

- Phase 3 - Right of Way and Utilities: This phase includes the identification and purchase of land necessary for construction of the capital improvement. This phase also includes obtaining utility agreements where a project affects public utilities.

- Phase 4 - Construction: This phase includes construction engineering; bidding and awarding construction contracts; and actual construction of the capital improvement including possible utility relocation.

- Phase 8 - Planning and Program Administration: This phase is used to indicate an administrative rather than construction project. This phase includes mandated planning activities such as the development of the Statewide Transportation Improvement Program.

Apportionment. Abbreviated "Appr" in the project tables, this shows the federal funding code for a specific category of funds, or program, under ISTEA. The Estimate of Available Funds - Table 1 defines these codes and shows the anticipated funding levels and anticipated obligations of these funds.

Program Tables

1996 - 1998

Statewide Transportation Improvement Program

Alaska Department of Transportation and Public Facilities

Draft National Highway System Program

Highway	Location	Project Description	Appr	Phases	Estimate (Total Costs in thousands of $) FFY 96	FFY 97	FFY 98
	Anchorage	AMATS Transportation Improvement Program			7,284.3	4,437.9	5,697.9
	Fairbanks	Cowles Intersection Improvements	318	3,4		283.3	
	Fairbanks	Airport Way/Washington Street Intersection	315	2,3,4	93.8	2,332.7	2,700.0
	Juneau	Egan Drive: Lemon Valley Access	315	2,3,4			1,000.0
	Ketchikan	Tongass: 3rd Avenue Reconstruction	315	4	375.4	2,360.6	
	Ketchikan	Tongass: 3rd Avenue Extension	315	2,3,4	1,126.1	1,227.5	10,500.0
	Ketchikan	Tongass: Lane Improvements	315	2,3,4	472.1		1,500.0
	Ketchikan	Tongass: Viaducts	315	2,3,4			1,000.0
	Kodiak	Rezanof-Gibson Cove Realignment Safety Improvements	315	3,4,7			4,100.0
	Sitka	Halibut Point Road: Peterson Street to Cascade Creek Road	315	2,3	330.0		3,300.0
	Soldotna	Kenai Spur Road MP 0 to 2.8 Rehabilitation	315	3,4		8,970.2	
	Whittier	Road Access to Whittier	330	2,3,4		450.0	15,000.0
	Central Region	Interstate Maintenance Bridge Repair	04M	2,3,4	234.6	238.1	250.0
	Central Region	Pavement Crack Sealing	04M	2,3,4	563.1	568.5	600.0
	Northern Region	Pavement Crack Sealing & Bridge	04M	2,3,4	556.9	561.0	700.0
	Central Region	Chip Sealing	04M	2,3,4	2,600.0	1,000.0	1,500.0
	Northern Region	Chip Sealing	04M	2,3,4	2,600.0	1,000.0	2,000.0
	Central Region	Safety Management Engineering	33A	2	46.3	47.2	50.0
Alaska		MP 1270 to 1314 Rehabilitation	318	2,3,4			230.0
Alaska		MP 1388 to 1358 Reconstruction	315	4		9,347.9	
Dalton		Atigun Bridges at MP 253 and MP 273	118	2,3,4	375.4		4,500.0
Dalton		MP 37 to 49 Reconstruction	315	2,3,4			93.8
Dalton		MP 143 to 174 Reconstruction	315	4			9,000.0
Dalton		MP 274 to 289 Reconstruction	315	2,3,4	375.4		50.0
Dalton		MP 289 to 305 Reconstruction	315	2,3,4		377.7	
Dalton		MP 335 to 359 Reconstruction	315	2,3,4	469.2	141.6	
Dalton		Regulatory, Safety and Distance Signing	33A	2,3,4	23.5	226.1	
Glenn		Knik River Bridge #1 Deck Repair	118	2,3,4	469.2		
Glenn		Eielson to Parks Highway Advance Right of Way Acquisition	315	3	389.7		
Glenn		Glenn/Palmer-Wasilla Hwy way Intersection	315	2,3,4			500.0
Glenn		MP 60 to 68 Rehabilitation, Sutton	04M	4			7,500.0
Glenn		MP 68 to 84 Rehabilitation, Chickaloon	04M	2,3,4		1,000.0	
Glenn		MP 84 to 92 Rehabilitation, Long Lake	04M	2,3,4			1,400.0
Glenn		MP 92 to 97 Rehabilitation, Hicks Creek	04M	2,3,4		344.2	
Glenn		MP 97 to 100 Rehabilitation, Pinochle Hill	04M	3,4		5,193.3	
Glenn		MP 109 to 118 Rehabilitation, to Regional Boundary	04M	3,4,7	14,170.4		
Glenn		MP 174 to 189 Rehabilitation	04M	2,3,4		519.3	
Haines		Ferry Terminal to Union Street	315	2,3,4		519.3	
Haines		Union Street to Airport	315	2,3,4	281.5		2,200.0
Haines		Mosquito Lake Road to Muncaster Creek	318	3,4		377.7	
Haines		Muncaster Creek to Little Boulder Creek	315	4			9,500.0
Homer		Auke Bay Staging Area Expansion	315	2,3,4	4,825.5		
Homer		Homer Terminal Building	315	2,3,4		771.4	
Homer		Prince Rupert Mooring Improvements	315	2,3,4			250.1
Homer		Prince Rupert Uplands Improvements	315	4			423.7
Homer		Aurora Shipboard Waste Handling System	315	4			300.0
Homer		Aurora SOLAS Compliance Fire Safety	315	4	1,753.9		
Homer		Barbee SOLAS Compliance Fire Safety	315	4			705.0
Homer		Compliance Monitoring and Communications	315	2,3,4	749.4		
Homer		LeConte SOLAS Compliance Fire Safety	315	4		1,811.1	
Homer		Matanuska Life Boat And Structural Renewals	315	4	2,743.9		
Homer		Matanuska Shipboard Waste Handling System	315	4			606.4

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Draft National Highway System Program

					Estimate (Total Costs in thousands of $)		
Highway	Location	Project Description	Appr	Phases	FFY 96	FFY 97	FFY 98
Marine		Matanuska SOLAS Compliance Fire Safety	315	4	2,963.8		
Marine		Multi-Purpose Replacement Vessel	315	4	3,759.1	50,528.8	14,846.1
Marine		Annual Vessel Rehabilitation: Maintenance Management System	315	2,3,4	235.0		
Marine		Annual Vessel Rehabilitation: Matanuska Solanum Refurbishment	317	2,3,4	95.0		
Marine		Annual Vessel Rehabilitation: Taku Solanum Refurbishment	315	2,3,4	95.0		
Marine		Annual Vessel Rehabilitation: Taku Refrigerant Conversion	315	2,3,4	45.0		
Marine		Annual Vessel Rehabilitation: Ramp Safety Coatings	315	2,3,4	330.0		
Marine		Annual Vessel Rehabilitation: Matanuska/Taku Public Space Flooring Replacement	315	2,3,4	138.8		
Marine		Annual Vessel Rehabilitation: Columbia Passenger Seating Refurbishment	315	2,3,4		598.2	
Marine		Annual Vessel Rehabilitation: LeConte Solanum Refurbishment	315	2,3,4		87.0	
Marine		Annual Vessel Rehabilitation: Aurora Solanum Refurbishment	315	2,3,4		87.0	
Marine		Annual Vessel Rehabilitation: Columbia/Aurora Refrigerant Conversion	315	2,3,4		87.0	
Marine		Annual Vessel Rehabilitation: LeConte Refrigerator Replacement	315	2,3,4		87.0	
Parks		Heavy Area Safety Improvements	33A	2,3,4		47.2	
Parks		Geist-Chena Ridge Interchange	315	4	13,607.4		
Parks		Nenana Canyon Safety/Access Improvements	315	2,3,4	93.8		3,000.0
Parks		Hurricane Gulch Bridge # 258	118	2,3,4	47.2		350.0
Parks		MP 35 to 37 Glenn Highway to Church Street Reconstruction	315	2,3,4		708.2	
Parks		MP 37 to 44, Crusey Street to Seward Meridian Road Rehabilitation	04M	2,3,4	1,258.2		2,550.0
Parks		MP 37 to 44, Lucus Road to Crusey Street Rehabilitation	04M	2,3,4			300.0
Parks		MP 37 to 44, Seward Meridian Road to Church Street Rehabilitation	04M	2,3,4	1,501.5		2,500.0
Parks		MP 238 Kingfisher Creek Bridge #697	118	2,3,4			350.0
Parks		MP 237 Nenana River Bridge #1147	118	2,3,4			900.0
Parks		MP 240 to 262 Rehabilitation	04M	2,3,4		415.5	
Richardson		Valdez at Egan Drive	315	2,3,4		1,775.2	
Richardson		Klutina River Bridge #572	118	2,3,4	18.9		280.0
Richardson		Lowe River Bridge # 557	118	2,3,4	34.4		500.0
Richardson		MP 6 to 14 Rehabilitation	315	2,3,4	154.8		1,500.0
Richardson		MP 14 to 26 Rehabilitation	315	2,3,4	281.5		3,200.0
Richardson		MP 115 to 129 Rehabilitation	04M	2,3,4			4,990.0
Richardson		MP 129 to 148 Rehabilitation	315	2,3,4		226.6	
Richardson		MP 275 North Erosion Control	318	2,3,4			550.0
Richardson		MP 308 to 311 Rehabilitation	04M	4			1,600.0
Richardson		Sascha River Bridge #527	118	2,3,4	47.2		850.0
Richardson		Valdez Glacier Stream Bridge #586	118	2,3,4	23.5	354.1	
Seward		MP 0 to 3 Capacity Improvements	315	2,3,4		1,416.3	
Seward		MP 8 to 13, Grouse Creek Canyon	315	2,3,4	938.4		500.0
Seward		MP 13 to 18, the Summit to Snow River	315	2,3,4	610.0		250.0
Seward		MP 18 to 25, Snow River to Falls Creek	318	2,3,4			1,200.0
Seward		MP 53.0 to 59.3 Rehabilitation	04M	3,4	31,131.4		

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Missing the last leg of Seward Hwy into Sta. Gambell

Draft National Highway System Program

Highway	Location	Project Description	Appr	Phases	Estimate (Total Costs in thousands of $) FFY 96	FFY 97	FFY 98
Seward		MP 90 to 97, Girdwood to Bird Point Reconstruction	315	2,3,4	12,199.7	22,000.0	
Sterling		MP 36 to 45, (3R)	04M	2,3,4	375.4	566.5	
Sterling		MP 169 to 174, Rehabilitation	315	3,4	11,636.6		
Sterling		Soldotna Urban	315	2,3,4	300.3	755.4	
Sterling		Skyview High School Entrance Capacity Improvements	315	2,3,4			300.0
Tok Cutoff		MP 91 to 110 Rehabilitation	04M	2,3,4			520.0
		Program Total			124,980.7	125,150.7	124,312.0

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Draft Community Transportation Program

Project Description	Estimate (Total Costs in thousands of $)				
	Phases	Appr	FFY 96	FFY 97	FFY 98
Aleknagik North Shore Landfill Road	2,3,4	33D	135.0	1,215.0	
Allakaket: Landfill Road	4	33D		900.0	
AMATS Transportation Improvement Program			16,500.0	16,500.0	16,500.0
Atka Dock Bridge/Road Rehabilitation	4	117	1,600.0		
Beaver: Landfill Road	4	33D	750.0		
Bethel: Ridgecrest Drive Rehabilitation	4	33D	2,400.0		
Brevet Mission: Landfill Road Construction	2,3,4	33D		75.0	725.0
Chena Hot Springs Road: MP 0-7 Reconstruction	4	33D	17,040.0		
Chevak Sanitation Access Road Construction	2,3,4	33D	1,000.0		
Chignik Lagoon Incinerator Site Access Road	2,3,4	33D	100.0	400.0	
Cordova Ferry Terminal Building	4	33D		365.0	
Cordova Ferry Terminal Staging Area-Phase B	4	33D		1,000.0	
Cordova: Lake Avenue Upgrade	2,3,4	33D		150.0	
Cottonwood Lane Bridge Replacement	3,4	117	440.0		
Denali Highway MP 80-101 Resurfacing	4	33D		4,500.0	
Dillingham - Aleknagik Road MP 0-8 Rehabilitation	2,3,4	33D	800.0	6,500.0	
Edgerton Highway Rehabilitation	2,3,4	33D	758.0		7,575.0
Eek Sanitation Road	2,3,4	33D	130.0		
Elliott Highway: MP 131-137 Reconstruction	3,4	33D	400.0	3,200.0	
Elliott Highway: Manley Slough-Tanana River Rehabilitation	4	33D	770.0		
Emmonak: Airport Road and Erosion Control	4	33D	1,350.0		
Fairbanks: CMAQ I/M Technician Training Certification	2,3,4	320	175.0	175.0	
Fairbanks: Holmes Road Drainage	4	33D	310.0		
Fairbanks: Old Steese Highway Reconstruction	3,4	33D		6,800.0	
Fairbanks: Trainor Gate Road Upgrade	2,3,4	33D	500.0		2,200.0
Fairbanks: University/College Intersection Safety Improvements	4	33A			2,500.0
Haines: Klukwan Road	2,3,4	33D	440.0		
Homer: East End Road MP 0.0-3.75 Rehabilitation	2,3,4	33D	600.0	3,000.0	5,000.0
Homer: East End Road MP 3.75-12.5 Rehabilitation	2,3,4	33D	500.0		3,150.0
Homer: Lake Street Rehabilitation & Pioneer Avenue-Lake Street Intersection Safety Improvements	3,4	33D	200.0	1,500.0	
Hoonah Ferry Terminal Ramp/Apron Upgrade	4	33D	325.0		
Hooper Bay Sanitation Road Construction	2,3,4	33D	165.0	3,300.0	
Houston: King Arthur Road Resurface	2,3,4	33D		400.0	
Iliamna-Nondalton Road Completion	2,3,4	33D	750.0	5,000.0	
Juneau Access Environmental Impact Statement	2	33D	750.0		
Juneau: Capital Transit Buses	4	33D	1,040.0		
Juneau: Glacier Highway Indian Point to Point Louisa	2,3,4	33D	300.0	4,000.0	
Juneau: Mendenhall Loop Road at Stephen Richards Drive	2,3,4	33A		140.0	720.0
Juneau: Thane Road Ferry Terminal to Rock Dump	2,3,4	33D	500.0	3,400.0	
Juneau: Willoughby and Glacier Avenue	2,3,4	33D		1,000.0	
Kake Dolphin & Bridge Replacement	2,3,4	33D	100.0	1,100.0	
Karluk Airport Access Road Rehabilitation	2,3,4	33D		100.0	400.0

what kind of road?

what's the traffic count on this one?

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation

Draft Community Transportation Program

Project Description	Phases	Appr	Estimate (Total Costs in thousands of $) FFY 96	FFY 97	FFY 98
Kenai River Bridge Access Road Rehabilitation	2,3,4	33D		100.0	
Kenai Spur/Intersection Lake Sight Distance & South Miller Loop Safety Improvements	3,4	33A	750.0		
Kenai: Forest Drive/Redoubt Avenue Rehabilitation	2,3,4	33D	400.0		4,000.0
Kenai: Fort Kenay Mission Street Improvements	4	33D	290.0		
Kenney Lake/Willow Loop Road	4	33D	220.0		
Ketchikan: Herring Cove & Ketchikan Creek Bridges	2,3,4	33D	770.0		
Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	2,3,4	33D		1,220.0	
Ketchikan: Saxman Roads Improvements	2,3,4	33D	750.0		
Kiana: Landfill Road	4	33D	190.0		
Kipnuk Sanitation Road	2,3,4	33D	300.0		
Kodiak: Chiniak Highway: Kalsin Hill Hazard Removal	4	33A	1,700.0		
Kodiak: Chiniak Road Rehabilitation	2,3,4	33D		500.0	
Kodiak: Rezanof Drive Safety Improvements/Otmeloi Way	4	33P	170.0		
Kodiak: Rezanof Drive 'Y' Intersection Improvement	2,3,4	33A	900.0	1,200.0	
Koyuk: Gravel Source Road	4	33D	1,100.0		
Koyukuk Landfill Road	4	33D	70.0		
Kwigillingok Airport Access Road Improvements	4	33D	830.0		
Kwigillingok Sanitation Road	2,3,4	33D		3,000.0	
Matanuska-Susitna: Big Lake/South Big Lake Reconstruction	2,3,4	33D	400.0		4,300.0
Matanuska-Susitna: Church Road: Parks to Schrock Upgrade	2,3,4	33D	550.0		3,800.0
Matanuska-Susitna: Edlund Road Rehabilitation	2,3,4	33D	100.0	400	
Matanuska-Susitna: Hatcher Pass Road MP7-14 Rehabilitation	2,3,4	33D		275.0	
Matanuska-Susitna: Hollywood Road Improvements	2,3,4	33D	200.0	1,300.0	
Matanuska-Susitna: Trunk Road Reconstruction	2,3,4	33D	550.0	550.0	
Matanuska-Susitna: Vine Road	2,3,4	33D	300.0		1,700.0
McCarthy Road Improvement & Resurfacing	2,3,4	33D		500.0	
Metlakatla Ferry Terminal Pontoon Replacement	4	33D	350.0		
Metlakatla: Purchase of Buses	4	33D	200.0		
Minto: Sanitation Road	4	33D	40.0		
Nome City Field Structures	4	33D	350.0		
Noorvik: Hotham Peak Road	4	33D	3,300.0		
North Pole: Santa Claus Lane Upgrade	2,3,4	33A	128.0	1,275.0	
Northway Road Improvement	2,3,4	33D	570.0		5,700.0
Old Glenn Highway: Matanuska River Bridge Replacement	2,3,4	118	7,400.0		
Pedro Bay Bridge Replacement	2,3,4	118		100.0	400.0
Petersburg: H Street Repaving and Intersection Improvement	2,3,4	33D			400.0
Petersburg: Haugen Drive/Nordic Drive Emergency Signal	4	33P	220.0		

Phases: 2-design; 3--right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Draft Community Transportation Program

Project Description	Phases	Appr	Estimate (Total Costs in thousands of $) FFY 96	FFY 97	FFY 98
Petersville Road Rehabilitation/Extension	2,3,4	33D	250.0		2,200.0
Port Alexander: Tract B Boardwalk Repair	2,3,4	33D			225.0
Prince of Wales Island: Big Salt Lake Road	4	33D			3,000.0
Prince of Wales Island: Hydaburg Highway Upgrade and Paving	2,3,4	33D		150.0	
Prince of Wales Island: Thorne Bay Road Paving	2,3,4	33D			200.0
Public Transportation Social Service Van Replacement	4	33D	250.0	250.0	250.0
Scammon Bay Sanitation Road Construction	2,3,4	33D	400.0	2,640.0	
Selawik: Boardwalk Improvements	2,3,4	33D	25.0	360.0	
Shaktoolik: Landfill Road	2,3,4	33D	25.0	300.0	
Shungnak: Community & Landfill Road Reconstruction	2,3,4	33C		75.0	250.0
Sitka: Sawmill Creek Road Shoulders	2,3,4	33D			120.0
Sitka: Sawmill Creek/Jarvis Left Turn Bay	4	33A	660.0		
Soldotna: Kalifornsky Beach Road MP 16.4-22.4 Rehabilitation and Safety Improvements	4	33A	2,600.0		
Southeast Region Road Surfacing Program	2,3,4	33D			400.0
Stevens Village: Sanitation Road	4	33D			325.0
Taylor Highway MP 82-Border Reconstruction	2,3,4	33D			7,600.0
Tokscok Bay Solid Waste Site Road	2,3,4	33D	815.0		
Unalakleet: Landfill/Airport Road Construction	2,3,4	33D		350.0	3,500.0
Unalaska: East Point/Ballyhoo Road Rehabilitation	2,3,4	33D		300.0	
Valdez: Dayville Road Improvements	2,3,4	33D			750.0
Valdez: Mineral Creek Loop Road Rehabilitation	2,3,4	33D		110.0	1,100.0
Venetie: Sanitation Road Construction	2,3,4	33D		80.0	300.0
Wales: Sanitation Road	4	33D	300.0		
Yakutat: Bayview Drive Retaining Wall & Guardrail	4	33A	660.0		
Annual Internal Review Audit Program	8	33D	210.0	220.0	230.0
Bridge Management System	2	118	310.0	330.0	340.0
Highway Safety Improvement Program Management	2	33A	60.0	60.0	60.0
Metrication	2	33D	50.0	60.0	60.0
National Highway Institute Training	8	33D	100.0	70.0	70.0
On-the-Job Training Support Services	8	33D	80.0	80.0	80.0
Program Review & Evaluation	2	33D	70.0	70.0	70.0
Safety Management System Management	2	33A	60.0	60.0	60.0
Safety Management System Workplan	2	33A	110.0	120.0	130.0
Scenic Byways Grant	8	32C	250.0	250.0	250.0
Seismic Bridge Retrofit Program	2	118	1,250.0	1,250.0	1,250.0
Small USGS Hydrologic Investigations	2	33D	30.0	30.0	30.0
Statewide Annual Planning Work Program	8	081	8,000.0	8,000.0	8,000.0
Statewide Bridge Inventory and Inspection Program	2	118	1,330.0	1,370.0	1,410.0
Statewide Research Program	8	086	1,940.0	1,940.0	1,940.0
Statewide Urban Planning Program	8	085	880.0	770.0	770.0
Truck Weight Enforcement	2	33A	150.0	150.0	160.0
USGS Flood Frequency and Analysis	2	33D	280.0	290.0	310.0
Program Totals			95,071.0	95,375.0	95,510.0

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

where is Chitina railroad trail improvement?

Draft Trails and Recreational Access for Alaska Program

Project Description	Estimate (Total Costs in thousands of $)				
	Appr	Phases	FFY 96	FFY 97	FFY 98
Alaska Highway: MP 1348-Robertson River Wayside	33B	2,3,4			100.0
AMATS Transportation Improvement Program			5,500.0	5,500.0	5,500.0
Bering Straits Villages Trail Staking	33B	2,3,4	25.0	150.0	
Central Region ADA Pedestrian Facilities	33B	2,3,4	400.0	600.0	
Central Region Winter Trail Marking	33B	2,3,4	150.0		850.0
Central Scenic Byways	33B	2,3,4	75.0		
Chitina: Visitor Wayside	33B	3,4		330.0	
Dalton Highway: MP 57-Yukon Crossing Wayside/Interpretive Center	33B	2,3,4		25.0	150.0
Dalton Highway: MP 60 Dump Station	33B	2,3,4	400.0		
Dalton Highway: MP150-Grayling Lake Wayside	33B	2,3,4			165.0
Dalton Highway: MP175-Coldfoot Wayside Interpretive Center	33B	2,3,4		50.0	200.0
Dalton Highway: MP 275-Galbraith Lake Wayside	33B	2,3,4			150.0
Fairbanks: Auburn Drive Pedestrian Facility	33B	4	370.0		
Fairbanks: Brown Elementary Bike/Pedestrian Facility	33B	4	165.0		
Fairbanks: Chena River Bicycle Trail	33B	2,3,4		250.0	1,000.0
Fairbanks: McGrath Road Bike/Pedestrian Trail	33B	3,4	200.0	400.0	
Fairbanks: Shannon Park-Ladd School Bike Path	33B	2,3,4		50.0	100.0
Fairbanks: University Avenue: Bridge/Bike Path Rehabilitation	33B	2,3,4			150.0
Glenn Highway: Matanuska Glacier Scenic Overlook	33B	2,3,4		100.0	1,350.0
Haines Ferry Terminal Interpretive Exhibit	33B	2,4		82.0	
Haines Highway: Eagle Viewing Areas/Turnouts	33B	2,3,4	2,000.0		
Hatcher Pass Scenic Overlook & Trailheads	33B	2,3,4		400.0	
Homer Spit Pedestrian Pathway	33B	2,3,4		150.0	1,500.0
Homer: Beluga Lake Trail Construction	33B	4	205.0		
Homer: Fishing Hole Handicapped Access	33B	2,3,4			120.0
Homer: Scenic Overlook	33B	2,3,4		60.0	540.0
Juneau: Glacier Spur Trail	33B	4	450.0		
Juneau: Glacier Highway UAS Overpass	33B	2,3,4			120.0
Juneau: Mendenhall River Pedestrian Crossing	33B	2,3,4	150.0	850.0	
Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities	33B	2,3,4		125.0	600.0
Kenai Spur Road: Unity Trail Pedestrian/Bike Path	33B	2,3,4			100.0
Ketchikan: Central Business District Sidewalk Improvements	33B	2,3,4		30.0	
King Cove: Pathway Construction	33B	2,3,4			40.0
Lake Louise Road Waysides	33B	4	330.0		
Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction	33B	4	1,990.0		
Matanuska-Susitna: Palmer Pedestrian/Bike Paths Construction	33B	4	555.0		
Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction	33B	3,4	200.0	1,665.0	
McCarthy Road/Richardson Highway Interpretive Waysides	33B	2,3,4			100.0
McCarthy: Kennecott River Footbridge Construction	33B	4	1,650.0		
Naknek: Pathway	33B	2,3,4			100.0
Nome: Solomon Waysides	33B	4	250.0		
Nome: Rocker Gulch Wayside	33B	2,3,4			50.0
North Pole: Bike Trail Rehabilitation and Connections	33B	2,3,4		65.0	375.0
Northern Region ADA Pedestrian Facilities	33B	2,3,4	150.0	150.0	150.0

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Draft Trails and Recreational Access for Alaska Program

Project Description	Estimate (Total Costs in thousands of $)				
	Appr	Phases	FFY 96	FFY 97	FFY 98
Northern Region Tourist Signage	33B	2,3,4	215.0	235.0	
Palmer Wasilla Hwy Ped/Bike Path Phase 2	33B	2,3,4		200.0	800.0
Parks Highway: Denali Park Pedestrian Access Safety Improvements	33B	2,3,4	280.0		1,570.0
Parks Highway: Denali View South Viewpoint	33B	3,4	1,020.0		
Parks Highway: MP185-East Fork Wayside	33B	2,3,4			150.0
Petersburg Ferry Terminal Visitor Information Sign	33B	4			10.0
Portage Valley: USFS Trail System	33B	2,3,4		1,500.0	
Richardson Highway: MP 29 - Worthington Glacier Wayside	33B	4		1,100.0	
Richardson Highway: MP 262.5 Scenic Wayside	33B	4	110.0		
Seward Highway: Bird Creek Pedestrian Underpass	33B	2,3,4			100.0
Seward Highway: Bird Point Pathway/Wayside	33B	2,3,4		250.0	
Seward Highway: Girdwood: Bird Point Pathway	33B	2,3,4		125.0	1,350.0
Seward Highway: McHugh Creek Upper Wayside	33B	4	800.0		
Seward Highway: Potter Marsh-Indian Path	33B	2,3,4		500.0	500.0
Seward Highway: Turnagain Pass Reststop	33B	2,3,4		150.0	750.0
Seward Highway: Windy Corner Sheep Viewpoint	33B	4		3,500.0	
Shishmaref: Trail Staking	33B	2,3,4	35.0	165.0	
Sitka Ferry Terminal Walkway	33B	2,3,4		90.0	510.0
Sitka: Castle Hill	33B	2,3,4	815.0		
Skagway: Klondike Highway Gold Rush Centennial Enhancements	33B	4	220.0		
Soldotna: Marydale Water Quality Sedimentation Basin Construction	33B	2,3,4	475.0		
Southeast Region ADA Improvements	33B	2,3,4	150.0	150.0	150.0
Southeast Region Scenic Viewshed	33B	4	50.0	50.0	50.0
Sterling Highway: Upper Kenai River Wayside	33B	2,3,4	420.0		
Unalaska: Airport Beach Road Pathway	33B	2,3,4	200.0	800.0	
Wrangell: Petroglyph Beach Access	33B	2,3,4		65.0	200.0
Yakutat: Railroad Trail from School to Airport	33B	4	220.0		
Program Totals			20,225.0	19,917.0	19,650.0

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Appendix A
Federal Lands Highways Funding

1996 - 1998

Statewide Transportation Improvement Program

Alaska Department of
Transportation and Public Facilities

INDIAN RESERVATION ROADS PROGRAM

TRANSPORTATION IMPROVEMENT PLAN STATUS

TITLE 23 U.S.C. 204

TABLE A

FHWA REGION	STATE	FY 05 FUNDING	FY 05 DATE	FY 06 FUNDING	FY 06 DATE	FY 07 FUNDING	FY 07 DATE	FY 08 FUNDING	FY 08 DATE	BIA AREA OFFICES
1	Connecticut	0	02/02/05	100,000	03/01/04					Eastern
	Maine	524,000	02/02/05	641,000	03/01/04					Eastern
	Massachusetts	0	02/02/05	245,000	03/01/04					Eastern
	New York	641,400	02/02/05	058,000	03/01/04					Eastern
	Rhode Island	160,000	02/02/05	100,000	03/01/04					Eastern
4	Alabama	30,100	02/02/05	8,000	03/01/04					Eastern
	Florida	509,400	02/02/05	412,000	03/01/04					Eastern
	Mississippi	401,000	02/02/05	441,000	03/01/04					Eastern
	North Carolina	732,000	02/02/05	450,000	03/01/04					Eastern
	South Carolina	20,000	02/02/05	0	03/01/04					Eastern
5	Michigan	575,000	03/08/05	455,500	04/17/05	405,000	04/17/05	5,000	04/17/05	Minneapolis
	Minnesota	3,407,000	03/08/05	3,123,000	04/17/05	3,107,000	04/17/05	2,722,300	04/17/05	Minneapolis
	Wisconsin	1,926,200	03/08/05	2,161,500	04/17/05	2,122,000	04/17/05	2,162,000	04/17/05	Minneapolis
6	Louisiana	131,000	02/02/05	10,000	03/01/04					Eastern
	New Mexico	24,841,100	06/08/05	34,474,700	06/08/05	28,715,000	06/08/05	4,415,000	06/08/05	Albuquerque & Navajo
	Oklahoma	16,101,000	06/08/05	17,283,000	07/17/05	21,041,000	06/08/05	5,077,000	06/08/05	Anadarko & Muskogee
	Texas	169,000	05/05/05	625,000	05/05/05	113,000	05/05/05		05/05/05	Anadarko & Albuquerque
7	Iowa	31,000	04/17/05	80,000	04/17/05	73,000	04/17/05	1,775,000	04/17/05	Aberdeen & Minneapolis
	Kansas	311,000	05/05/05	2,226,000	05/05/05	1,331,000	05/05/05	467,000	05/05/05	Anadarko
	Nebraska	1,240,000	05/05/05	500,000	05/05/05	140,000	05/05/05		05/05/05	Aberdeen & Anadarko
8	Colorado	1,854,000	05/05/05	2,038,000	10/05/04	2,038,000	10/05/04			Albuquerque
	Montana	11,010,100	06/21/05	12,572,000	06/21/05	10,070,000	06/21/05	1,003,000	06/21/05	Portland & Billings
	North Dakota	2,518,000	04/17/05	5,500,400	04/17/05	5,000,400	04/17/05	5,110,400	04/17/05	Aberdeen
	South Dakota	8,659,100	04/17/05	5,570,000	04/17/05	6,776,000	04/17/05	6,220,000	04/17/05	Aberdeen
	Utah	2,122,000	06/08/05	2,310,000	06/08/05	5,115,000	06/08/05	2,635,500	06/08/05	Phoenix & Navajo
	Wyoming	1,104,000	05/10/05	1,400,000	03/01/04					Billings
9	Arizona	46,305,000	06/08/05	40,819,400	06/08/05	28,901,000	06/08/05	22,817,000	06/08/05	Phoenix & Navajo
	California	4,195,000	05/05/05	4,230,000	05/05/05	2,625,000	05/05/05	2,410,000	05/05/05	Sacramento & Phoenix
	Nevada	2,500,000	01/07/04	3,000,000	03/01/04	2,121,000	01/08/05	5,635,000	01/08/05	Phoenix
10	Alaska	15,035,200	07/17/05	25,206,000	07/17/05	5,055,500	07/17/05	20,200	06/21/05	Juneau & Portland
	Idaho	1,700,500	06/21/05	1,573,400	06/21/05	1,665,200	06/21/05	1,614,000	06/21/05	Portland & Phoenix
	Oregon	3,254,000	06/21/05	3,324,000	06/21/05	3,291,000	06/21/05	3,400,000	06/21/05	Portland & Phoenix
	Washington	4,825,100	06/21/05	4,683,000	06/21/05	4,703,000	06/21/05	4,847,000	06/21/05	Portland
	TOTALS	157,415,700		183,540,300		127,101,000		73,451,200		

DATE 06/26/95 INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1995 3RD QTR PAGE 1

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: 02 ALASKA BIA AREA CODE E-JUNEAU 113 911

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) FIRST NAME	TOWARD DR (STATE #) TO (BIA #)	PROJECT COSTS (EST)	PRE ENGR CONT ENGR AMOUNT	CONSTR FIRST TOTAL ($000)	NBIS,SIA RATING	STATUS - - - - CONST TYP
YUKON-KOYUKUK KALTAG	0020	800162 KALTAG BRIDGE	1044 144020	(9000)	.0 .0	190.0 190.0	21	STARTED REPLAC
			* TOTALS *		0 0	190.0 190.0		

AREA ENGINEER [signature] DATE: [illegible]

AREA DIRECTOR [signature] DATE: [illegible]

DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES [signature] DATE: [illegible]

FEDERAL HIGHWAY ADMINISTRATION [signature] DATE: [illegible]

RECEIVED
JUL 10 1995
BIA BRANCH OF PROGRAM OPERATIONS

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: 02 ALASKA BIA AREA CODE E-JUNEAU FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY(BRIDGE) PROJ NAME	TERMINI FR (STATE #) TO (BIA #)	PROJECT UNITS MILES	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL ($000)	FHS,STA RATING	STATUS - - - - CONST TYP
ANGOON ANGOON	0001 0001	E00020 ANGOON	TOWN PAVING	1.00	5.0 .0	.0 5.0	01	GRADATN RECON
YUKON-KOYUKUK KALTAG	0028	E00342 KALTAG ROAD	VILLAGE RIVER	4.50	35.0 650.0	4,269.0 4,754.0	01	GRAVEL RENCON
YUKON-KOYUKUK KOYUKUK	0034	E00343 KOYUKUK	WEST EAST	4.20	20.0 211.0	2,719.0 2,992.0	01	GRAVEL RECONS
BRISTOL BAY DILLINGHAM	0035	E00344 DILLINGHAM	SOUTH NORTH	9.50	.0 50.0	500.0 550.0	01	GRAVEL RENCON
ALEUTIAN ISL. ST.GEORGE	0036	E00351 SAINT GEORGE	ZAPADNI BAY VILLAGE	4.10	24.0 483.0	3,123.0 3,630.0	01	GRAVEL NEW
ALEUTIAN ISL. ST.PAUL	0037	E00352 SAINT PAUL	EAST WEST	6.00	10.0 .0	.0 10.0	10	GRAVEL NEW
BRISTOL BAY NAKNEK	0043	E00361 NAKNEK	NAKNEK NAKNEK RES	4.00	5.0 .0	.0 5.0	01	GRAVEL RENCON
NORTH KOTZEBUE	0001 0001	E00362 KOTZEBUE	TOWN FAIRBANK	6.00	10.0 .0	.0 10.0	01	GRAVEL RENCON
NORTH KOBUK	0001 0001	E00363 KOBUGANUK	NORTH BRUNNERS	1.00	10.0 .0	.0 10.0	01	GRAVEL RECON
UPPER YUKON CHALKYITSIK	0001 0001	E00376 CHALKYITSIK	SOUTH NORTH	.20	5.0 .0	.0 5.0	01	HBCR2- RENCON
ALEUTIAN ISLA HOONAH	0001 0001	E00380 PETERSBURG	TOWN HORSESHOE	.40	5.0 .0	.0 5.0	01	CULVERT RENCON
NORTH KOTZEBUE	0051	E00302 KOTZEBUE	TOWN FAIRBANK	3.50	5.0 .0	.0 5.0	01	GRAVEL RENCON

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: 02 ALASKA BIA AREA CODE: E-JUNEAU FY: 95

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER (HIGHWAY/BRIDGE) PROJ NAME	TERMINI DESC (STATE #) TO (BIA #)	PROJECT LNGTH MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL ($000)	HIS.SIA RATING	STATUS - - - - CONST TYP
KODIAK KOTZEBUE	0001 0001	E00300 CHITINA	SOUTH NORTH	.00	5.0 .0	.0 5.0	01	GRAVEL RESCONS
NORTHWEST PERE KAKE	0094	E00391 SITKA	INDIAN RIVER TOWN	4.00	.0 .0	10.0 10.0	01	GRAVEL RESCONS
BETHEL QUINHAGAK	0009	E00411 QUINHAGEK	WEST EAST	4.60	5.0 .0	.0 5.0	01	GRAVEL RESCONS
YUKON-KOYUKUK GALENA (FUNDED)	0050	E00431 GALENA	AIRPORT LOOP RD	1.20	19.0 11.0	1,890.0 1,980.0	01	GRAVEL RESCONS
BARROW NUI ST. NUIQSUT	0042	E00451 NUIQSUT	COLVILLE RIVER NUIQSUT	3.00	5.0 .0	.0 5.0	01	GRAVEL NEW
NORTHWEST PERE KAKE	0001 0001	E00460 KAKE	SOUTH NORTH	.00	5.0 .0	.0 5.0	01	GRAVEL RESCONS
ALEUTIAN ISLA SAND POINT	0001 0001	E00461 SAND POINT	RED COVE ROAD LAND FILL	.00	10.0 .0	.0 10.0	01	GRAVEL RESCONS
KUSKOKWIM LAKE KALSKAG	0056	E00465 KALSKAG	KALSKAG BAY ROCK QUARRY	5.00	.0 500.0	00.0 500.0	01	GRAVEL RECONS
ALEUTIAN ISLA ARTIC VILLAGE	0001 0001	E00469 ARCTIC VILLAGE	SOUTH NORTH	1.00	20.0 .0	.0 20.0	01	GRAVEL RESCONS
ALEUTIAN ISLA ADUTAN	0001 0001	E00473 TOGIAK	FIRST ST AIRPORT	1.10	.0 10.0	.0 10.0	01	GRAVEL RESCONS
ALEUTIAN ISLA CIRCLE	0001 0001	E00474 CIRCLE	SOUTH NORTH	.70	50.0 .0	.0 50.0	01	GRAVEL RESCONS
NOME NUNLAKEET	0055	E00475 NUNLAKEET	SOUTH NORTH	4.20	100.0 .0	.0 100.0	01	GRAVEL RESCONS

DATE 06/26/95 INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1995 3RD QTR PAGE 1

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE OF ALASKA BIA AREA CODE E-JUNEAU 1995 911

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FR (STATE #) TO (BIA #)	PROJECT UNITS (MILES)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL ($000)	1995 STA RATING	STATUS - - - - CONST TYP
DILLING. TURNIAK	0001 0001	S00678 TURNIAK	NUNAMIUTAKS TURZ	1.00	5.0 .0	.0 5.0	01	GRAVEL. RECON
NOME WALES	0005	E00496 WALES-TIN CITY	OCEAN LOPP LAGOON	2.60	.0 25.0	.0 25.0	01	GRAVEL. RENCON
KENAI-COOK IN SELDOVIA	0000	E00497 SELDOVIA	BARBARA CREEK BECKFORD CIRCLE	5.00	.0 50.0	.0 50.0	01	GRAVEL. RENCON
WRANGELL. PETE KAKE	0001 0001	E00532 WRANGELL	TAKU HOUSING	.10	5.0 .0	.0 5.0	01	GRAVEL. RENCON
			* TOTALS *		361.0 1,872.0	12,611.0 14,846.0		

AREA ENGINEER [signature] DATE 6/26/95 DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES [signature] DATE 7/6/95

AREA DIRECTOR [signature] DATE 6/26/95 FEDERAL HIGHWAY ADMINISTRATION [signature] DATE 7/28/95

95 JUL 17 PM 3:36

DOTL - FEDERAL AID
SUBVENTION TO BIA
DATED

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JUL 10 1995
BIA, BRANCH OF PROGRAM OPERATIONS

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DATE 06/26/95 INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1995 3RD QTR PAGE 4

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: 02 ALASKA BIA AREA CODE E-JUNEAU FYS 912

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FR (STATE #) TO (BIA #)	PROJECT UNITS MILES	PRE ENGR CON ENGR MNGMNT	CONSTR PROJ TOTAL ($000)	FHS, STA RATING	STATUS - - - - CONST TYP
ALEUTIAN ISLA ELIM	0014 0003	E00441 ELIM	ELIM ROSES POINT	4.00	.0 65.0	2,250.0 2,315.0	01	GRAVEL DENCOM
			* TOTALS *		.0 65.0	2,250.0 2,315.0		

AREA ENGINEER [signature] DATE: 6/28/95

AREA DIRECTOR [signature] DATE: 7/5/95

DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES [signature] DATE: 7/12/95

FEDERAL HIGHWAY ADMINISTRATION [signature] DATE: 7/17/95

RECEIVED
JUL 10 1995
BIA BRANCH OF PROGRAM OPERATIONS

DATE 06/26/95 INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1996 3RD QTR PAGE 1

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: 02 ALASKA BIA AREA CODE E-JUNEAU FY: 96

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY(BRIDGE)PROJ NME	TERMINI DI (STATE #) TO (BIA #)	PROJECT UNITS MILES	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (5000)	HMS, SIA RATING	STATUS ---- CONST TYP
ANGOON ANGOON	0001 0001	E00020 ANGOON	TOWN PAVING	1.00	120.0 800.0	20.0 940.0	01	GRADATH RECON
ALEUTIAN ISL. ST.PAUL.	0031	E00352 SAINT PAUL.	EAST WEST	6.00	20.0 307.0	4,301.0 4,630.0	10	GRAVEL. NEW
BRISTOL BAY NAUKOTAK	0043	E00361 NAUKOTAK	NAUKOTAK NAUKOTAK HTS	4.00	5.0 5,022.0	.0 5,027.0	01	GRAVEL. RENCON
ALEUTIAN ISLA NIKOLSKI	0001 0001	E00380 PETERSBURG	TOWN HOUSING	.40	.0 450.0	30.0 480.0	01	CULVERT RENCON
KOBUK KOTZEBUE	0051	E00382 KOTZEBUE	TOWN LANDFILL	3.90	5.0 5,192.0	.0 5,197.0	01	GRAVEL. RENCON
BETHEL. QUINHAGAK	0009	E00411 QUINHAGAK	WEST EAST	4.60	22.0 356.0	3,464.0 3,842.0	01	GRAVEL. RENCON
BARROW NEW SI. NOORSUT	0042	E00451 NUIQSUT	COLVILLE RIVER NUIQSUT	3.00	14.0 352.0	4,146.0 4,512.0	01	GRAVEL. NEW
IKPK. UMIAKLEET	0055	E00475 UMIAKLEET	SOUTH NORTH	4.20	5.0 .0	.0 5.0	01	GRAVEL. RENCON
WRANGELL PETE KAKE	0001 0001	E00532 WRANGELL	TOWN HOUSING	.30	.0 450.0	30.0 480.0	01	GRAVEL. RENCON
			* TOTAL *		191.0 12,929.0	11,993.0 25,111.0		

AREA ENGINEER [signature] DATE: 6/23/95

AREA DIRECTOR [signature] DATE: 7/5/95

DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES FEDERAL HIGHWAY ADMINISTRATION [signature] DATE: 7/12/95

[signature] DATE: 7/17/95

RECEIVED
JUL 10 1995
BIA BRANCH OF PROGRAM OPERATIONS

DATE 06/26/95 INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1997 3RD QTR PAGE 1

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C. 204

STATE: 02 ALASKA BIA AREA CODE E-JUNEAU FFS 911

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY(BRIDGE)PROJ NAME	TERMINI FM (STATE #) TO (BIA #)	PROJECT LNGTH (MILES)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL ($000)	INS, STA RATING	STATUS - - - - CONST TYP
AHGOOKI AHGOOKI	0001 0001	E00501 JUNEAU	LOOP RD T&H SUBDIV	.50	50.0 50.0	350.0 450.0	01	IRRCP21 NEW
AHGOOKI AHGOOKI	0020	E00502 AHGOOKI	NORTH SOUTH	.40	30.0 30.0	340.0 400.0	01	IRRCP21 NEW
STEVENS VILLA UPPER YUKON	0044	E00503 EVANSVILLE	RIVER HIGHWAY	.50	20.0 30.0	350.0 400.0	01	ADDITIVE RECON
YUKON-KOYUKUK ALLAKAKET	0013	E00504 ALLAKAKET	OLD TOWNSITE NEW TOWNSITE	1.00	100.0 100.0	4,300.0 4,500.0	01	ADDITIVE NEW
			* TOTALS *		200.0 210.0	5,340.0 5,750.0		

AREA ENGINEER [signature] DATE: 6/26/95 for DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES [signature] DATE: 6/12/95

AREA DIRECTOR [signature] DATE: 6/26/95 FEDERAL HIGHWAY ADMINISTRATION [signature] DATE: 8/22/95

RECEIVED
JUL 10 1995
BIA, BRANCH OF PROGRAM OPERATIONS

FOREST HIGHWAY (FH) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1996 05-Jan-96

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount ($000)	Contracting Agency	LETTING DATE
KETCHIKAN BOROUGH	FH-39	WARD LAKE ROAD FFH 39-1(3)	MP 0.0-2.9	2.9 MI. RECONST.	6,500	WFLHD/FHWA	3/4/96
PRINCE OF WALES ISLAND	FH-9	BIG SALT LAKE ROAD FFH 9-1(7)	MP 14.0 TO 16.9	2.9 MI. RECONST.	2,500	WFLHD/FHWA	8/1/96
	FH-3	AUKE BAY BYPASS	2.0 MILES	RECONST	2,000	ADOT/PF	
Statewide	Total of Preliminary and Construction Engineering for all projects:				1,200		

Cost and Funding Summary

Total Program Cost for fiscal year: 12,200
Program Funds Available: 12,200
Balance: 0

Federal Lands Highway Program Approval: RICHARD G. WASSIL Date: 1/8/96

State Inclusion in STIP: Date:

FOREST HIGHWAY (FH) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1997

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount ($000)	Contracting Agency	ENTRIES DATE
	FH-16	MEADOWS	5.0 MI	RECONST.	4,900	USFS	1997
Statewide	Total of Preliminary and Construction Engineering for all projects:				1,700		

Cost and Funding Summary

Total Program Cost for fiscal year:	6,600
Program Funds Available:	7,300
Balance:	700

Federal Lands Highway Program Approval: RICHARD W. MAZILL Date: 1/3/96

State Inclusion in STIP: _____ Date: _____

FOREST HIGHWAY (FH) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1996

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

County	Route Number	Highway/Bridge Project Name	Project Limits/Terminl	Type of Project	Net Construction Program Funding Amount ($000)	Contracting Agency	LETTING DATE
PRINCE OF WALES ISLAND	FH-9	BIG SALT LAKE ROAD FFH 9-1(8)	MP 2.4 TO 4.8	2.4 MI. RECONST.	4,900	WFLHD/FHWA	1996
Statewide	Total of Preliminary and Construction Engineering for all projects:				1,700		

Cost and Funding Summary

Total Program Cost for fiscal year:	6,600
Program Funds Available:	7,300
Balance:	700

Federal Lands Highway Program Approval: RICHARD D. MASELL Date: 1/8/96

State Inclusion in STIP: Date:

05-Jan-96

PARK ROADS AND PARKWAYS (PRLP) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1996

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Project Number/Name	Project Limits/Termini	Length/Type of Work	Net Construction Program Funding Amount ($000)	Contracting Agency	Letting Date
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 30	NPS	
Statewide	Total of Preliminary and Construction Engineering for all projects:				10		

Cost and Funding Summary

Total Program Cost for fiscal year:	90
Program Funds Available:	90
Balance:	0

Federal Lands Highway Program Approval: RICHARD G. MASILL Date: 1/8/96

State Inclusion in STIP: Date:

PARK ROADS AND PARKWAYS (PRLP) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1997

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount ($000)	Contracting Agency	Priority
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 30	NPS	
	RTE 10	KATMAI NP VALLEY ROAD 10(1)	BROOKS CAMP TO VALLEY OF 10,000 SMOKES	23.0 MI MINOR GRADING & RAMP	2,600	NPS/BID/FHWA	
Statewide	Total of Preliminary and Construction Engineering for all projects:				260		

Cost and Funding Summary

Total Program Cost for fiscal year:	2,640
Program Funds Available:	2,640
Balance:	0

Federal Lands Highway Program Approval: RICHARD G. MARILL Date: 1/8/96

State Inclusion in STIP: Date:

05-Jan-96

PARK ROADS AND PARKWAYS (PRAP) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1996

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Project Number/Name	Project Limits/Termini	Length/Type of Work	Net Construction Program Funding Amount ($000)	Contracting Agency	Letting Date
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 30	NPS	
Statewide		Total of Preliminary and Construction Engineering for all projects:			10		

Cost and Funding Summary

Total Program Cost for fiscal year:	90
Program Funds Available:	90
Balance:	0

Federal Lands Highway Program Approval: RGWaill Date: 1/8/96
RICHARD G. WASILL

State Inclusion in STIP: _____ Date: _____

Appendix B
Preliminary Program

1999 - 2001

Statewide Transportation Improvement Program

Alaska Department of
Transportation and Public Facilities

National Highway System Program

Highway	Location	Project Description	Phases	Estimate (Total Costs in Thousands of $) FFY 99	FFY 00	FFY 01
		AMATS Transportation Improvement Program		2,000.0	3,000.0	1,000.0
	Fairbanks	3rd Street Intersection Improvements	2,3,4	900.0		2,900.0
	Juneau	Brotherhood Bridge at Mendenhall River	2,3,4	400.0		4,000.0
	Juneau	Egan Drive: Riverside to Main Street	2,3,4			1,650.0
	Juneau	Egan Drive: Lemon Valley Access	2,4		6,000.0	
	Ketchikan	Tongass: Viaducts	2,3,4	6,300.0	5,500.0	
	Ketchikan	Tongass: Resurfacing	2,3,4			5,000.0
	Ketchikan	Tongass: Pedestrian Improvements	2,3,4		800.0	
	Whittier	Road Access to Whittier	2,3,4	20,000.0		
	Statewide	Destination & Distance Signing	2,4	100.0		1,000.0
	Central Region	Interstate Maintenance Bridge Repair	2,4	250.0	250.0	250.0
	Central Region	Pavement Crack Sealing	2,4	600.0	600.0	600.0
	Northern Region	Pavement Crack Sealing & Bridge	2,4	700.0	700.0	700.0
	Central Region	Chip Sealing	2,4	2,000.0	2,500.0	2,500.0
	Northern Region	Chip Sealing	2,4	2,000.0	2,500.0	2,500.0
	Central Region	Safety Management Engineering	2	50.0	50.0	50.0
Alaska		MP 1270-1314 Rehabilitation	2,4		4,800.0	
Dalton		MP 0 to 9 Reconstruction	2,3,4	300.0	350.0	
Dalton		MP 9 to 11 Reconstruction	2,3,4		150.0	150.0
Dalton		MP 37 to 49 Reconstruction	2,3,4		8,000.0	
Dalton		MP 22 to 37 Reconstruction	2,3,4			300.0
Dalton		MP 111 to 143 Reconstruction	4		9,300.0	
Dalton		MP 235 to 247 Reconstruction	2,3,4	750.0		150.0
Dalton		MP 247 to 274 Reconstruction	2,3,4	400.0		6,750.0
Dalton		MP 274 to 289 Reconstruction	2,3,4	4,500.0		
Dalton		MP 289 to 305 Reconstruction	2,3,4	50.0		5,200.0
Dalton		MP 305 to 335 Reconstruction	2,3,4			500.0
Dalton		MP 335 to 352 Reconstruction	2,3,4	7,000.0		
Elliott		MP 0 to 4 Reconstruction	2,3,4		150.0	
Glenn		MP 53 to 56 Rehabilitation, Moose Creek Canyon	2,3,4	800.0		300.0
Glenn		MP 56 to 60 Rehabilitation, Moose Creek to Sutton	3,4		1,000.0	
Glenn		MP 58 to 84 Rehabilitation, Chickaloon	2,3,4	1,300.0		12,000.0
Glenn		MP 84 to 92 Rehabilitation, Long Lake	2,3,4		22,500.0	
Glenn		MP 92 to 97 Rehabilitation, Hicks Creek	2,3,4	10,000.0		
Glenn		MP 174-189 Rehabilitation	2,4	5,000.0		
Haines		Big Boulder Creek to North Mackenzie Loop Road	2,3,4		4,500.0	
Haines		Chilkat River Bridge to Mosquito Lake Road	2,3,4			5,500.0
Haines		Ferry Terminal to Union Street	2,3,4	5,500.0		
Haines		Mosquito Lake Road to Muncaster Creek	3,4	4,500.0		
Haines		North Mackenzie Loop Road to Canadian Border	2,3,4		200.0	
Klondike		William Henry Moore Bridge Replacement	2,4		300.0	
Marine		Haines Mooring Improvements	4	1,260.5		
Marine		Homer Mooring Improvements	4		275.0	
Marine		Petersburg Uplands Improvements	3,4	550.4		2,202.0
Marine		Prince Rupert Mooring Improvements	2,4		5,063.0	
Marine		Valdez Terminal Replacement	2,4		743.1	
Marine		Aurora Deck Renovation	2			1,181.2
Marine		Barbell Replacement	2,4		1,000.0	
Marine		Columbia Hotel Renovation	4	3,632.0		
Marine		Columbia SOLAS Compliance-Fire Safety	4	2,300.0		
Marine		Matanuska Deck Renovation	2		2,993.5	
Marine		Taku Steam/Gray Water/Asbestos	4		1,101.0	
Marine		Annual Vessel Rehabilitation	2,4	1,000.0	1,000.0	1,000.0
Marine		Annual Vessel Rehabilitation: Stateroom Fixtures Replacement	2,4	1,000.0		

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

National Highway System Program

Highway	Location	Project Description	Phases	Estimate Total Costs in Thousands of $ FFY 99	FFY 00	FFY 01
Marine		Annual Vessel Rehabilitation: Public Address System Rehabilitation	2,4	550.0		
Marine		Annual Vessel Rehabilitation: Sperry Gyro System Refurbishment	2,4	450.0		
Parks		Healy Area Safety Improvements	2,4	450.0		
Parks		Parks Highway and Glenn Highway Interchange	2,3,4		1,300.0	
Parks		MP 37-44, Crusey Street to Seward Meridian Road Rehabilitation	2,3,4	13,400.0		
Parks		MP 37-44, Fairview Loop to Gershmenhyer Road Interchange	2,3,4		1,000.0	2,700.0
Parks		MP 35-37 Glenn Highway to Church Street Reconstruction	2,3,4			7,500.0
Parks		MP 37-44, Lucus Road to Crusey Street Rehabilitation	2,3,4		200.0	
Parks		MP 37-44, Seward Meridian Interchange	2,3,4			700.0
Parks		MP 37-44, Seward Meridian Road to Church Street Rehabilitation	2,3,4		18,100.0	
Parks		MP 52-57 Rehabilitation	2,4		7,500.0	
Parks		MP 206-210 Rehabilitation	2,4		190.0	
Parks		MP 240 Nenana Canyon Slide Repair	4	1,700.0		
Parks		MP 240-262 Rehabilitation	2,4	4,000.0		
Richardson		MP 129 to 148 Rehabilitation	2,3,4	3,860.0		
Richardson		MP 148 to 159 Reconstruction	2,3,4		100.0	700.0
Richardson		MP 173 to 186 Reconstruction	2,3,4			1,100.0
Richardson		MP 203 to 206 Reconstruction	2,3,4		2,200.0	
Richardson		MP 218 to 235 Reconstruction	2,3,4		2,550.0	
Richardson		MP 275 North Erosion Control	2,4			4,050.0
Seward		MP 0 to 8, Seward to Grouse Creek Canyon	2,3,4			800.0
Seward		MP 9 to 13, Grouse Creek Canyon	2,3,4			10,000.0
Seward		MP 13 to 18, The Summit to Snow River	2,3,4	6,500.0		
Seward		MP 18 to 25, Snow River to Falls Creek	2,3,4		500.0	3,250.0
Seward		MP 25 to 30, Falls Creek to Moose Pass	2,3,4		300.0	
Seward		MP 30 to 36, Moose Pass to Sterling Wye	2,3,4			300.0
Sterling		MP 38 to 45, (3R)	2,3,4	250.0		16,150.0
Sterling		MP 45 to 60, (3R)	2,3,4		2,000.0	500.0
Sterling		Soldotna Urban	2,3,4	800.0		11,500.0
Tok Cutoff		MP 0-30 Rehabilitation	2,4		600.0	
Tok Cutoff		MP 30 to 38 Reconstruction	4	6,600.0		
Tok Cutoff		MP 91-110 Rehabilitation	2,4		4,730.0	
Tok Cutoff		MP 110 to 124 Reconstruction	2	625.0		5,775.0
		Program Total		125,127.9	125,005.6	125,008.2

These seem more critical than Glenn

Missing many projects at other end of Seward Hwy

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation

Community Transportation Program

Project Description	Phases	Estimate (Total Costs in thousands of $) FFY 99	FFY 00	FFY 01
Akiachak Sanitation Road Resurfacing	2,3,4	500.0		
AMATS Transportation Improvement Program		16,500.0	16,500.0	16,500.0
Birch Creek Landfill Road Construction	2,3,4		75.0	250.0
Central: Dust Control/Paving	2,3,4	25.0	750.0	
Chignik Bay Airport Access Road Rehabilitation	2,3,4		60.0	600.0
Copper River Highway: Million Dollar Bridge Rehabilitation	2,4			275.0
Cordova: Lake Avenue Upgrade	2,3,4	1,500.0		
Deering: Sanitation Road Construction	2,3,4	70.0	175.0	
Denali Highway: MP21-42 Resurfacing	4	6,000.0		
Fairbanks: College Road Intersection/Safety	2,3,4		500.0	1,600.0
Fairbanks: Illinois-Barnette & Bridge	2,3,4			3,200.0
Fairbanks: University Avenue Widening	2,3,4			2,500.0
Galena: Campion Road Landfill Access Road Resurfacing	2,3,4			500.0
Grayling: Sanitation Road Construction	2,3,4		60.0	500.0
Haines: Mud Bay & Beach Roads Intersection Improvements	2,3,4	310.0		
Homer: East End Road MP 3.75-12.5 Rehabilitation	2,3,4	6,700.0		
Homer: East End Road MP 12.5-22 Rehabilitation	2,3,4		500.0	175.0
Hoonah Terminal Building Construction	2,3,4	50.0	250.0	
Hughes: Landfill/Cemetery Road	2,4			200.0
Hyder: Trestle & Road Surfacing	2,3,4	450.0	4,500.0	
Juneau: Glacier Highway: Eagle Beach-Echo Cove Paving	2,3,4		600.0	3,450.0
Juneau: Willoughby and Glacier Avenue	2,3,4	2,000.0		
Kake Ferry Terminal Building	2,3,4	100.0	750.0	
Kenai River Bridge Access Road Rehabilitation	2,3,4	750.0		
Ketchikan: North Tongass Highway MP 15 to Settler's Cove Paving	2,3,4		2,200.0	2,200.0
Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	2,3,4	10,000.0		
King Cove Airport Access Road Rehabilitation	2,3,4		200.0	1,125.0
King Cove Lagoon Bridge Replacement	3,4	200.0	1,500.0	
Kivalina: Sanitation Road Construction	2,3,4		100.0	1,000.0
Knik River Road	2,3,4	300.0	3,200.0	
Kodiak: Chiniak Road Rehabilitation	2,3,4	1,400.0	4,000.0	6,000.0
Kodiak: Otmeloi Way Rehabilitation	2,3,4		200.0	1,000.0
Kodiak: Sellet Lane Reconstruction	2,3,4	500.0	2,500.0	4,900.0
Matanuska-Susitna: Hatcher Pass Road MP 7-14 Rehabilitation	2,3,4	4,000.0		
Matanuska-Susitna: Palmer-Wasilla Highway Extension	2,3,4	450.0	1,100.0	3,000.0
Matanuska-Susitna: Trunk Road Reconstruction	2,3,4	6,000.0		

Phases: 2-design; 3--right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Do the people want this back here? Lincoln doesn't like this one

Community Transportation Program

Project Description	Phases	Estimate (Total Costs in thousands of $) FFY 99	FFY 00	FFY 01
Matanuska-Susitna: Wasilla-Fishook Road: Nelson-Bogard Safety Improvements	2,3,4	1,050.0		
McCarthy Road Improvement & Resurfacing	2,3,4	1,000.0	7,000.0	7,000.0
McCarthy Road: MP 0-4 Reconstruction	2,3,4	500.0		4,200.0
Naknek 2nd Ave Reconstruction	2,3,4			400.0
Naknek: Lake Access Road Rehabilitation	2,3,4	250.0	1,000.0	
Naknek: Pedersen Point Road Extension	2,3,4		200.0	1,400.0
Napakiak: Sanitation Road Construction	2,3,4		100.0	1,000.0
Nelson Lagoon Airport Access Road Rehabilitation	2,3,4		200.0	
Nenana: City Streets Resurface - Phase 1	2,3,4			500.0
Nome-Council Road: MP 4-15 Rehabilitation	2,3,4		3,750.0	
Nome: Bering, Seppala & Front Street Rehabilitation	2,3,4	100.0	1,100.0	
Nunapitchuk Sanitation Road Construction	2,3,4		1,000.0	
Pelican Ferry Terminal Dolphins	2,3,4	75.0	500.0	
Petersburg: H Street Repaving and Intersection Improvement	2,3,4	1,500.0		
Petersburg: North Nordic U-Turn Route	2,3,4		200.0	
Petersville Road Rehabilitation/Extension	2,3,4		2,000.0	6,500.0
Prince of Wales Island: Hydaburg Highway Upgrade and Paving	2,3,4	3,500.0	3,500.0	
Prince of Wales Island: Thorne Bay Road Paving	2,3,4		3,500.0	3,500.0
Public Transportation Social Service Van Replacement	4	250.0	250.0	250.0
Saicha: Johnson Road Rehabilitation	2,3,4		125.0	1,250.0
Sand Point Harbor Access Road Rehabilitation/ Extension	2,3,4		100.0	1,000.0
Selawik: Landfill Access Improvement	2,3,4	25.0	150.0	
Sheldon Point: Sanitation Boardwalk	2,3,4	75.0	385.0	
Sitka: Sawmill Creek Road Shoulders	2,3,4	1,080.0		
Soldotna: Funny River Road: MP 2.7-17 Rehabilitation	2,3,4	300.0	3,750.0	
Southeast Region Road Surfacing Program	2,3,4	600.0		
St. Michael: Sanitation Road Construction	2,3,4		150.0	900.0
St. Mary's: Airport Road Rehabilitation	2,3,4	320.0	3,200.0	
Stebbins: Sanitation Road Construction	2,3,4		70.0	675.0
Steese Highway: MP 128 Crooked Creek Bridge Replacement	2,3,4		140.0	1,125.0
Sterling: Kenai River Crossing at Funny River	2,3,4		1,200.0	
Taylor Highway: MP 64-82 Reconstruction	2,3,4	6,600.0		
Unalaska: East Point/Ballyhoo Road Rehabilitation	2,3,4	5,000.0		
Upper Kalskag Sanitation Road Construction	2,3,4	315.0		
Valdez: Dayville Road Improvements	2,3,4		6,600.0	
Venetie: Village Streets Upgrade	2,3,4		60.0	1,000.0
Program Totals		60,345.0	80,050.0	79,775.0

Any problems here?

Phases: 2-design; 3--right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Trails and Recreational Access for Alaska Program

Project Description	Estimate (Total Costs in thousands of $)			
	Phases	FFY 99	FFY 00	FFY 01
Alaska Highway: MP1348-Robertson River Wayside	2,3,4	500.0		
Alaska Marine Highway Shipboard Visitor Information Kiosks	2,3,4			220.0
Alaska Marine Highway Vessel Interpretive Displays	2,3,4	60.0		
AMATS Transportation Improvement Program		5,500.0	5,500.0	5,500.0
Atmautluak: North Boardwalk Repair	2,3,4			500.0
Auke Bay Ferry Terminal Enhancements	2,3,4	165.0	1,000.0	
Bering River Train Railroad Park	2,3,4			75.0
Bethel: Boardwalk Construction	2,3,4	50.0	500.0	
Central Region: Visual Enhancement Management	2,3,4		250.0	
Chena Hot Springs Road: Chena River State Recreation Area	2,3,4		90.0	510.0
Chena Hot Springs Road: Yukon Quest Trail	2,3,4	50.0	250.0	
Chitina: Pedestrian/Bike Facility	2,3,4	60.0	200.0	
Cordova Interpretive Boardwalk	2,3,4	500.0		
Dalton Highway: Deadhorse Wayside	2,3,4			150.0
Dalton Highway: MP 57-Yukon Crossing Intermodal Facility	2,3,4			500.0
Dalton Highway: MP 165-Cathedral Lakes Overlook	2,3,4			25.0
Dalton Highway: MP 207-Bettles River Access	2,3,4			60.0
Dalton Highway: MP 215-Arctic Loon Ponds Overlook	2,3,4			140.0
Dalton Highway: MP 275-Galbraith Lake Campground	2,3,4			200.0
Dalton Highway: MP 286-Toolik Lake Overlook	2,3,4			50.0
Dalton Highway: MP132-Solstice Point Recreation Site	2,3,4	25.0		
Dalton Highway: MP56-Yukon River Overlook	2,3,4		250.0	
Delta Junction: Sullivan Roadhouse	2,3,4			150.0
Denali Highway: MP 15-Tangle Lakes Archaeological District Wayside	2,3,4			40.0
Denali Highway MP 22-Tangle Lakes/Delta Wild River Trailhead	2,3,4	60.0	250.0	
Denali Highway: MP 36-MacClaren Summit Wayside	2,3,4		55.0	
Denali Highway: MP 42-Gecicgic Point of Interest	2,3,4		60.0	
Denali Highway: MP 130-Information and Orientation Wayside	2,3,4		45.0	255.0
Dillingham: Wood River Bikepath	2,3,4			100.0
Fairbanks North Star Borough Bus Stop Shelters	2,3,4		475.0	
Fairbanks: College Road Bike Path Rehabilitation	2,3,4			1,100.0
Fairbanks: South Cushman Enhancements	2,3,4			850.0
Fairbanks: Steamship Nenana Renovation	2,3,4			20.0
Fairbanks: Tanana Railroad Engine #1 Restoration	4			65.0
Fairbanks: University Avenue: Bridge/Bike Path Rehabilitation	2,3,4	1,000.0		
Girdwood Valley- Iditarod Trail	2,3,4		400.0	1,500.0
Girdwood: Winner Creek Trail	2,3,4		60.0	340.0
Hatcher Pass Scenic Overlook & Trailheads	2,3,4		4,235.0	
Juneau: Glacier Highway UAS Overpass	2,3,4	700.0		
Juneau: Glacier Highway-McNugget to DelRae Pedestrian Improvements	2,3,4			1,500.0
Juneau: North Douglas Highway Trail	2,3,4			1,500.0
Kenai Spur Road: Unity Trail Pedestrian/Bike Path	2,3,4	200.0	1,500.0	
Kenai: Isaak Walton Campground Archaeological Investigation	2,3,4			250.0
Ketchikan: Central Business District Sidewalk Improvements	2,3,4	220.0		
Ketchikan: North Tongass Bicycle/Pedestrian Trail Facility	2,3,4			160.0
King Cove: Pathway Construction	2,3,4	210.0		
King Salmon: Pathway Construction	2,3,4	150.0	450.0	
Kodiak: Fort Abercrombie Historic Trail	2,3,4			600.0
Matanuska-Susitna: Wasilla-Bogard Road and Crusey Pathways	4	555.0		

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

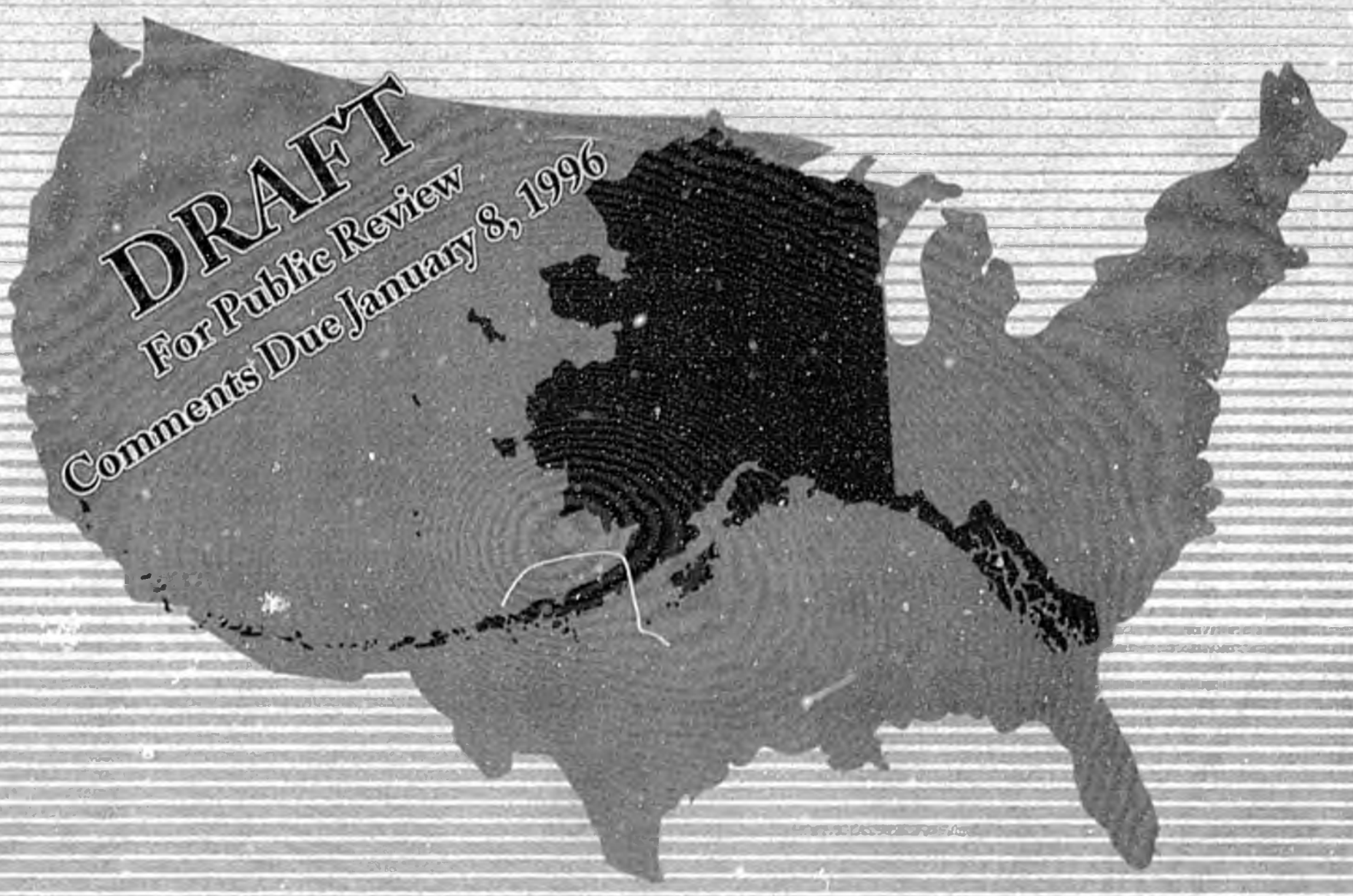
Trails and Recreational Access for Alaska Program

	Estimate (Total Costs in thousands of $)			
Project Description	**Phases**	**FFY 99**	**FFY 00**	**FFY 01**
McCarthy Road/Richardson Highway Interpretive Waysides	2,3,4	500.0		
McCarthy: Kennicott R. West Wayside	2,3,4	500.0		
Naknek: Pathway	2,3,4	1,000.0		
Nenana: Bike Trail Construction	2,3,4			50.0
Nome: Rocker Gulch Wayside	2,3,4	270.0		
North Pole: Hurst-Dawson Bike Trail	2,3,4		150.0	875.0
Ouzinkie: Trails Rehabilitation	2,3,4			50.0
Parks Highway: MP 185-East Fork Wayside	2,3,4	750.0		
Parks Highway: MP 305-351 Fairbanks-Nenana Scenic Waysides	2,3,4		75.0	500.0
Richardson Highway: MP 127 - Gulkana River Wayside	2,3,4		90.0	510.0
Seldovia: Waterfront Boardwalk	2,3,4	150.0	550.0	
Seward Highway: Bird Creek Pedestrian Underpass	2,3,4		2,000.0	
Seward Highway: Bird Point Pathway/Wayside	2,3,4	2,000.0		
Seward Highway: Potter Marsh-Indian Path	2,3,4	4,500.0		
Seward Pathway	2,3,4	50.0	200.0	
Skagway River Bridge Widening	4			300.0
Soldotna: Kenai River Walkway Construction	2,3,4	200.0	800.0	
Southeast Region Scenic Viewshed	4	50.0	50.0	50.0
Taylor Highway: MP 86 Wade Creek Dredge Wayside	2,3,4	25.0	100.0	
Taylor Highway: MP 160: Ft. Egbert-Eagle Historic Site	2,3,4		175.0	
Tok Cutoff/Nabesna Road: Interpretative Waysides	2,3,4		90.0	510.0
Valdez: Crooked Creek Fish Viewing	2,3,4			90.0
Valdez: Richardson Highway: MP 8.5 Trailhead Parking	2,3,4			175.0
Watchable Wildlife Signs	2,3,4		100.0	
Wrangell: Airport Loop Trail	2,3,4			120.0
Wrangell: Scenic Turnout Back Channel	2,3,4			50.0
Program Totals		20,000.0	19,950.0	19,750.0

Phases: 2-design; 3-right of way; 4-construction

Based on estimated federal program amounts. Subject to reauthorization of ISTEA and annual program re-evaluation.

Transportation Needs and Priorities in Alaska



Alaska Department of Transportation and Public Facilities
November, 1995

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1995 NEEDS LIST
Alaska Department of Transportation and Public Facilities
Transportation Needs and Priorities in Alaska

Introduction

This document is a new edition of the Needs List. This Needs List departs from previous efforts in two ways. First, it is based on the Transportation Initiative, announced by Governor Knowles on June 6, 1995. Second, it is based on a new scoring criteria system. These scoring criteria, which are explained in detail later, allow for different types and scales of transportation projects to be directly compared for a more fair evaluation.

We Need Your Help

The new transportation initiative and the new selection process for the Needs List is based on the comments received by the department during the past year. We have tried to take into account varied and sometimes conflicting requests. Both urban and rural communities want more access to transportation funding and to the process of selecting projects. We have tried to balance the need for upgrading major state routes, which often traverse largely unpopulated areas, with local needs for better streets and roads within villages, towns and cities. More public involvement has been requested. Finally, many groups wish to see improved pedestrian, bicycle and tourist facilities, including trail heads, visitor rest stops and trails.

We hope you will find that a reasonable balance of these requests has been made and that the projects high in the Needs List are deserving ones. Whatever your opinion we ask that you give us your comments. Specifically, we would like your views on all aspects of the Needs List--the process, scoring criteria, and individual project results. Please take the time to write, fax, call or e-mail your message. It *does* count and we *do* need your comments. Comments are due by January 8, 1996.

Purpose of the Needs List

The Needs List is an important step in deciding which projects will be selected for funding. Compiling the Needs List takes many months and involves screening a large number of projects into a prioritized list of projects. Upon completion of a final Needs List, the Statewide Transportation Improvement Program, also known as the STIP, is prepared. The STIP is the financially constrained three-year spending program. The top ranking projects within the Needs List become the eligible pool of projects for inclusion in the STIP. Thus the draft Needs List serves four purposes:

- As a screen to establish which transportation projects are most important to the state;
- As a means to document the depth and extent of needed transportation projects throughout Alaska;
- As a way to make sure, if you are a project sponsor, that your project was included and scored (If it is not in the list, please let us know.); and,
- As a basis from which to select projects for the STIP.

Needs List Organization

The Needs List documents all requested Alaska transportation projects. In addition to surface transportation modes, the Needs List considers harbor, aviation and other needs. The Needs List is rank ordered[1], based upon project scores. Surface transportation projects are further divided into four levels of priority. The priority levels range from Priority One, highest ranked projects, to Priority Four, lowest ranked projects. Because the Needs List is fiscally unconstrained and the dollar value of requested projects far exceeds available funding, only Priority One projects have a reasonable chance of being selected for funding within the next four years.

The New Transportation Initiative

On June 6, 1995, Governor Knowles announced a new surface transportation plan for Alaska's future affecting roads, trails, ferries and transit. The new plan will focus transportation investments toward four broad categories of spending:

- Bring Alaska's National Highway System (intercity, statewide and Alaska Marine Highway System routes) up to standard (approximately $120 million a year);
- Develop a Community Transportation Program (CTP) that creates partnerships with local governments to build projects that serve local needs (approximately $80 million a year);
- Support the construction of Economic Development roads and transportation projects that directly contribute to the growth of Alaska's economy (annual funding for this program is included in the Community Transportation Program); and,
- Introduce the Trails and Recreational Access for Alaska (TRAAK) Program to improve access and recreational opportunities ($10 to $20 million a year).

Proposed funding levels for this initiative are based on current federal-aid transportation funding and required state match amounts. Should federal funding amounts change, the amount allocated to each of the transportation initiative categories would be reconsidered.

What the New Process Includes

In July 1995 the department announced a new project selection process for the Needs List. This new process incorporates the following elements:

- Detailed and specific selection criteria for ranking projects.
- A priority on shared state-local responsibility, both for capital costs and long-term maintenance.
- Equal opportunity for highway and non-highway transportation modes such as boardwalks, winter trails and transit.
- Further priority to projects that are environmentally sound, enhance economic growth and responsibly serve communities and neighborhoods.

Boroughs, cities, villages, Native organizations and other local governments as well as others interested in transportation development were all requested to make project nominations. The department also submitted projects for consideration. The result of this nomination process produced a list of more than 1,100 potential surface transportation projects for consideration.

[1] The exception to this are airport projects for which scoring is not complete at the time of printing and state-funded projects which are not scored due to a dearth of state funds.

Project selection involves one of two approaches. Projects for the National Highway System are considered by a department process and do not compete with other needs. Projects for the TRAAK and CTP programs follow a public nomination process and involve many different project sponsors.

The department selected projects for the National Highway System (NHS) based upon existing conditions, traffic levels and project development considerations. Projects were not ranked in the fashion used for other categories. Project selection of the most critical projects was undertaken by ADOT&PF staff with the goal of upgrading the NHS in a 12-year period. The result of this first approach is a new Draft *Alaska-National Highway System Plan*. It identifies the proposed sequence and timing of projects that bring Alaska's major highways and ferry system to current standards. This draft Needs List is consistent with the draft "Alaska's National Highways" report we published in September. Comments we have received since the report was issued will be given the same weight as comments received during this draft Needs List public process.

The second approach includes all other categories under the new transportation plan. The evaluation standards and criteria for five different types of surface transportation facilities (i.e., Transit, Rural and Urban Streets and Roads, Alaska Marine Highway System, Remote Roads and TRAAK, see Appendix A) employ an evaluation process that results in a numeric score being given for every project. Each project is scored with one of the five sets of standards and criteria:

Community Transportation and Economic Development Program (CTP):

- Rural and Urban Streets and Roads Criteria
- Remote Roads and Trails Criteria
- Transit Projects Criteria
- Alaska Marine Highway System Criteria

Trails and Recreational Access for Alaska (TRAAK):

- TRAAK Criteria

How Projects Were Scored

Scoring involves two steps. First the entire list of projects is scored by the appropriate DOT&PF region or Marine Highway System. The top-ranked projects from this step are then forwarded to the Project Evaluation Board (PEB). The PEB is composed of 6 senior members of the department including:

- Deputy Commissioner
- Statewide Planning Director
- Alaska Marine Highway System Director
- Regional Directors (3)

Each member of the PEB ranks the statewide list of projects; the resulting scores are then averaged to determine how projects would compare to other projects. The result is a numerically ranked list of projects from highest score to lowest score. These constitute Priority 1 and 2 projects in this document. Priority 3 and 4 projects are scored at the regional level only and are those that do not score well enough to be sent to the PEB.

Priority 3 and 4 Projects

Only the Priority 1 and 2 projects were scored by the full 6-member PEB. This was done because the number of projects submitted for consideration so greatly exceeds available

transportation funding that there is little benefit in the entire list of more than 1,100 projects being scored in a detailed fashion

This means that the scores of Priority 1 and 2 projects, as determined by the PEB and the Priority 3 and 4 projects evaluated by staff within the appropriate DOT&PF region are not directly comparable. For this reason we have not shown the scores for Priority 3 and 4 projects. They are listed in rank order, as initially scored by their region. The scores are available at the regional offices.

Public Review and Potential Modification to the Needs List

During the public review process, communities may bring forward information not previously considered in the draft ranking process. Any new information such as local contributions for capital costs and maintenance commitments could increase a project's score and placement on the ranking of projects within the Final Needs List

After the Needs List

The final step in the project selection process for surface transportation projects is a document known as the STIP or State Transportation Improvement Program. Unlike the Needs List, the STIP is fiscally constrained by the projected amount of federal-aid funding. It also addresses only those projects eligible for Federal Highway and Transit funding. While the STIP will reflect the priority of projects established in the Needs List, some juggling of projects will occur in order to take advantage of the different funding categories, project timetables and the need to match available funds to project size. The STIP covers a three year period and contains those projects for which funding is expected. The new STIP for the period 1996 to 1998 will be published following finalization of the Needs List. It will also involve a draft STIP and a public comment and review period, followed by a final STIP which will be submitted to the Federal Highway Administration (FHWA), and the Federal Transit Administration.

However, to further portray what kind of program of projects scheduled for environmental analysis, design, right-of-way acquisition and construction might result from this prioritized Needs List, the department has prepared an Illustrative 6-Year Program (see Appendix B). The Illustrative 6-Year Program was done to better show when high ranking projects in the Needs List might fit into the new STIP.

Highest-scoring projects in the Needs List were scheduled earliest in the Illustrative 6-Year Program. Larger and more complicated projects would receive funding over two or more years, whereas smaller projects or those ready for construction would be funded in a single year. In some cases, larger projects are delayed a year or two due to overall funding limitations. Another consideration in selecting projects for funding is the need to fully utilize special funding categories such as Congestion Mitigation/Air Quality (CMAQ), safety, bridge or other specific category funds. The Illustrative 6-Year Program is just that--it is not an official document and remains subject to further changes in the Needs List that will follow the public comment period.

What Happened to Existing Projects From The Previous '95 - '97 STIP?

Most projects from the current STIP that were scheduled for construction in 1996 were given priority in the PEB evaluation process. Projects that were slated for construction in 1997 and beyond competed with all new project nominations. Thus the new selection process will initially contain a blend of projects already in progress from the current 1995 - 1997 STIP and new

projects which best fit the new transportation initiative. The projects from the previous STIP that are carried forward are presented in the first portion of the CTP and TRAAK lists, and can also be found in the Illustrative 6-Year Program.

More About the National Highway System
As noted, NHS projects are selected separately by the department. The NHS is based on criteria established by Congress. Nationally, the NHS contains the most important routes in the country including the Interstate system and other significant routes. The NHS routes in Alaska consist of about 2,100 miles of highway routes compared to a statewide total of 14,300 miles of public road. About 1,900 miles of marine highway routes are included on the NHS compared to a statewide total of 2,865 marine highway miles.

To be included on the NHS a highway or ferry route must serve one of the following functions:

- Interstate route
- National defense route or major connector to national defense route
- Provides intermodal connectivity (major road to major airport, port or ferry terminal)
- Provides rural/urban connectivity
- Connects to international border crossing

The NHS is capped to a maximum mileage of 159,000 nationally. Modifications to the NHS currently require the approval of the Federal Highway Administration and Congress.

Special Status of Anchorage (AMATS)
The Anchorage Metropolitan Area Transportation Study (AMATS) holds special status in the development of the STIP. Briefly, as a Metropolitan Planning Organization under federal regulations, AMATS is empowered to determine its own priority for projects and prepare its own Transportation Improvement Program (TIP) based on funding allocated to AMATS within the STIP. In order to determine the funding allocation, AMATS projects were scored along with projects from other communities, and the AMATS funding is based on how well the AMATS projects scored on a statewide basis. But once the funding target is set, the AMATS TIP will determine which projects are constructed each year. Hence, this Needs List contains the draft AMATS Needs List in priority order as released by AMATS for public review. PEB scores for AMATS CTP and TRAAK projects are not shown in the Needs List. Cost estimates are provided for Priority One projects. NHS projects within AMATS remain a state responsibility and are found in the NHS listing along with cost estimates. AMATS will be developing a spending program known as the AMATS TIP based on the priorities in the Needs List. The AMATS TIP will be released for public review after AMATS adopts the final Needs List for Anchorage. The AMATS TIP will then be incorporated into the STIP.

How are Aviation and Harbors Addressed?
Because both airport and harbor facilities are funded from different sources of money, the selection process for them is somewhat different from those funded with highway and transit funds. Currently, aviation and harbor projects are incorporated into the Needs List, but they are considered separately for funding approval and are funded under programs with differing levels or adequacy of funding.

Aviation projects are funded by the Federal Aviation Administration. The department, using FAA criteria, prepares a document known as the Airport Improvement Program or AIP that discloses projects approved for this funding. The department's Statewide Aviation Division is using project ranking criteria patterned after the criteria used for surface transportation. At this time the scoring for airport projects has not been completed.

Harbor and erosion projects use a combination of US Corps of Engineers funding and state General Funds. The department's harbor staff have developed a set of evaluation standards and criteria similar to those prepared for surface transportation. These new standards and criteria were used to rank harbor projects shown in this Needs List, and are contained in Appendix A with the CTP and TRAAK criteria. Erosion projects were not scored. A few other projects were not scored due to insufficient information. Cost estimates for a few projects were not known.

Adequacy of Transportation Funding

The number and dollar value of projects within the Needs List continues to grow. Alaska, because of its small population, vast geographic expanses, difficult terrain and environment and recent frontier age continues to require large levels of transportation investment for the most basic of needs. Such basic requirements as surface transportation to essential health and sanitation facilities, winter trails for remote villages and upgrading highways from standards prevalent more than 50 years ago compete with projects to build interchanges and replace transit coaches in urban areas. So long as the extreme imbalance between need and funding exists the process of selecting projects will remain highly competitive and will fail to serve large numbers of deserving projects. The department is concerned with this growing imbalance, but expansion of either federal or state funds is not likely. We continue to seek innovative funding concepts including tolls, shared funding with other parties and donations of right-of-way, material sources and design services.

In light of this imbalance between needs and funds, the process of selecting projects is highly competitive. We have attempted to favor projects which bring additional funds and those which are highly and broadly beneficial. Until new funding is found for transportation, this imbalance will continue to hamper improvement of Alaska's transportation infrastructure.

How to Reach Us

Please contact one or more of the following individuals if you have comments about the new transportation initiative or wish to seek further information. Comments can be accepted until January 8, 1996.

If you have general questions about the scoring process, or wish to comment on the development of the ranking criteria and the Needs List you should contact the Division of Statewide Planning:

Tom Brigham, Director
Division of Statewide Planning
3132 Channel Drive
Juneau, Alaska 99801
Phone: 465-4070
Fax: 465-6984
E-mail: Thomas_Brigham@dot.state.ak.us

If you have questions about a specific project or wish to know how a project that you have nominated could be modified to

or system (You will find a map of regional boundaries on the back cover of this document.):

John Tolley, Planning and Administrative Chief
Central Region
PO Box 196900
Anchorage, Alaska 99519-6900
Phone: 266-1462
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Martin Ott, Planning and Administrative Chief
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2301 Peger Road
Fairbanks, Alaska 99709-5316
Phone: 451-5151
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Mike McKinnon, Planning Chief
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Gary Hayden, Director
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3132 Channel Drive
Juneau, Alaska 99801
Phone: 465-8827
Fax: 465-6984
E-mail: Gary_Hayden@dot.state.ak.us

Internet and World Wide Web Access

You can send a comment or request further information via the Internet World Wide Web at the Department's home page URL: http://www.dot.state.ak.us/

Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

by Priority

National Highway System

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1		Anchorage	Port Access: Ocean Dock/Rail Rack	Resurface Ocean Dock Road from the A-C Couplet to the Port of Anchorage docks and relocate the rail rack along the road.	2,600,000
1		Fairbanks	Airport Way: Cowles Intersection Safety Improvements	Widen Cowles Street north of Airport Way to include the addition of a right turn lane, center raised median and modifications to the existing sidewalks, signal system and illumination.	500,000
1		Juneau	Egan Drive: Riverside Drive to Main Street	Construct improvements to accommodate increased traffic volumes between Riverside Drive and Main Street. Either construct additional lanes in both directions with improved at-grade intersections or construct grade-separated interchanges with free flow on Egan.	18,150,000
1		Juneau	Glacier Highway: Brotherhood Bridge at Mendenhall River	Widen existing bridge to reflect widened typical sections and alignment on both ends and provide for increased volumes of vehicles, pedestrians and cyclists.	3,630,000
1		Juneau	Glacier Highway: Brotherhood Bridge to Riverside Drive	Widen typical section and modify alignment to reflect increased volumes of vehicles, pedestrians and cyclists, as well as commercial development adjacent to the road	1,210,000
1		Ketchikan	Tongass Avenue: Madison Street to Water Street	Make improvements to Tongass Avenue and Third Avenue between the Madison Street and the Water Street intersections. Repair and rehabilitate viaduct, widen Tongass Avenue, and construct Third Avenue extension to intersect with Schoenbar Road in order to relieve congestion in downtown area. (Shown as two projects to streamline cash flows in program.)	23,000,000
1		Ketchikan	Tongass Avenue: Water Street to Grant Street	Make improvements to Tongass Avenue between the Water Street and Grant Street intersections. Rehabilitate viaduct sections of Tongass Avenue, increase capacity, and improve parking conditions in the downtown area. (Shown as two projects to streamline cash flows in program.)	12,848,000
1		Kodiak	Rezanof Drive: Gibson Cove Realignment Safety Improvements	Rehabilitate, realign, and resurface a one-mile section of Rezanof Drive at Gibson Cove. Provide for right-of-way acquisition and rock excavations	4,100,000
1		Sitka	Halibut Point Road: Cascade Creek Road to Peterson Street	Reconstruction and paving of roadway, with minor widening for shoulders and sidewalks to increase capacity and safety.	3,630,000
1		Various	NHS Capacity Improvements	Capacity improvements on NHS routes for a six-year period.	6,000,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1		Various	NHS Highway Safety Improvement Program	Evaluation, design and construction of projects in the Highway Safety Improvement Program (HSIP) on NHS routes, for a six-year period. Projects may include signalization, channelization, striping, railroad crossing upgrades, guardrail, signing, illumination and other safety improvements.	6,000,000
1		Various	NHS Rehabilitation Program	Projects required for interstate maintenance, bridge rehabilitation and replacement, crack sealing, and pavement rehabilitation on NHS highway routes and for marine highway system rehabilitation for a six-year period.	21,000,000
1	Alaska Highway		MP 1386 to 1398	Reconstruction.	9,900,000
1	Dalton Highway		Atigun Bridges MP 253 and 273	Repair or replace bridges as necessary.	4,900,000
1	Dalton Highway		MP 0-9	Reconstruction.	10,250,000
1	Dalton Highway		MP 9-11	Reconstruction.	3,510,000
1	Dalton Highway		MP 11-18	Reconstruction.	4,825,000
1	Dalton Highway		MP 22-37	Reconstruction.	10,550,000
1	Dalton Highway		MP 37-49	Reconstruction.	8,100,000
1	Dalton Highway		MP 111-143	Reconstruction.	9,300,000
1	Dalton Highway		MP 143-174	Reconstruction.	9,300,000
1	Dalton Highway		MP 235-247	Reconstruction.	8,400,000
1	Dalton Highway		MP 247-274	Reconstruction.	7,150,000
1	Dalton Highway		MP 274-289	Reconstruction.	4,950,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Dalton Highway		MP 289-305	Reconstruction.	5,650,000
1	Dalton Highway		MP 305-335	Reconstruction.	10,550,000
1	Dalton Highway		MP 335-359	Reconstruction.	7,650,000
1	Elliott Highway		MP 0-4	Reconstruction.	1,650,000
1	Glenn Highway		Eklutna to Parks Highway Advance Right-of-Way	Purchase right-of-way for the intersection of the Glenn Highway and Parks Highway. This acquisition will preserve right-of-way for future interchanges at the Glenn and Parks Highways and the Parks Highway and Trunk Road.	415,000
1	Glenn Highway		MP 53-56 Rehabilitation - Moose Creek Canyon	Rehabilitate from MP 53 to MP 56, including replacement of the Moose Creek Bridge.	9,900,000
1	Glenn Highway		MP 56-60 Rehabilitation - Moose Creek/Sutton	Rehabilitate from the end of recent construction at MP 56 to MP 60.	8,600,000
1	Glenn Highway		MP 60-68 Rehabilitation-Sutton	Rehabilitate from MP 60 to MP 68.	8,000,000
1	Glenn Highway		MP 68-84 Rehabilitation-Chickaloon	Rehabilitate from Kings River (MP 68) to just past Bonnie Lake Road (MP 84). The major realignments will be near Fish Lakes Road (MP 72) and the Chickaloon River (MP 78).	14,600,000
1	Glenn Highway		MP 84-92 Rehabilitation-Long Lake	Rehabilitate and realign from approximately MP 85 (Long Lake) to MP 92 (Cascade). Includes enhancements to Long Lake wayside.	23,800,000
1	Glenn Highway		MP 92-97 Rehabilitation-Hicks Creek	Rehabilitate from MP 92 (1 mile west of the Cascade Maintenance & Operations station) to MP 97 (just east of Hicks Creek). Replace the Hicks Creek Bridge (# 0547).	11,000,000
1	Glenn Highway		MP 97-100 Rehabilitation-Pinochle Hill	Rehabilitate and realign about 3 miles of the Glenn Highway from just east of Hicks Creek (MP 97) to 100-Mile Lake.	5,500,000
1	Glenn Highway		MP 100-109 Rehabilitation	Rehabilitate from approximately MP 100 to MP 109. Includes widening the roadway and shoulders, installing guardrails, minor realignments and grade improvements. Relocate the Caribou Creek Bridge (# 0548) downstream of its present location.	38,000,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Glenn Highway		MP 109-118 Rehabilitation-Regional Boundary	Rehabilitate from MP 109 to MP 118. The abandoned alignment between MP 115 and 118 will provide access to the Chickaloon-Knik-Nelchina Trail. Three pulloffs will be included.	15,100,000
1	Glenn Highway	Anchorage	Gambell Street to McCarrey Street Reconstruction	Reconstruct from Gambell Street to McCarrey Street, as recommended in the AMATS 1991 long range transportation plan, to meet long-term capacity needs.	47,400,000
1	Haines Highway	Haines	Airport Road to Chilkat River Bridge	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations. Reconstruct Chilkat River Bridge to current standards.	18,150,000
1	Haines Highway	Haines	Big Boulder Creek to North Mackenzie Loop Road	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.	4,840,000
1	Haines Highway	Haines	Chilkat River Bridge to Mosquito Lake Road	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.	6,050,000
1	Haines Highway	Haines	Ferry Terminal to Junction with Front Street	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.	6,050,000
1	Haines Highway	Haines	Mosquito Lake Road to Muncaster Creek	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.	4,840,000
1	Haines Highway	Haines	Muncaster Creek to Little Boulder Creek	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.	7,260,000
1	Haines Highway	Haines	North Mackenzie Loop Road to Canadian Border	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.	7,260,000
1	Marine Highway		Compliance Monitoring and Communications	Design and implement a computer network aboard the vessels of the fleet and connect the vessel computer networks to the established shore computer network using cellular communications. This integrated computer communications network will be used to monitor regulatory compliance, maintenance management, and inventory, and will provide real time communications.	799,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Marine Highway		M/V Aurora Deck Renovation	Preliminary engineering for M/V Aurora deck renovation projects.	1,181,000
1	Marine Highway		M/V Aurora Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.	300,000
1	Marine Highway		M/V Aurora SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations.	705,000
1	Marine Highway		M/V Bartlett Replacement	Construct a new vessel to service Prince William Sound.	34,021,000
1	Marine Highway		M/V Bartlett SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations.	705,000
1	Marine Highway		M/V Columbia Hotel Renovation	Add new cabin spaces, renovate existing cabins, lounges and other public spaces, replace navigation equipment and communication electronics and other machineries.	3,632,000
1	Marine Highway		M/V Columbia SOLAS Compliance-Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) regulations.	2,300,000
1	Marine Highway		M/V LeConte SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations.	705,000
1	Marine Highway		M/V Malaspina SOLAS	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations and replace radars.	5,000,000
1	Marine Highway		M/V Matanuska Deck Renovation	Renovate boat deck, cabin deck forward, cabin deck aft, and sun deck.	33,836,000
1	Marine Highway		M/V Matanuska Life Boat and Structural Renewal	Remove old life boats and davits and replace with modern gravity davits and semi-enclosed motorized life boats. Remove old life rafts and replace with new life rafts and new stowage/deployment racks. Install new life raft boarding appliance (evacuation chute). Install rescue boat. Replace radars, gyro and repeaters.	2,643,000
1	Marine Highway		M/V Matanuska Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.	605,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Marine Highway		M/V Matanuska SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life of Sea) fire safety regulations.	2,300,000
1	Marine Highway		M/V Taku Steam/Gray Water/Asbestos	Design and develop plans, specifications, and estimates to: install back-up steam source, rebuild auxiliary boiler refractory and controls; reroute grey water drains and provide holding/processing unit, if required; replace asbestos-containing materials, except gallery and second decks; identify, describe, and plan for construction of other necessary work to insure regulatory compliance and prudent asset protection.	1,101,000
1	Marine Highway		Multi-Purpose Replacement Vessel	Construction of a new multi-functional vessel capable of serving the Southwest and Southeast ferry systems, and crossing the Gulf of Alaska; in addition, the vessel will be capable of oil spill response.	69,134,000
1	Marine Highway		Prince Rupert Mooring Improvements	Replace marine structures at the Prince Rupert terminal.	5,283,000
1	Marine Highway		Prince Rupert Uplands Improvements	Pave the Prince Rupert terminal site and replace the perimeter fence.	424,000
1	Marine Highway		SOLAS Compliance-Damaged Stability	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) regulations.	5,604,000
1	Marine Highway	Haines	Haines Mooring Improvements	Rehabilitation or replacement of sheetpile bulkhead, bulkhead fenderin system, and timber catwalks. Construction of new gangway o west tower, replacement for timber dolphin fendering, repower for lift system, and water system to ships.	1,261,000
1	Marine Highway	Haines	TE: Haines Ferry Terminal	Design and construct transportation enhancements at Haines ferry terminal, including design, fabrication and installation of an interpretive exhibit in the ferry terminal.	82,000
1	Marine Highway	Homer	Homer Mooring Improvements	Replace the existing Homer ferry terminal marine structures.	5,779,000
1	Marine Highway	Homer	Homer Terminal Building and Park	Design and construct a new terminal building adjacent to the old Homer city dock. Design and construct a park adjacent to the ferry terminal.	817,000
1	Marine Highway	Juneau	Auke Bay Staging Area Expansion	Expansion of the ferry traffic staging area and adding adjacent highway safety improvements.	6,786,000
1	Marine Highway	Petersburg	Petersburg Uplands Improvements	Acquire right-of-way for an expanded traffic staging area.	2,752,000

TE: Transportation Enhancements

DATE: 11/14/95

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Marine Highway	Valdez	Valdez Terminal Replacement	Acquire right-of-way and replace all existing facilities at the Valdez ferry terminal.	10,349,000
1	Parks Highway		Geist-Chena Ridge Interchange	Construct new highway interchange at the intersection of the Parks Highway, Geist Road and Chena Ridge Road.	11,900,000
1	Parks Highway		Glenn Highway to Church Street Rehabilitation	Construct a multi-lane facility (four lanes with frontage roads) from the Glenn Highway interchange to Church Street.	8,250,000
1	Parks Highway		Hurricane Gulch Bridge #258	Repair.	400,000
1	Parks Highway		Kingfisher Creek Bridge #697	Repair.	350,000
1	Parks Highway		MP 37-44 Rehabilitation-Seward Meridian Road to Church Street	Upgrade to four lanes with frontage roads.	19,900,000
1	Parks Highway		MP 37-44 Fairview Loop-Gershmer/Hyer Road Interchange	Construct an interchange at the Parks Highway and Fairview Loop Road.	14,500,000
1	Parks Highway		MP 37-44 Rehabilitation-Crusey Road to Seward Meridian Road	Upgrade from Crusey Street to Seward Meridian Road to a multi-lane facility (four- and five-lane divided highway with frontage roads are options to be evaluated).	17,000,000
1	Parks Highway		MP 37-44 Seward Meridian Interchange	Construct an interchange at the junction of the Parks Highway and Seward Meridian Road	10,300,000
1	Parks Highway		Nenana River Bridge #1147	Repair.	900,000
1	Parks Highway	Wasilla	MP 37-44 Rehabilitation-Lucus Road to Crusey Street	Rehabilitate the existing five-lane facility from Lucus Road to Crusey Street. Upgrade the Parks Highway from Crusey Street to Seward Meridian Road to a multi-lane facility (four- and five-lane divided highway with frontage roads are options to be evaluated).	3,600,000
1	Richardson Highway		Egan Drive at Valdez	Resurface, rehabilitate, and restore.	1,880,000
1	Richardson Highway		Klutina River Bridge #572	Repair.	300,000
1	Richardson Highway		Lowe River Bridge #557	Repair.	900,000
1	Richardson Highway		MP 115-129	Resurface, rehabilitate, and restore.	4,990,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Richardson Highway		MP 129-148	Resurface, rehabilitate, and restore.	4,100,000
1	Richardson Highway		MP 203-206	Reconstruction.	2,200,000
1	Richardson Highway		MP 206-218	Reconstruction.	17,200,000
1	Richardson Highway		MP 218-235	Reconstruction.	19,400,000
1	Richardson Highway		MP 275 North	Erosion control.	18,200,000
1	Richardson Highway		MP 308-311	Resurface, rehabilitate, and restore.	1,800,000
1	Richardson Highway		Salcha River Bridge #527	Repair.	900,000
1	Richardson Highway		Valdez Glacier Stream Bridge #556	Repair.	400,000
1	Seward Highway		MP 0-8 (Seward to Grouse Creek Canyon) Rehabilitation	Rehabilitate from MP 0-8 including three bridges.	5,000,000
1	Seward Highway		MP 08-13 (Grouse Creek Canyon) Rehabilitation	Widen to include passing lanes, grade changes, and reconstruction of the Grouse Creek Bridge.	12,500,000
1	Seward Highway		MP 13-18 (Mile 13 Summit to Snow River) Rehabilitation.	Widen to 40 feet, construct a grade-separated railroad crossing just south of Snow River.	7,000,000
1	Seward Highway		MP 25-30 (Falls Creek through Moose Pass) Rehabilitation	Rehabilitate including widening, resurfacing, and replacement of the Fall Creek and Trail River Bridges.	4,000,000
1	Seward Highway		MP 30-36 (Moose Pass to Sterling Wye) Rehabilitation	Rehabilitate from MP 30 to MP 36.	3,000,000
1	Seward Highway		MP 53.0-59.3 Rehabilitation	Realignment, widening, and reconstruction. The road surface will include 12-foot driving lanes and paved shoulders. Construct a new intersection with Hope Road and a new bridge at Canyon Creek. The new bridge will be between 400-600 feet long and located downstream from the present bridge.	35,100,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Seward Highway		MP 90-97 Girdwood to Bird Point Reconstruction	The Seward Highway will be relocated to a new alignment along the shoreline of Cook Inlet, seaward of the railroad tracks from Bird Point to the Alyeska Highway intersection. The project will relocate limited sections of the railroad. The roadway will include three driving lanes; one southbound and two northbound. The project will provide a grade separated highway crossing at the railroad tracks near Bird Point. The next phase will continue blasting/hauling/placement of the embankment material, armoring the embankment with rip-rap, relocate the railroad and utilities, and construct a railroad "tube" for the elevated highway crossing. Final work will complete the upper layers of the embankment, pavement, guardrail, signs, public viewpoints, and conversion of the existing road to a trail.	34,000,000
1	Seward Highway	Anchorage	Huffman to Chester Creek Reconstruction Reconnaisance	Preliminary engineering and reconnaisance to continuously illuminate and widen the New Seward Highway from Huffman Road north to Chester Creek and upgrade the New Seward Highway north from Tudor Road to Chester Creek. Includes a frontage road, and grade separated interchanges at the major crossings of 36th Avenue, Benson Boulevard, Northern Lights Boulevard and Fireweed Lane. May include road and pedestrian over-crossings between the east and west frontage roads at International Airport Road, 68th Avenue, 78th Avenue, and 92nd Avenue.	1,000,000
1	Seward Highway	Anchorage	Tudor to Chester Creek Reconstruction	Project is one of two phases to reconstruct the New Seward Highway from Huffman Road to Chester Creek.	72,000,000
1	Steese Highway	Fairbanks	3rd Street Intersection	Major reconstruction to include added through lanes and turn lanes on 3rd Street at the intersection with the Steese Highway.	5,500,000
1	Sterling Highway		MP 36-45	Reconstruct from the intersection with the Seward Highway at the Tern Lake Wye (MP 36) to MP 45 near Kenai Lake. Includes minor realignments, replacement of the Quartz Creek Bridge, drainage improvements, widening and resurfacing the road. The majority of the alignment of the new road will be within the existing right-of-way.	17,400,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Sterling Highway		MP 45-60	Provide a new highway around Cooper Landing. The realignment provides construction of a new two-lane highway with 12-foot driving lanes, paved shoulders and climbing lanes where necessary from MP 45 to near the Skilak Road intersection (MP 60). The new highway, referred to as the Juneau Creek alignment, will avoid crossing the Kenai River by its location above and north of the existing highway. Several scenic pulloffs will be constructed along the alignment. The pulloff near Juneau Creek will provide an access point for the Resurrection Pass Trail.	51,500,000
1	Sterling Highway		MP 169-174 Rehabilitation	Reconstruct five miles of the Sterling Highway from the top of Homer Hill (MP 169) to its intersection with Pioneer Street (MP 174). The highway from West Hill Road to Sterling Loop Road will be constructed with two lanes climbing and two lanes descending. A paved pedestrian sidewalk and curb and gutter will be constructed adjacent to the ascending lane. A paved shoulder will provide for pedestrian travel on the descending lane side of the highway. The existing alignment of the highway will be followed as much as possible. From West Hill Road to Pioneer Street, the highway will be three lanes, using the center lane as a two-way left-turn lane.	12,400,000
1	Sterling Highway	Soldotna	Soldotna Urban	Rehabilitate about 1.5 mile of the existing Sterling Highway (five lanes) through Soldotna between Kenai Spur Road and Kobuk Street. Beginning at Kobuk Street the project will extend a multi-lane facility (two lanes in each direction plus auxilliary lanes). The project will widen the Kenai River Bridge (#0671) to match the widened highway. The project will also provide intersection improvements at the Kalifornsky Beach Road and Funny River Road intersection. Pedestrian walkways will be provided.	12,500,000
1	Tok Cutoff Highway		MP 30 - 38	Reconstruction.	7,100,000
1	Tok Cutoff Highway		MP 110 to 124	Reconstruction.	6,600,000
2		Anchorage	Minnesota Drive/International Airport Road Interchange	Construct interchange loops and ramps at Minnesota Drive and International Airport Road. Construction will provide access control and improve safety and capacity.	22,300,000
2		Fairbanks	Airport Way Corridor	Capacity and safety improvements.	4,600,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
2		Juneau	Glacier Highway: Wadleigh Creek to Engineer's Cutoff Road	Reconfigure the intersection of the north Mendenhall Loop Road, the Glacier Highway, the Auke Bay Harbor entrance road, and the commercial property on the northwest corner. Reconstruct, widen, and realign the road from Wadleigh Creek to the Engineer's Cut-off Road to accommodate increased volumes and changing land usage.	4,840,000
2	Dalton Highway		MP 49-56	Reconstruction.	4,550,000
2	Dalton Highway		MP 56-90	Reconstruction.	6,400,000
2	Dalton Highway		MP 209-235	Reconstruction.	6,550,000
2	Dalton Highway		MP 415-420	Reconstruction.	6,300,000
2	Klondike Highway	Skagway	Dyea Road to Canadian Border	Design and construction of snow and avalanche control structures at various locations adjacent to highway in order to reduce maintenance expenses and ensure safety and useability during the winter months.	3,630,000
2	Marine Highway		M/V Aurora Auxiliary/Main Repower	Renew ship service generator sets, rebuild main propulsion engines, and their associated structural, electrical and mechanical systems. Upgrade switchboard and power panel components, enlarge EOS, and blast and paint some tanks.	2,135,000
2	Marine Highway		M/V Aurora Bridge Deck Renovations	Completely renovate the wheelhouse, staterooms (crew), and passageways on the bridge deck. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, and fixtures. Renew sinks, berths, and lockers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected areas. Update bridge console and modify same to provide better view of forecastle from the conning station. Remove asbestos-containing materials. Renew navigation equipment.	1,926,000
2	Marine Highway		M/V Aurora Gallery Deck Renovation	Completely renovate the crew's quarters, passageway, and shower, toilet and storage facilities on the gallery deck including renewal of carpet and deck tile, underlayment, bulkhead, ceiling panels, sinks, berths, lockers, and fixtures. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces. Install vanities in lieu of current sinks. Remove all asbestos-containing materials.	1,541,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
2	Marine Highway		M/V Aurora Prom Deck Renovation	Completely renovate the upper deck including observation lounge, public restrooms, hospital room, foyer and purser's space, midship lounge, crew and officer messes, galley, coffee shop and lounge. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels and fixtures. Renew all piping and upgrade ventilation and wiring, as necessary. Remove all asbestos-containing materials.	6,197,000
2	Marine Highway		M/V Columbia Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design was completed as part of the fleetwide Shipboard Waste Handling System project.	605,000
2	Marine Highway		M/V LeConte Deck Renovation	Renovate bridge deck, gallery deck and upper deck.	10,072,000
2	Marine Highway		M/V LeConte Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.	300,000
2	Marine Highway		M/V Taku Auxiliary Repower	Design and develop plans, specifications, and estimates for replacement of generator sets; upgrade switchboards and distribution panels, sandblast and recoat some tanks and voids, and other construction as necessary for prudent asset management.	2,862,000
2	Marine Highway		M/V Taku Boat Deck Refurbishment	Renovate the boat deck. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, fixtures and piping. Provide appropriate facilities, fixtures and markings for handicapped passengers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces.	10,842,000
2	Marine Highway		M/V Taku Cabin Deck Renovation	Renovate cabin deck. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, fixtures and piping. Provide appropriate facilities, fixtures and markings for handicapped passengers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces.	17,172,000
2	Marine Highway		M/V Taku Hotel and Structural Renovations	Renew some structural steel, cosmetically renovate hotel spaces, including carpet	1,926,000
2	Marine Highway		M/V Taku Quarters Renovation	Renovate gallery and second deck crew quarters. Rebuild anchor windlass/wildcat and capstans.	2,928,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
2	Marine Highway		M/V Taku Refurbishment	Renovate the bridge and sun decks. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, and fixtures. Provide appropriate facilities, fixtures and markings for handicapped passengers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces.	2,803,000
2	Marine Highway		M/V Tustumena Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.	605,000
2	Marine Highway	Kodiak	Kodiak Ferry Terminal	Build a new ferry terminal at Kodiak.	6,389,000
2	Marine Highway	Petersburg	Petersburg Mooring Structure Improvements	Upgrade the southern dolphin to lead-in turning/breasting standard. Upgrade the fender system on the dolphin 198' south of the transfer bridge. Relocate the existing seaplane float currently attached to the transfer bridge approach.	1,211,000
2	Marine Highway	Petersburg	Petersburg Terminal Building Expansion	Remodel and expand the existing ferry terminal building to provide adequate office space and waiting area.	385,000
2	Marine Highway	Seward	Seward Ferry Terminal Improvements	Design a new ferry terminal at Seward.	1,448,000
2	Marine Highway	Sitka	Sitka Uplands Improvements	Construct an expanded traffic staging area, including a covered walkway, a bike path, and other transportation enhancements.	500,000
2	Marine Highway	Skagway	Skagway Dock Modifications and Improvements	Modify the Skagway ferry terminal facility to allow stern loading of vessels in Skagway.	2,662,000
2	Richardson Highway		MP 148-159	Reconstruction.	7,800,000
2	Richardson Highway		MP 159-167	Reconstruction.	8,800,000
2	Richardson Highway		MP 167-173	Reconstruction.	5,500,000
2	Richardson Highway		MP 173-186	Reconstruction.	6,600,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
2	Richardson Highway		MP 191-203	Reconstruction.	13,800,000
2	Richardson Highway		MP 235-248	Reconstruction.	12,100,000
2	Richardson Highway		MP 248-261	Reconstruction.	14,600,000
2	Richardson Highway		MP 261-265	Reconstruction.	3,500,000
2	Richardson Highway		MP 354-357	Access and safety improvements.	1,900,000
2	Seward Highway	Anchorage	Huffman Road to Tudor Road	Project is one of two phases to reconstruct the New Seward Highway from Huffman Road to Chester Creek.	31,250,000
2	Steese Highway	Fairbanks	Improvements	Capacity and safety improvements.	6,900,000
2	Tok Cutoff Highway		Gakona River Bridge #646	Replace.	7,800,000
3		Anchorage	5th/6th Avenues: "L" Street-Gambell Street	Reconstruct and repave 5th and 6th Avenues from curb to curb.	3,500,000
3		Anchorage	Anchorage Area NHS Bridge Deck Replacement	Resurface asphalt bridge decks in Anchorage area as needed.	1,000,000
3		Anchorage	Ingra Street at 15th Avenue	Widen the southeast corner of the Ingra Street/15th Avenue intersection to install a right turn lane to accommodate northbound to eastbound turning.	390,000
3		Anchorage	International Airport Road	Replace pavement and construct drainage improvements between the airport and Minnesota Drive.	2,200,000
3		Anchorage	International Airport Road at Jewel Lake Road	Improve the capacity of eastbound International Airport Road by adding a second left turn lane at its intersection with Jewel Lake Road. The project will be constructed in the median portion within the existing road width.	180,000
3		Anchorage	Minnesota Drive: Seward Highway-Raspberry Road	Rehabilitate Minnesota Drive from the New Seward Highway to Raspberry Road. The project will include safety improvements to the southbound ramp for Dimond Boulevard.	3,300,000
3		Anchorage	Southbound Minnesota Drive/Dimond Boulevard Safety Improvements	Safety improvements.	600,000

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NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
3		Anchorage	TE: Minnesota Drive: Campbell Creek Sedimentation Basin	Construct a sedimentation basin to provide treatment of road runoff prior to discharge into Campbell Creek.	1,500,000
3		Anchorage	Tudor Road/New Seward Highway Right Turn Safety Improvement	Increase the right turn radius to allow for a higher turn speed.	215,000
3		Anchorage	Tudor Road: Minnesota Drive-36th Avenue	Rotomill and repave Tudor Road from Minnesota Drive to 36th Avenue.	7,000,000
3		Central Region	Areawide Moose-Vehicle Accident Mitigation and Safety Improvements	Implement the recommendations of the department's report "A Mitigation Plan for Moose-Vehicle Accidents on Alaska's Rural Highways." These recommendations include warning signs, public awareness signing, and clearing. Warning signs are to be installed at high accident locations. Existing warning signs are to be removed at low accident locations, or those locations not ranked along the routes listed. Warning signs and special signs are intended to be used in conjunction with media releases of the general information developed by the department's research.	740,000
3		Central Region	Railroad Grade Crossing Surface Safety Improvements	Reconstruct crossings, providing rubberized surfaces and/or paving the approaches at several locations in the region. The crossings identified in project have been costly to maintain in recent years due to the poor condition of the crossing surface and, in the case of gravel roads, the intrusion of gravel into the rails at the crossing. Project is intended to lower maintenance costs while providing a desirable and safe riding surface for motorists.	1,160,000
3		Fairbanks	Airport Way/Washington Street Intersection	Construct a new intersection between University Avenue and Market Street near Washington Street. The Market Street intersection has become congested due to new business developments.	6,400,000
3		Juneau	Lemon Valley Access	Preliminary engineering, design, and construction of new intersection with Egan Drive, between Vanderbuilt Hill and Yandukin intersections, plus a new segment of road connecting Egan Drive with the upper Lemon Creek Valley commercial-industrial area.	7,000,000
3		Kenai	Kenai Spur Road: MP 0-2.8	Repave the existing five lanes from the Sterling Highway junction to Knight Drive. From Knight Drive to Cheechako Drive, an urban five-lane facility will be constructed. From Cheechako Drive to Sports Lake Road, a rural five-lane facility will be constructed. From Sports Lake Road to Mooring Drive, the road will taper to two lanes. At Mooring Drive, the project will connect with a recently completed project.	9,500,000

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NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
3		Kenai	Kenai Spur Road: MP 10-25	Resurface Kenai Spur Road MP 10-25.	3,200,000
3		Various	Destination and Distance Signing	Improve destination and distance signing for interstates and primary arterials designated on the NHS. Major roadway features relating to destination and distancing signing as part of this program include: a) review and modification to designated control cities for destination signing, and; b) review of existing destination, distance, regulatory, and warning signs for conversion to metric units.	750,000
3	Glenn Highway		South Eagle River Access Interchange	Construct a new interchange at Eagle River Loop Road and Hiland Drive, a new interchange at the Eagle River Loop Road extension and the Glenn Highway, and a 1.5-mile road to connect the two interchanges.	12,000,000
3	Glenn Highway	Anchorage	Muldoon Road-Hiland Road Lighting Safety Improvements	Relocate existing lighting back from the edge of the highway to offset standards. Conduit will be installed at new wiring locations.	2,190,000
3	Glenn Highway	Anchorage	Weigh Stations Facilities Upgrade	Upgrade weigh station facilities on the Glenn Highway in the Anchorage area.	500,000
3	Glenn Highway	Anchorage	Weigh Stations Relocation	Relocate the existing weigh stations south on the Glenn Highway to a site between the new armory and the Fort Richardson interchange. Includes weigh-in-motion equipment and a weights and measures building. The site development will also include a vehicle inspection building to be run by the troopers.	6,000,000
3	Haines Highway	Haines	"Y" Intersection to Airport Road	Rehabilitate roadway.	4,500,000
3	Marine Highway		Fleetwide Asbestos Abatement	Remove the remaining asbestos from the vessels of the AMHS.	7,000,000
3	Marine Highway		Fleetwide Lead Paint Abatement	Removing all red lead primer and lead-based paint from the AMHS fleet. All exterior surfaces will be sandblasted to remove lead-based paint and repainted to meet current codes.	7,500,000
3	Marine Highway		Fleetwide Lounge Conversion	Convert the bar area of the vessels to lounges which can be used for pizza and expresso service or conference areas.	7,000,000
3	Marine Highway		M/V Columbia Galley	Modify the galley, dining room, cafeteria, lounges and other public spaces.	3,[illegible]00,000
3	Marine Highway		M/V Columbia Lifeboat/Liferafts	Add lifeboats, rescue boats, liferafts and escape chutes and other equipment required by Safety of Life at Sea (SOLAS) regulations.	3,250,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
3	Marine Highway		M/V LeConte Auxiliary/Main Repower	Replace the main engines, auxiliaries, switchboard, engineers control station and electrical distribution.	3,135,000
3	Marine Highway		M/V Malaspina DayBoat Conversion	Preliminary engineering and construction for modifications to all spaces on the cabin deck, boat deck, and navigation deck. Install NVIC-required sprinkler system, smoke detection and fire alarm system and fire door indicator system. Replace various deck machineries and navigation equipment.	32,315,000
3	Marine Highway		M/V Malaspina Main Deck and Auxiliary Systems	Replacement of the main propulsion train (engines, reduction gears, shafting, bearings, propellers, control and alarm system, new engineer operating station, bridge and bridge wing control consoles, new related piping systems and ancillary equipment structural fire protection self-closing doors to machinery spaces). Includes bow thruster refurbishment, replacement of main deck steel and shell plate and elevator refurbishment.	12,500,000
3	Marine Highway		M/V Malaspina NVIC and Door Modifications	Safety of Life at Sea (SOLAS)-required lifesaving equipment, new vehicle loading doors and monitoring equipment, NVIC (Naviation and Vessel Inspection Circular)-required main deck vent system modifications, structural fire protection, galley exhaust fire extinguishing system and self-contained emergency lighting.	4,345,000
3	Marine Highway		M/V Tustumena Car Elevator Overhaul	Major overhaul of the car elevator and cargo handling equipment.	1,500,000
3	Marine Highway		M/V Tustumena Navigation Equipment and Electronics	Replace the bridge electronics and navigation equipment.	2,500,000
3	Marine Highway		Passenger Accomodation Upgrade	Upgrade the staterooms on the AMHS vessels.	6,000,000
3	Marine Highway		Shoreside Facilities Condition Survey and Master Plan	Provide a reconnaissance report outlining the work required to extend the usefulness of the shoreside facilities through the next 20 years.	800,000
3	Parks Highway		MP 52-58 Rehabilitation	Relocate utilities, acquire right-of-way and rehabilitate from MP 52-57 (Big Lake Road to Houston), widen the highway shoulders, resurface the highway, and make minor safety and geometric improvements. Construct a grade-separated railroad crossing at MP 56.5. Rehabilitate the bridge over the Little Susitna River.	7,500,000
3	Parks Highway		MP 58-66 Rehabilitation	Rehabilitate from Houston to MP 66.5 (just south of White's Crossing). Widen the highway to 40 feet and resurface the highway. Includes minor geometric and safety improvements.	11,750,000

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NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
3	Parks Highway		MP 66-72 Rehabilitation	Rehabilitate from White's Crossing (MP 66.5) to just north of the Willow Creek Bridge (MP 72). Widen the highway to a 40-foot surface, resurface the highway, and make minor safety and geometric improvements. Construct a highway overpass over the Alaska Railroad at White's Corner (MP 66.6). Rehabilitate the Willow Creek Bridge which will be brought up to current width, seismic and loading standards.	12,250,000
3	Parks Highway		MP 72-83 Rehabilitation	Rotomil and repave two inches from shoulder to shoulder. Apply thermoplastic striping.	9,200,000
3	Parks Highway		Nenana Canyon Safety/Access Improvements	Design and construct safety and access improvements between milepoints 238 and 240. Improvements may include: improved sight distances, consolidated vehicle access points, consolidated pedestrian crossing points, separated bicycle and pedestrian facilities, frontage roads and additional traffic control devices.	2,900,000
3	Parks Highway		Su-Valley High School Intersection	Provide turn lanes and illumination at the Su-Valley High School driveway and Talkeetna Road on the Parks Highway.	675,000
3	Seward Highway		MP 25-36 Surface Rehabilitation	Rotomil and repave two inches from shoulder to shoulder. Apply thermoplastic striping.	3,000,000
3	Seward Highway		MP 65-75 Surface Rehabilitation	Resurface from Bertha Creek (MP 65) to Ingram Creek (MP 75).	3,000,000
3	Seward Highway		MP 7-104 Surface Rehabilitation	Rotomil and repave two inches from shoulder to shoulder. Apply thermoplastic striping.	2,200,000
3	Seward Highway	Anchorage	36th Avenue Intersection Capacity Improvement	Construct a capacity improvement in the northbound direction on the New Seward Highway at 36th Avenue. The existing right turn lane will be extended on the New Seward Highway; the turn radius may be increased.	270,000
3	Seward Highway	Anchorage	36th Avenue to 5th/6th Avenue Rehabilitation	Rotomil and repave road surface.	3,500,000
3	Seward Highway	Anchorage	36th Avenue to Potter Valley Road Rehabilitation	Pavement rehabilitation.	6,800,000
3	Seward Highway	Anchorage	Potter Valley Road Intersection Capacity Improvement	Construct a capacity improvement for southbound traffic on the New Seward Highway at Potter Valley Road. Widen the highway to accomodate a protected left-turn lane.	430,000
3	Sterling Highway		MP 57.5-71 Surface Rehabilitation	Resurface from the Sportsman's Landing (MP 57) to Egumen Lake (MP 71).	3,000,000

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
3	Sterling Highway		MP 157-169 Rehabilitation	Reconstruct between Anchor Point (MP 157) and the top of Homer Hill (MP 169). Construct an improved two-lane highway paralleling the alignment of the existing highway. The facility will be designed to allow two additional lanes to be added at a future date.	15,980,000
3	Sterling Highway	Ninilchik	Ninilchik River Bridge Curve Safety Improvements	Construct warning lights and signs to slow traffic approaching the curve/bridge.	60,000

Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

by Priority

Community Transportation Program

COMMUNITY TRANSPORTATION PROGRAM
PROJECTS SCHEDULED FOR CONSTRUCTION IN 1996

Highway	Borough	Location	Name	Description	Cost Estimate
	City & Borough of Sitka	Sitka	Sawmill Creek Road: Left Turn Lane	Widening of Sawmill Creek Road for the addition of a left turn lane into Jarvis Street.	300,000
	City & Borough of Yakutat	Yakutat	Bayview Drive Retaining Wall and Guardrail	Install retaining wall and guardrail.	600,000
	Fairbanks North Star		Chena Hot Springs Road: MP 0-7 Reconstruction	Major reconstruction between Old Steese Highway and Nordale Road. Includes widening, reduction of grades and strengthened embankment.	15,500,000
	Fairbanks North Star	Fairbanks	Holmes Road Drainage Improvements	Ditching, culverts and other drainage improvements.	300,000
	Haines	Haines	Klukwan Road	Rehabilitation of main street including drainage, embankment and surfacing with bituminous surface treatment.	500,000
	Kenai Peninsula	Homer	Lake Street	Rehabilitation of Lake Street, drainage improvements, installation of street lights, channelization and signalization at key intersections, and pedestrian/bike paths or sidewalks.	850,000
	Kenai Peninsula	Homer	Pioneer Avenue/Lake Street Intersection Safety Improvements	Project will include an intersection control beacon, additional stop signing, and possibly an eastbound raised median.	105,000
	Kenai Peninsula	Kenai	Cottonwood Lane Bridge Replacement	Replace the bridge (#1701) over the north fork of Anchor River. The project will also realign the approaches to the bridge as needed. The existing bridge has a sufficiency rating of 51 and is 41 feet long by 10.3 feet wide.	650,000
	Kenai Peninsula	Kenai	Fort Kenay Mission Street	Enhance the City of Kenai's Mission Street area by upgrading to urban street standards approximately 800 feet of 2-lane roadway. The work will include excavation, backfill for curb and gutter paving, pedestrian walkways, parking, surface drainage, and landscaping as necessary to improve access to the Russian Orthodox Church which is on the National Historical Register. The project will improve Mission Street between Overland Avenue and Alaska Avenue adjacent to Fort Kenay, the Russian Orthodox Rectory, Russian Orthodox Church and other historic buildings.	295,000
	Kenai Peninsula	Kenai	Kenai Spur Road/Island Lake Road Sight Distance Safety Improvements	Lower the grade of the vertical curve approximately 2-4 feet to improve the sight distance at the intersection, new intersection illumination, and advance intersection signing.	405,000

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COMMUNITY TRANSPORTATION PROGRAM
PROJECTS SCHEDULED FOR CONSTRUCTION IN 1996

Highway	Borough	Location	Name	Description	Cost Estimate
	Kenai Peninsula	Kenai	Kenai Spur Road/South Miller Loop Road Intersection Safety Improvements	Reduce the approach grade on Miller Loop Road and provide a landing for stopped vehicles.	39,000
	Kenai Peninsula	Soldotna	Kalifornsky Beach Road: MP 16.4-22.4	Rehabilitate six miles of road between Bridge Access Road (MP 16.4) and the Sterling Highway Intersection (MP 22.4). Resurface, provide widening, and channelization at intersections as needed. Improve drainage as appropriate. The need for signalization at West Poppy Lane will be examined. Project will incorporate an HSIP project at Gaswell Road intersection. A separate pathway is planned.	2,500,000
	Ketchikan Gateway	Ketchikan	Herring Bay Bridge	Repaint.	200,000
	Ketchikan Gateway	Ketchikan	South Tongass Highway: Ketchikan Creek Bridge	Cleaning, restoration, new lighting, new widened concrete sidewalks, metal railing, and repainting.	300,000
	Kodiak Island	Kodiak	Chiniak Highway: Hazard Removal (Kalsin Hill)	Rehabilitate a portion of the Chiniak Highway at Kalsin Hill for approximately 3000 feet and replace several culverts. This is a rural section of gravel road with no separated pathway.	1,000,000
	Kodiak Island	Kodiak	Otmeloi Way/Rezanof Drive East Intersection and Safety Improvements	Realign the Otmeloi Drive approach to Rezanof Drive to reduce the approach grade, improve the intersection sight distance, and flatten the horizontal curve approaching the stop bar. This will be accomplished by moving the intersection to the east approximately 150-260 feet within existing Rezanof Drive east right of way. This intersection will be one of the main access points to the proposed North Star Elementary School which is scheduled to open in 1995 or 1996.	106,000
	Kodiak Island	Kodiak	Rezanof 'Y' Intersection	Construct intersection improvements on Rezanof Drive at the 'Y' intersection. These improvements will provide enhanced vehicle turning movements. Relocate an existing storm drain into the right-of-way. This two-lane urban roadway has existing pedestrian facilities.	1,200,000
	Kodiak Island	Kodiak	Rezanof Drive East/Abercrombie Park Road Safety Improvements	Improve the sight distance by cutting back the rock embankment and removing trees and brush within the right-of-way. The earthen mound in the northwest quadrant will also be removed.	85,000
	Kodiak Island	Kodiak	Rezanof Drive East/Monashka Bay Road Safety Improvements	Improve the sight distance and signing on a portion of Rezanof Drive East and Monashka Bay Road.	47,000

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COMMUNITY TRANSPORTATION PROGRAM
PROJECTS SCHEDULED FOR CONSTRUCTION IN 1996

Highway	Borough	Location	Name	Description	Cost Estimate
	Lake & Peninsula	Chignik Lagoon	Incinerator Landfill Site Access	Rehabilitate an existing road to the Chignik Lagoon incinerator site.	1,500,000
	Lake & Peninsula	Igiugig	Landfill Access Road	Construct approximately 5,200 lineal feet of road to the community solid waste disposal site.	636,000
	Matanuska - Susitna		Old Glenn Highway Matanuska River Bridge Replacement	Replace bridge approaches, the bridge (#540) and improve the geometrics of the adjacent roadway. The separated pathway along the project length will be reconstructed.	6,500,000
	Northwest Arctic	Kiana	Landfill Road	Construct road along existing trail to the landfill.	187,000
	Northwest Arctic	Noorvik	Hotham Peak Road/Landfill Road	Construct road to gravel source.	3,300,000
	Northwest Arctic	Selawik	Boardwalk	Replace and repair boardwalks.	330,000
	Unorganized	Allakaket	Landfill Road	Construct new landfill road.	275,000
	Unorganized	Angoon	Kootznahoo Road and Seaplane Float Road	Rehabilitate including roadbed, drainage and surfacing of Kootznahoo Road from the ferry terminal to town and the spur to the seaplane float.	4,000,000
	Unorganized	Atka	Dock Bridge/Road	Reconstruct approximately 4 miles of one-lane rural roadway from the Airport Road to the proposed port and harbor site. Includes drainage enhancements with the installation of a new bridge, culverts, erosion control and surfacing with crushed aggregate surface course.	1,550,000
	Unorganized	Beaver	Landfill Road	Construct road to a new landfill.	385,000
	Unorganized	Bethel	Ridgecrest Drive	Rehabilitate from Chief Eddie Hoffman Highway to Ptarmigan Street. A 2-lane roadway with paved shoulders will be provided. Pedestrian and bicycle use will be accommodated on the paved shoulders.	2,300,000
	Unorganized	Chevak	Sewage Lagoon Access Road	Construct approximately 4000 feet of road leading from the western boundary of USS 5023 to the municipal lagoon and sanitary landfill facilities.	1,000,000
	Unorganized	Cordova	Cordova Staging Area - Phase B	Complete paving, drainage, and illumination of a previously started new ferry traffic staging area adjacent to the Cordova city dock.	1,000,000
	Unorganized	Cordova	Cordova Terminal Building	Construct a new Alaska Marine Highway terminal building adjacent to the Cordova city dock.	864,000

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COMMUNITY TRANSPORTATION PROGRAM
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Highway	Borough	Location	Name	Description	Cost Estimate
	Unorganized	Dillingham	Aleknagik Road	Rehabilitate the existing road from downtown Dillingham to approximately MP 8 (Waskey Road). MP 0 to MP 3 is a paved road that will require pavement resurfacing with roadway widening, shoulders, and subbase rehabilitation at selected locations. North of MP 3 the road should be paved and improved to the extent justified by traffic volume. Pedestrian facilities may be incorporated on the higher traffic volume segments of the road where feasible. Spot improvements may be made between MP 8-23.	6,000,000
	Unorganized	Emmonak	Airport Road	Construction and erosion control.	230,000
	Unorganized	Hoonah	Hoonah Ramp/Apron Upgrade	Upgrade the Alaska Marine Highway's Hoonah ferry terminal from having a fixed seaward support to a standard adjustable ramp.	1,291,000
	Unorganized	Kenny Lake	Willow Loop Road	Upgrade approximately one mile.	220,000
	Unorganized	Koyuk	Gravel Source Road	Construct road.	1,100,000
	Unorganized	Kwigillingok	Airport Access Road	Rehabilitate the existing boardwalk. One-lane airport access road from the airport to the village and construct the barge landing. No other pathways are included.	1,000,000
	Unorganized	Metlakatla	Metlakatla Pontoon Replacement	Replace existing bridge support pontoon at the Alaska Marine Highway Terminal at Metlakatla.	350,000
	Unorganized	Minto	Sanitation Road	Construct 500 feet of road to new landfill.	200,000
	Unorganized	Petersburg	Haugen/Nordic Intersection Widening	Install right turn lane along Haugen Drive at intersection of Nordic Drive and Haugen Drive.	150,000
	Unorganized	Petersburg	Twin Creek Culvert Replacement	Replace culverts with a bridge to provide fish passage and spawning area.	700,000
	Unorganized	Scammon Bay	Sanitation Road	Construct a road approximately 2.5 miles west of the village of Scammon Bay to a new solid waste dump site.	2,640,000
	Unorganized	Shaktoolik	Landfill Road	Road to new dump site south of the city.	275,000
	Unorganized	Stevens Village	Sanitation Road	Construct road to new landfill.	300,000
	Unorganized	Wales	Sanitation Road	Improve road to sewage lagoon and landfill, approximately 1/4 mile in length.	165,000
Elliott Highway	Unorganized		Manley Slough-Tanana River	Rehabilitate and construct gravel embankment over the existing road.	770,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
123.7	1		City & Borough of Juneau	Juneau	Capital Transit Buses	Replace four 35-foot transit coaches.	1,040,000
119.0	1		City & Borough of Juneau	Juneau	Thane Road	Reconstruction from ferry terminal to Rock Dump (Mount Roberts Road).	3,900,000
117.2	1		City & Borough of Juneau	Juneau	Glacier Highway	Reconstruct or relocate roadway from Indian Point to Point Louisa.	5,000,000
115.3	1	Denali Highway	Matanuska - Susitna		MP 80-104 Resurfacing	Rehabilitation including grading, drainage and surfacing improvements from the Susitna River (MP 80) to Brushkana Creek (MP104). After addition of new surface aggregate the surface will either be paved or calcium chloride will be applied to bind the surface.	4,000,000
111.5	1		Unorganized	Prince of Wales	Big Salt Lake Road	Realignment and reconstruction of 14.5 miles of road, with base and pavement. Replace bridges on three streams.	3,000,000
110.7	1		Kenai Peninsula	Homer	East End Road: MP 0.0-3.6	Provide for rehabilitation and safety improvements on Homer East End Road from the Pioneer Street/Lake Street intersection (MP 0.0) to the intersection with Kachemak Drive (MP 3.6). The project will widen the paved surface and may include realignments, slope flattening and other safety improvements as required. The project also includes drainage improvements and a sidewalk/path.	9,400,000
110.5	1		Lake & Peninsula	Iliamna	Iliamna to Nondalton Road	Complete a new road 22.3 miles in length from Iliamna to Nondalton including a bridge across the Newhalen River. The project was initiated in the early 1980's. The roadbed has already been partially completed.	9,750,000
109.5	1		City & Borough of Juneau	Juneau	Juneau Access Improvements EIS	Evaluation of improvements to access Juneau.	500,000
109.5	1		Unorganized	Whittier	Access Improvements	Construct improved access from Portage Valley to Whittier. The scope of the project will be determined during preparation of the project's environmental impact statement.	49,800,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
107.3	1		Fairbanks North Star	North Pole	Santa Claus Lane Upgrade/Safety Improvements	Upgrade Santa Claus Lane (continuation of Badger Road) in the City of North Pole. Work may include widening to add a center left-turn lane, shoulders, sidewalks, and illumination.	1,403,000
104.8	1	Taylor Highway	Unorganized		MP 66 to Border	Rehabilitate and upgrade between MP 66-95 and the Boundary Spur, MP 95 - 105 (Canadian Border)	13,350,000
104.8	1		Unorganized	Wrangell	Zimovia Highway	Reconstruct and widen roadway from Pat's Creek to McCormick Creek and provide a bituminous surface treatment.	300,000
104.7	1	Denali Highway	Unorganized		MP 21-42 Resurfacing	Rehabilitation including grading, drainage and surfacing improvements and two bridges. This segment extends from the end of the current paving to the McClaren River. After addition of new surface aggregate the surface will either be paved or calcium chloride will be applied to bind the surface.	6,000,000
102.8	1	Elliott Highway	Unorganized		MP 131-137 Reconstruction (Eureka-Baker Creek)	Reconstruction between MP 131 (Eureka Junction) and MP 137 (Baker Creek). Includes reconstruction of the one-lane Baker Creek Bridge at MP 137.	3,200,000
101.8	1		Unorganized		Edgerton Highway: Rehabilitation	Rehabilitate the 35 mile long Edgerton Highway from the Richardson Highway to Chitina.	8,333 000
99.3	1		Kenai Peninsula	Kenai	Forest Drive/Redoubt Avenue	Rehabilitate 1.0 mile of Forest Drive and 1.0 mile of Redoubt Avenue. The project will improve drainage, replace road bed material as needed, relocate utilities as needed and resurface the road. The project will also include pedestrian paths or sidewalks.	4,400,000
98.7	1		Kenai Peninsula	Homer	East End Road: MP 3.6-12.5	Provide for rehabilitation and safety improvements on East End Road from the intersection with Kachemak Drive (3.6) to the McNeil Canyon School (MP 12.5). The work will include shoulder widening, realignmments, slope flattening and other safety improvements as required. The project will also include drainage improvements. Pedestrians and bicycles will be accommodated by either a paved shoulder or separate pathway.	10,350,000
97.3	1		Fairbanks North Star	Fairbanks	Trainor Gate Road Upgrade/Safety Improvements	Upgrade Trainor Gate Road between the Old Steese Highway and Ft. Wainwright. May include widening shoulders, left-turn lanes, sidewalks, illumination, and intersection improvements. Includes upgrade of 4 railroad crossings.	2,420,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
96.2	1		Unorganized	Kake	Kake Dolphin and Bridge Replacement	Replace four dolphins and the transfer bridge at the Alaska Marine Highway Terminal.	1,200,000
94.2	1		Unorganized	Northway	Northway Road	Improve nine miles of gravel road from Alaska Highway to the Village of Northway. Erosion problems will also be addressed and two substandard bridges will be repaired or replaced. May include path.	6 270,000
94.0	1		Matanuska - Susitna		Petersville Road Rehabilitation/Extension	Rehabilitate/reconstruct Petersville Road from Kroto Creek to Cache Creek and do bridge rehabilitation. New construction will be required from the Peters Creek bridge to a Tokositna Visitor Center site.	14,000,000
93.0	1		Unorganized	Prince of Wales	Hydaburg Highway: Upgrade and Paving	Rehabilitation including surfacing to reduce maintenance costs. BST and spot realign.	7,150,000
92.7	1		Unorganized	McCarthy	McCarthy Road: Improvement and Resurfacing	Major improvements from Chitina to McCarthy.	22,000,000
92.5	1		Kenai Peninsula	Kenai	Kenai River Bridge Access Road Rehabilitation	Rehabilitate including resurfacing and widening. Project starts at the Kenai Spur Road and ends at Kalifornsky Beach Road.	800,000
92.3	1		Matanuska - Susitna		Hatcher Pass Road: MP 7-14	Rehabilitate Hatcher Pass Road between MP 7.0 and 14.0 to meet current standards including paving. Vehicle pullouts will be included in project.	4,200,000
91.8	1		Kodiak Island	Kodiak	Chiniak Road	Rehabilitate Rezanof West Road from the Coast Guard Station Access Road to the end of Cape Chiniak Road to include erosion repair, drainage, surfacing and limited geometric improvements.	15,900,000
91.8	1		Unorganized	Unalakleet	Landfill/Airport Road	Construct 3 mile road to landfill site and 1/4 mile alternate airport access connecting the airport spur road with the Beach Road.	3,850,000
91.7	1		Unorganized	Unalaska	East Point /Ballyhoo Road	Rehabilitate approximately 2.5 miles of road between the Unalaska Marine Center on Ballyhoo Road and the south end of East Point Road. Included is a separated pathway on Ballyhoo Road and, if practical, a pathway along East Point Road.	5,300,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
91.3	1		Matanuska - Susitna		Church Road	Upgrade Church Road from the Parks Highway to Schrock Road including paving. The project will include pedestrian/bike path from the Parks Highway to Spruce Road.	5,155,000
91.2	1		Aleutians East	Cold Bay	Cold Bay-King Cove Road	Construct a new roadway to link the communities of Cold Bay and King Cove. The project may make use of old existing military roads or pioneer roads, where feasible. The length of the project is 22 miles.	23,000,000
91.2	1		Kodiak Island	Karluk	Airport Access Road	Rehabilitate a gravel surfaced roadway that connects the village with the airport and the mouth of the Karluk Lagoon.	500,000
91.2	1		Unorganized	Hooper Bay	Sanitation Road	Construct approximately 1700-1900 lineal feet of road adequate for a one ton truck to access the proposed sewage lagoon and solid waste site north of the school complex.	3,310,000
90.7	1		Lake & Peninsula	Pedro Bay	Bridge Replacement	Provide a new one-lane bridge over Pedro Creek in Pedro Bay. The new bridge location will be up-stream approximately 200 feet from the existing bridge, which is in a deteriorated condition. A new 24-foot wide graveled road to the bridge will be under construction beginning June 1, 1996. The department has recommended closure of the existing bridge.	500,000
90.7	1		Unorganized	Brevig Mission	Landfill Road	Construct 3/4 mile long road to the proposed landfill.	798,000
90.2	1		Fairbanks North Star	Fairbanks	Old Steese Highway: Reconstruction	Reconstruction of Old Steese within the City of Fairbanks from the Wendell Street Bridge to north of Trainor Gate Road.	5,800,000
89.8	1		Unorganized	Cordova	Lake Avenue	Replace curb, gutter, sidewalks, utilidor, storm drainage system, new guardrail, culverts and reshape ditches. Replace storm drain inlets with curb and basin ts.	1,650,000
89.2	1		Kodiak Island	Larson Bay	Harbor Access Road	Construct a 400-foot access road to provide access to a proposed new harbor in Larson Bay.	350,000
88.3	1		Unorganized	Valdez	Mineral Creek Loop Road	Rehabilitate.	1,210,000
88.2	1		Northwest Arctic	Shungnak	Community and Landfill Road	Reconstruct existing 1.5 mile-long access route from the community to the local gravel source, landfill and cemetery.	75,000
87.8	1		Unorganized	Petersburg	H Street	Roto-mill and repave from Mitkof Highway to airport.	1,900,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
87.8	1		Various	Southeast Region	S.E. Region Surfacing Program	Multi-year program to surface the region's category III roads with an ATB/BST driving surface.	1,000,000
87.0	1		City & Borough of Sitka	Sitka	Sawmill Creek Road Shoulders	Widen shoulders and pave from Jamestown Bay to Shotgun Alley to accommodate pedestrians and cyclists.	1,200,000
86.8	1		Unorganized	Prince of Wales	Thorne Bay Road	Regrade and pave Thorne Bay Road from Control Lake junction to Sandy Beach Road to reduce maintenance costs.	7,200,000
86.5	1		Kenai Peninsula	Soldotna	Funny River Road: MP 2.7-17.0	Rehabilitate the road including drainage improvements and paving.	4,050,000
86.2	1		Matanuska - Susitna		South Big Lake Road	Reconstruct approximately 6 miles of South Big Lake Road	4,000,000
86.2	1		Matanuska - Susitna		Trunk Road	Reconstruct Trunk Road in accordance with current design standards.	6,550,000
85.8	1		Unorganized	Port Alexander	Tract B Boardwalk Repairs	Upgrade and repair deteriorating portions of the existing Tract B (west side) boardwalk. Some areas to be replaced with gravel; for others will install treated lumber.	220,000
85.8	1		Unorganized	Upper Kalskag	Sanitation Road	Construct a sanitation road	315,000
85.5	1		Unorganized	Central	Dust Control/Paving	Asphalt surface treatment on approximately 2 miles of the Steese Highway and 0.3 miles of the Circle Hot Springs Road	275,000
84.8	1		Aleutians East	King Cove	Lagoon Bridge	Provide a new two lane bridge with new approaches, guardrail and signing to replace the existing 258' by 12' bridge.	1,500,000
84.2	1		Unorganized	Pelican	Pelican Ferry Terminal Dolphins	Replace four dolphins at the Alaska Marine Highway Terminal.	575,000
84.2	1		Unorganized	St. Mary's	Airport Road	Rehabilitate the 6 mile road from the airport to St. Mary's and the 1.5 mile road from Pitka's Point to the airport road	3,520,000
84.0	1	Taylor Highway	Unorganized		MP 23-66 Paving	Extend paving to Chicken at MP 66	14,300,000
83.8	1		Unorganized	Venetie	Sanitation Road	Construct access road to new landfill facility.	275,000
83.2	1		Matanuska - Susitna	Wasilla	Palmer-Wasilla Highway	Extend to connect to Knik Goose Bay Road at Glenwood Avenue	5,150,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
82.8	1		Unorganized	Akiachak	Sanitation Road	Resurface the community roads in conjunction with the water and sewer project.	500,000
82.8	1		Unorganized	Hydor	Hydor Trestle and Road Surfacing	Replace trestle and apply Bituminous Surface Treatment to road from landing to Canadian border.	4,950,000
82.3	1		Northwest Arctic	Selawik	Landfill Access Improvement	Upgrade the boardwalk access to the local landfill.	175,000
82.0	1		Unorganized	Kake	Kake Ferry Terminal Building	Design and construct an Alaska Marine Highway Terminal Building.	850,000
81.8	1		Northwest Arctic	Deering	Sanitation Road	Construct approximately 1/2 mile of road, plus a staging/turnaround area, to the local landfill.	200,000
81.7	1		Bristol Bay	Naknek	Naknek River Access Road	Rehabilitate approximately 12 miles of gravel road that provides access from King Salmon to Lake Camp and Rapids Camp on the Naknek River.	1,250,000
81.7	1		Ketchikan Gateway	Ketchikan	North Tongass Highway	Widen/realign from Ward Cove to Whipple Creek.	12,200,000
81.5	1		Unorganized	Hoonah	Hoonah Terminal Building	Design and construct a new office space and replace the HVAC (heating, ventilation, and air conditioning) in the existing building at the Alaska Marine Highway Terminal.	300,000
80.8	1		Unorganized	Birch Creek	Landfill Road	New construction.	275,000
80.7	1		Unorganized	McCarthy	McCarthy Road: MP 0-4 Reconstruction	Major improvements from Chitina to MP 4 (top of Kotsina Bluff). Includes widening, resurfacing, and possible major realignment.	4,700,000
80.5	1		Unorganized	Nunapitchuk	Sanitation Road	Upgrade the existing boardwalk network in the community to a standard that will accommodate a one-ton sewage haul vehicle.	1,000,000
79.8	1		Kenai Peninsula	Homer	East End Road: MP 12.5-22.0	Rehabilitate East End Road from the McNeil Canyon School (12.5) to the vehicle parking turnaround at Voznesenka (MP 22.0). The project will include widening, realignment, drainage improvements and resurfacing.	12,765,000
79.8	1		Unorganized	Stebbins	Sanitation Road	Construct 1.5 miles of road to Stebbins pump house at Clear Lake.	743,000
79.7	1		City & Borough of Juneau	Juneau	Glacier Highway	Reconstruct or roto-mill and pave from Eagle Beach to Echo Cove.	4,050,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
79.7	1		Unorganized	Napakiak	Sanitation Road	Construct access to the new sewage lagoon.	1,100,000
79.2	1		Northwest Arctic	Kivalina	Sanitation Road	Construct an access road to a new landfill facility.	1,100,000
78.3	1		Fairbanks North Star	Salcha	Johnson Road Rehabilitation	Rehabilitate approximately 6.5 miles of Johnson Road from the Richardson Highway (MP 331) to Alyeska Pump Station 8.	1,375,000
78.2	1		Bristol Bay	Naknek	Pederson Point Road Extension	Construct 2.5 miles of new road to link an operating cannery to the existing Naknek road system. This road will involve two stream crossings. The existing road will also be rehabilitated.	1,600,000
78.2	1		Unorganized	Galena	Campion Road Landfill Access	Resurface the nine mile road to the landfill and relocate a four mile section of the road being threatened by erosion.	5,000,000
77.2	1		Aleutians East	Nelson Lagoon	Airport Access Road	Resurface the airport access road between the airport and North Main Street in the community.	200,000
77.2	1		Lake & Peninsula	Chignik	Airport Access Road	Improve the drainage, surfacing, width and erosion protection for a 2.5 mile road between the city and the airport.	660,000
	1		Various	Various	Safety Projects	Evaluation, design, and construction of projects on Community Transportation Program routes and Economic Development routes to address safety concerns, for a six-year period.	9,000,000
76.8	2		Fairbanks North Star	Fairbanks	Illinois-Barnette and Bridge	Construction of a new Chena River Bridge at Barnette; upgrade of Barnette (7th-1st Avenues); reconstruction of Illinois (Chena River-Phillips Field Road); and rehabilitation of Illinois (Phillips Field Road-College Road).	14,000,000
76.5	2		Kenai Peninsula	Sterling	Kenai River Crossing at Funny River	Construct a bridge and road to connect Funny River Road with the Sterling Highway in the vicinity of Sterling. The project includes a paved road and two-lane bridge across the Kenai River. The project will also construct a boat launch facility with parking adjacent to the Kenai River.	8,000,000
76.3	2		Aleutians East	King Cove	Airport Access Road	Rehabilitate 4 miles of road between the city and the airport.	1,325,000
76.2	2		Ketchikan Gateway	Ketchikan	North Tongass Highway	Pave from mile 15 to Settlers Cove.	4,400,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
76.0	2		Unorganized	Grayling	Sanitation Road	Design and construct sanitation road to proposed landfill.	660,000
75.5	2		Fairbanks North Star	Fairbanks	College Road Intersections/Safety Improvements	Upgrade of the College/Danby intersection and the College/Margaret/Antoinette intersection.	1,700,000
75.5	2		Matanuska - Susitna	Wasilla	Wasilla-Fishhook Road: Nelson-Bogard Safety Improvements	Rehabilitate and signalize the Wasilla-Fishhook/Nelson/Bogard Road intersection. Sidewalks or pedestrian pathways will also be included in the project due to the concentration of an elementary school, junior high school and high school near this intersection.	1,050,000
75.5	2	Steese Highway	Unorganized		MP 128 Crooked Creek Bridge	Replace the Crooked Creek Bridge at Central.	1,265,000
75.2	2		Aleutians East	Sand Point	Harbor Access Road	Project includes reshaping and regrading of the existing roadway and ditches, realignment and construction of a new roadway for approximately 600 linear feet adjacent to the Sand Point Harbor parking and storage area, installation of approximately 700 linear feet of a subsurface drainage system, and placement of crushed aggregate surfacing over approximately one mile of roadway from the intersection with the Sand Point Road to the South Harbor Jetty.	1,100,000
74.7	2		Fairbanks North Star	Fairbanks	University Avenue Widening	Major upgrade of University Avenue between the Mitchell Expressway and College Road.	21,000,000
74.3	2		Unorganized	St. Michael	Sanitation Road	Construct a 2. 5 mile year-round access road to the community water source located at Clear Lake.	1,050,000
74.2	2		Kodiak Island	Kodiak	Selief Lane	Reconstruct Selief Road including replacement of city water lines.	4,500,000
74.2	2		Matanuska - Susitna	Wasilla	Old Matanuska Road	Rehabilitate/reconstruct Old Matanuska Road from the Parks Highway to Fairview Loop Road, approximately 3.1 miles. Rehabilitate the road base as needed, improve drainage, make minor realignments to straighten and reduce the grade of the road and provide a paved surface.	1,727,000
73.7	2		Unorganized	Metlakatla	Purchase one bus	Purchase a bus that meets the needs of the community for the next eight years.	200,000
73.2	2		Unorganized	Venetie	Village Streets	Upgrade approximately three miles of local roads.	500,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
73.0	2		Northwest Arctic	Selawik	Boardwalk Improvement Phase II	Reconstruct approximately 3.5 miles of boardwalk.	500,000
72.2	2		Unorganized		Nome-Council Road: MP 4-15	Repair, resurface and raise the grade between MP 4-15. Also includes minor realignment.	3,625,000
72.0	2		Unorganized	Nabesna	Nabesna Road Rehabilitation	Minor widening and realignment, resurfacing and drainage improvements.	5,500,000
71.3	2		Fairbanks North Star	Fairbanks	University/College Intersection Safety Improvements	Reconstruct the University/College/Farmers Loop intersection and reopen and upgrade the old access onto University of Alaska-Fairbanks campus.	2,500,000
71.3	2		Unorganized	Nome	City Streets - Phase I	Pave 6th Avenue from school to the Recreation Center (1.1 miles); pave 1st Avenue from Bering to Steadman (0.5 miles); pave 4th Avenue (2.5 miles).	635,000
70.8	2		Matanuska - Susitna		Wasilla-Fishhook Road	Rehabilitate from the Main Street intersection (MP 0.0) to the intersection with the Fishhook Willow Road (MP 10.8) The project will make minor realignments, safety and drainage improvements and will resurface the road.	13,000,000
70.0	2		Haines	Haines	Mosquito Lake Road	Rehabilitation including surfacing to reduce maintenance costs.	2,000,000
69.7	2		Unorganized	Chignagak	Airport Access Road	Construct 0.75 miles of one-lane gravel road with turnouts from Dock Access Road to the new airport to be built on uplands southeast of the existing airport.	563,000
67.8	2		Lake & Peninsula	Egegik	Airport to Dock Access Road	Develop a road between the airport and the new dock. Approximately 4000 feet of road is expected to be required.	500,000
67.7	2		Northwest Arctic	Kobuk	Landfill Access Road	Construct road to new landfill.	250,000
67.3	2		City & Borough of Juneau	Juneau	Fish Creek Road	Fish Creek Road surface treatment and safety improvements.	5,300,000
66.8	2		Ketchikan Gateway	Ketchikan	Saxman Road Improvements	Reconstruct one mile with sidewalks, drainage and pavement.	700,000
65.2	2		Fairbanks North Star	Fairbanks	Airport Way/Washington Intersection and Frontage Roads	Construct a new intersection on Airport Way at Washington Drive, upgrade Washington Drive (Airport-Rewak); upgrade Rewak (Washington-University); and complete necessary frontage road modifications.	9,800,000

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COMMUNITY TRANSPORTATION PROGRAM NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
64.3	2		Matanuska - Susitna		Seward Meridian Road Upgrade/Extension	Upgrade to flatten grades, improve sight distances, widen the driving surface, and provide turning lanes. Widening to four lanes between the Parks Highway and Bogard Road should be studied.	3,500,000
63.7	2		Kodiak Island	Kodiak	Pasagshak Road	Widen at a sharp curve and reduce the horizontal curvature of this curve.	1,000,000
62.7	2		Denali	Healy	Stampede Road MP 2.9 - 4.5	Widen and chip seal.	500,000
62.7	2		Unorganized	Quinhagak	Sanitation Road	Construct approximately 1000 feet of road to a proposed sewage lagoon.	563,000
60.5	2		Denali	Healy	Stampede Road MP 0-2	Chip seal.	660,000
60.0	2		Denali	Healy	Stampede Road MP 2-2.9	Chip seal and widen.	330,000
59.5	2		Unorganized	Nome	Glacier Creek Road Realignment	Realign three miles of existing Glacier Creek Road. Install culverts and resurface.	3,850,000
58.5	2		Unorganized	Petersburg	Papke's Landing Improvements	Construct a new skiff float and parking area.	1,500,000
56.0	2		Unorganized		Nome-Teller Road: MP 40-72 (Bob Blodgett Highway)	Rehabilitate between MP 40 and 72.	3,150,000
52.3	2		Unorganized		Nome-Taylor Road: MP 21-60	Reconstruct to current standards.	22,000,000
52.0	2		Unorganized		Nome-Teller Road: MP 20-40 (Bob Blodgett Highway)	Rehabilitate between MP 20 and 40.	2,800,000
48.0	2		Unorganized		Nome-Council Road: MP 62-69	Reconstruct to current standards.	5,900,000
44.3	2		Unorganized		Nome-Taylor Road: MP 60-84	Reconstruct to current standards.	13,200,000
36.0	2		Unorganized	Napaskiak	Airport Access Road	Complete the road from the airport to the high school.	1,000,000

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Kodiak Island	Akhiok	Local Roads	Pave approximately 7 miles of existing gravel roads, including the roads between the village, the tank farm and the barge landing. Includes the installation of street lighting.
3		Aleutians East	Akutan	Harbor Access Road	Extend eastward from the proposed harbor to the city dock, a distance of 1/2 mile to 3 miles, depending on the final location of the harbor.
3		Unorganized	Aleknagik	Local City Street	Reconstruct local streets, which are currently largely pathways.
3		Unorganized	Aleknagik	North Shore Landfill Road Relocation	Construct 1.5 miles of road to access a proposed new landfill and sewage lagoon.
3		Unorganized	Aleknagik	Wood River Bridge	Construct a bridge to connect the northern portion of the village of Aleknagik with the road to Dillingham and the southern portion of the village. The village is divided by the Wood River.
3		Unorganized	Aniak	City Roads/Slough Bridge	Provide basic upgrades.
3		Unorganized	Bethel	7th Avenue	Improve between Ridgecrest Drive and Main Street.
3		Unorganized	Bethel	Akakeek Street	Improve between Ridgecrest Drive and Ptarmagin Street.
3		Unorganized	Bethel	East Avenue	Improve between Brown Slough Bridge and the Bethel Small Boat Harbor.
3		Unorganized	Bethel	Fourth Avenue	Rehabilitate and pave from Ridgecrest Drive to Main Street.
3		Unorganized	Bethel	Main Street	Rehabilitate and pave from 1st to 4th Avenue.
3		Unorganized	Bethel	Main Street	Rehabilitate from 4th to 7th Avenue.
3		Unorganized	Bethel	Ptarmigan Street	Improve between Ridgecrest Drive and Tundra Ridge Road.
3		Unorganized	Bethel	Tundra Ridge Road	Improve between Chief Eddie Hoffman Highway and Ptarmigan Street.
3		City & Borough of Juneau	Juneau	Downtown Shuttle Transit or Pedestrian improvements	Feasibility and project development for shuttle transit or pedestrian improvements in downtown.
3		Unorganized	Chefornak	Barge Landing Access Road	Improve from the barge landing to the airport access road.
3		Unorganized	Chefornak	TE: Boardwalk	Improve community boardwalks.
3		Unorganized	Chevak	Airport Access Road	Construct an access road from the new airport.
3		Unorganized	Chevak	Local Roads	Construct local road improvements to include Chevak Subdivison western boundary road and new school access road.
3		Lake & Peninsula	Chignik	Chignik Area Inter-Village Road System	Construct approximately 20 miles of new road to link the communities of Chignik (Bay), Chignik Lagoon, and Chignik Lake.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Lake & Peninsula	Chignik	Hydro Plant Access Road	Construct a road to access a proposed hydro plant.
3		Lake & Peninsula	Chignik	Water Tank Access Road	Construct a road to a proposed water tank site.
3		Lake & Peninsula	Chignik Lagoon	Packer Creek Bridge Erosion Control	Protect the bridge abutments from erosion.
3		Lake & Peninsula	Chignik Lake	Wier Access Road	Construct 14,200 feet of new road to access the Chignik River below the wier.
3		Unorganized	Crooked Creek	Upper Village Road	Construct a 1.5 mile road to access a residential development.
3		Unorganized	Dillingham	Airport Spur Road	Rehabilitate and repave.
3		Unorganized	Dillingham	Wood River Road	Rehabilitate.
3		Lake & Peninsula	Egegik	Landfill Access Road	Construct one mile of new road from the airport access road to the proposed new landfill site.
3		Unorganized	Goodnews Bay	Goodnews Bay to Quinhagak Road	Construct a road from Goodnews Bay to Quinhagak.
3		Kenai Peninsula	Ninilchik	Ninilchik Village Bridge Replacement	Replace the bridge.
3		Kenai Peninsula	Homer	Kachemak Drive	Rehabilitate Kachemak Drive including improvements to the road lane, drainage, and surfacing, about 3.5 miles.
3		Kenai Peninsula	Homer	West Hill Road	Improve a half-mile segment of West Hill Road between Bell Avenue and Skyline Drive. The improvements include resurfacing, installation of needed culverts, and other drainage improvements.
3		Kenai Peninsula	Hope	Hope Road	Rehabilitate from the Seward Highway to Hope. Improvements include resurfacing and drainage improvements as needed.
3		City & Borough of Juneau	Juneau	Willoughby and Glacier Avenue	Rehabilitation/reconstruction from Egan Drive to Highland Drive.
3		North Slope	Wainwright	Community Roads	Improvements.
3		Lake & Peninsula	Ivanof Bay	Access Road to Stepavok Bay	Construct an 8-mile road from Ivanof Bay to Stepavok Bay.
3		Lake & Peninsula	Ivanof Bay	Sludge Disposal Site Access Road	Construct a road to a sludge disposal site.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		City & Borough of Juneau	Juneau	Thane Road	Reconstruction from Rock Dump (Mt. Roberts Road) to Sheep Creek.
3		Kenai Peninsula	Kenai	Kenai Beach Road	Rehabilitate beginning at the bottom of the hill on South Spruce Road and continue along Kenai Beach to the mouth of the Kenai River. Includes excavation of soft spots, paving, drainage and a parking area for vehicles.
3		Bristol Bay	King Salmon	Village Roads	Rehabilitate approximately 7000 feet of three roads.
3		Kodiak Island	Kodiak	3 Sisters Way	Design and property acquisition to reconstruct this steep gravel road to improve drainage and reduce the grade.
3		Ketchikan Gateway	Ketchikan	South Tongass Highway	Widening, minor alignment improvements and repaving from the U.S. Coast Guard base to end of pavement.
3		Kodiak Island	Kodiak	Anton Larsen Road Extension	Construct approximately 1.75 mile of gravel surfaced roadway to provide access to a proposed all-season boat ramp/docking facility at Craig Point.
3		Kodiak Island	Kodiak	Bayview Drive	Reconstruct gravel surfaced roadway from Monashka Bay Road to Monashka Circle including paved aprons at each end of the road and guardrails.
3		Kodiak Island	Kodiak	Bells Flats Road	Construct 7,200 linear feet of gravel surfaced roadway.
3		Kodiak Island	Kodiak	Lynden Way	Rehabilitate.
3		Kodiak Island	Kodiak	Marine Way	Rehabilitate and repave.
3		Kodiak Island	Kodiak	Marmot Drive	Reconstruct a gravel-surfaced residential roadway from Monashka Bay Road to the end of Marmot Drive (approximately 1 mile) including improvements to address drainage and glaciation problems.
3		Kodiak Island	Kodiak	Mission Road	Rehabilitate and repave.
3		Kodiak Island	Kodiak	Monashka Bay Road	Rehabilitate and resurface paved portion of road.
3		Kodiak Island	Kodiak	Mozart Circle	Rehabilitate.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Kodiak Island	Kodiak	Otmeloi Way	Rehabilitate.
3		Kodiak Island	Kodiak	Peninsula Drive	Reconstruct this gravel road (approximately .5 mile) and include the improvement of a blind intersection at Otmeloi Way.
3		Unorganized	Kwigillingok	TE: Boardwalk	Improve existing boardwalks.
3		Lake & Peninsula	Levelock	New Residential Area Access Road	Construct a new road to access residential lots.
3		Ketchikan Gateway	Ketchikan	Schoenbar Extension	Construct connection between Schoenbar Road and Deermont Street.
3		Matanuska - Susitna		Borough Bridges	Rehabilitate three bridges: Bodenburg Creek Bridge (Elk Road), Bodenburg Creek (Dilley Road), and Little Susitna Bridge on Carney Road.
3		Matanuska - Susitna		Edlund Road	Pave Edlund Road, about 2.5 miles.
3		Matanuska - Susitna	Wasilla	Hollywood Road	Improve between Vine Road and South Big Lake Road, including paving.
3		Matanuska - Susitna		Knik River Road Rehabilitation	Rehabilitate from the Old Glenn Highway to MP 8.5, including paving.
3		Matanuska - Susitna		Knik-Goose Bay Road	Rehabilitate from the Parks Highway (MP 0) to the Goose Bay Airport (MP 20). Improvements include resurfacing, drainage improvements, and intersection improvements as needed. The last two miles (MP 18-20) is gravel and should be paved.
3		Matanuska - Susitna		Palmer-Wasilla Highway: Rehabilitation/Upgrade	Rehabilitate and upgrade about 10 mile between the Glenn Highway and the Parks Highway.
3		Matanuska - Susitna		Public Transportation Program	Expand, pave, and provide lighting for two existing park-and-ride lots near the intersection of the Glenn and Parks Highways.
3		Matanuska - Susitna		Springer Loop System	Rehabilitate Outer and Inner Springer Loop Roads and the connector road. Improvements include resurfacing and intersection improvements as needed and widening as appropriate.
3		Matanuska - Susitna	Talkeetna	Talkeetna Spur Road	Rehabilitate from the Parks Highway to the Alaska Railroad Station in Talkeetna, approximately 14.4 miles. Make minor safety and driveway improvements and resurface the road.
3		Matanuska - Susitna		Vine Road	Upgrade between Knik-Goose Bay Road and the Parks Highway, including paving

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Unorganized	McGrath	City Streets	Improve.
3		Unorganized	Mekoryuk	Airport Access Road	Construct a 3.2 mile road from the village to the airport.
3		Unorganized	Mekoryuk	City Roads	Improve.
3		Bristol Bay	Naknek	Naknek River Subdivision Road Construction	Construct 7,500' of new road to connect two portions of a subdivision.
3		Bristol Bay	Naknek	Village Road	Rehabilitate eleven existing roadways including resurfacing, widening, drainage ditches and culverts for a total of approximately 7,785 feet of road improvements.
3		Kenai Peninsula	Nanwalek	Nanwalek to Port Graham Road	Construct a new road between Port Graham and Nanwalek (formerly English Bay). The road will replace an existing foot/ATV trail.
3		Unorganized	Napakiak	Napakiak to Bethel Road	Construct approximately 13 miles of new road to connect Napakiak with Bethel.
3		Lake & Peninsula	Newhalen	Local Roads	Rehabilitate community roads.
3		Unorganized	Nightmute	Airport Access Road	Improve from the airport to the village.
3		Unorganized	Nunapitchuk	Airport Access Road	Reconstruct from the river to the village.
3		Unorganized	Kake	Housing Road Paving	Paving of 1st, 2nd, 3rd and proposed 4th phase housing roads.
3		Matanuska - Susitna	Palmer	Fishhook-Willow Road	Rehabilitate from the Glenn Highway to the Wasilla-Fishhook Road intersection, including resurfacing and intersection improvements as needed.
3		Lake & Peninsula	Pedro Bay	Landfill Access Road	Construct approximately .3 mile of new road to access a proposed new landfill.
3		Lake & Peninsula	Pedro Bay	Local Roads	Rehabilitate existing community roads and construct new community roads.
3		Lake & Peninsula	Perryville	Local Roads	Rehabilitate community roads.
3		Lake & Peninsula	Pilot Point	Dago Creek Access Road	Construct a 6 mile road to connect the City of Pilot Point to Dago Creek.
3		Lake & Peninsula	Port Heiden	Village Roads	Rehabilitate approximately 6 miles of public village roads.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Kodiak Island	Port Lions	Port Lions Local Roads	Rebuild and/or extend the following streets (listed in priority order): 1) Main Street (1500 feet), rebuild existing roadway to improve drainage; 2) Spruce Drive (1800 feet), rebuild existing roadway to improve drainage and extend from Hillside Drive to Bayview Drive; 3) Birch Drive (1200 feet), rebuild existing roadway to improve drainage; 4) Birch Street (1800 feet), rebuild existing roadway to straighten, widen, and improve drainage; 5) Beach Drive (750 feet), rebuild existing Pioneer Roadway; 6) Cove Drive (300 feet), rebuild existing roadway to widen, straighten and improve drainage.
3		Unorganized	Quinhagak	City Streets	Construct improvements to the following local roads: 1) road to the bridge (150 feet); 2) Tundra Drive to Qanirtuuq Drive/intersection design (200 feet); 3) Access Road to graveyard (200 feet); 4) Arolik Avenue extension (3400 feet); 5) Mission Drive extension (350 feet); 6) Airport or Upriver Road (1500 feet upgrade/1 mile of new road); and 7) Etmilleq Heights upgrade/boardwalk (700 feet).
3		Unorganized	Quinhagak	Dock Access Road	Construct an access road between the dock facility and Quinhagak fish processing plant.
3		Aleutians East	Sand Point	Humbolt Slough Bridge	Construct a new bridge or causeway over Humbolt Slough between downtown Sand Point and their Small Boat Harbor.
3		Kenai Peninsula	Seldovia	Jakalof Bay Road	Realign as needed to reduce the grade and curvature on several sections of the road. Install guardrails, improve drainage, and resurface with gravel.
3		Kenai Peninsula	Seward	Port Avenue	Resurface Port Avenue (aka Dock Road) from the Seward Highway (MP 0.0) to the end of the road (MP 0.4).
3		Kenai Peninsula	Soldotna	Big Eddy Road: MP 0.0-1.4	Upgrade the existing 18-foot to 20-foot wide gravel roadway to 24-foot rural standards. The project will resurface the road and improve lateral drainage.
3		Kenai Peninsula	Soldotna	Ciechanski Road Phase II	Improve drainage, regrade the road bed and pave the unpaved portion of Ciechanski Road (MP 1.0-2.0)
3		Kenai Peninsula	Soldotna	East Redoubt Avenue	Add additional road bed material as needed, improve drainage and pave the road from the Sterling Highway to the city limits, about 4 miles.
3		Kenai Peninsula	Soldotna	TE: Kobuk Street Storm Drain Construction	Construct a storm drain outfall at Kobuk Street. The project will include a concrete sedimentation basin with oil separation capability.
3		Bristol Bay	South Naknek	Airport Bypass Road	Construct a one-mile single lane road paralleling the South Naknek Aiport runway.
3		Bristol Bay	South Naknek	Village Roads	Rehabilitate 41,917 feet of nine village roads.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Unorganized	St. George	Harbor Perimeter Access Road	Extend the harbor road 1800 feet to access all waterfront lots and rehabilitate the existing roads. Street lighting is also requested.
3		Unorganized	St. Paul	Sanitation Road	Rehabilitate 3.5 mile of road between the airport and the city's new landfill.
3		Unorganized	Wales	Village Roads	Rehabilitate approximately 2.5 miles of roads, including road to the airport and Kinginkgin Road.
3		Unorganized	Togiak	First Street	Pave the road from the airport through the village to the slough.
3		Unorganized	Tununak	Airport Access Road	Reconstruct the existing airport access road from the airport to the village.
3		Lake & Peninsula	Ugashik	Landfill Access Road Construction	Construct 1/4 mile of new road to access a proposed landfill site.
3		Unorganized	Unalaska	Local Road Paving	Pave roads that access the business, residential and industrial areas of Unalaska/Dutch Harbor.
3		Unorganized	Unalaska	Summer Road	Reconstruct the road to the landfill and to the island's only sand source. Armor stone will be placed to protect the road from washouts caused by storm wave action.
3		Unorganized	Craig	8th Street Access to Seaplane Float	Construct 8th Street intersection with the Craig-Klawock Highway and construct a straight and direct access to the new state-owned seaplane float in Craig
3		Unorganized	Whittier	Ferry Access Road	Rehabilitate from Whittier Creek Bridge to the ferry dock
3		Lake & Peninsula	Williamsport	Williamsport-Pile Bay Road	Rehabilitate a gravel-surfaced haul road from Cook Inlet to Lake Iliamna. Includes bridge replacement or repair of 3 bridges.
3		Unorganized	Wrangell	Bradfield Road	Design and construct a road from the head of Bradfield canal to the Canadian Border, as well as extend the Zimovia Highway from McCormick Creek to Fool's Inlet and institute a shuttle ferry service to Bradfield Canal.
3		City & Borough of Juneau	Juneau	Capital Transit Paratransit Vans Replacement	Funding for replacement of paratransit vans.
3		City & Borough of Juneau	Juneau	Capital Transit Utility Vehicles	Replace two utility vehicles scheduled for replacement in 1997.
3		Ketchikan Gateway	Ketchikan	Deermont Avenue	Rehabilitation widening.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Unorganized	Skagway	Dyea Road	Spot road improvements as needed to increase safety.
3		City & Borough of Juneau	Juneau	Glacier Highway: Shrine Road to Eagle Beach	Rotomill and pave from 1 mile south of Cohen Drive to Eagle Beach.
3		City & Borough of Juneau	Juneau	Local Street Improvements	Areawide local street improvements including pavement and sidewalks as needed.
3		Unorganized	Prince of Wales Island	North Prince of Wales Island Road	Reconstruction of 25 miles of logging roads from Coffman Cove Junction to Twin Lakes Junction to accommodate community growth.
3		City & Borough of Juneau	Juneau	Old Dairy Road	Roto-mill and pave.
3		City & Borough of Yakutat	Yakutat	Ophir Creek Culvert Replacement	Replace Alsek Highway/Airport Road culvert at Ophir Creek, which impedes fish passage.
3		City & Borough of Yakutat	Yakutat	Porter Hill Access Road Improvements	Improvements to drainage, width, and grades to assure winter operability by emergency vehicles.
3		Unorganized	Craig	Craig-Klawock Highway: School Turn Lane at MP 0.75	Construct a pedestrian crossing, turn lane and a flashing yellow light at the intersection of School Road and the Craig-Klawock Highway at MP 0.75.
3		Unorganized	Tenakee Springs	Trails	Trail and boardwalk repair/rehabilitation.
3		Unorganized	Venetie	Brush Mountain Trail	Construct new trail to Brush Mountain, approximately 8 miles.
3		Unorganized	Valdez	North Harbor Drive	Reconstruct, delineate parking areas, improve pedestrian access from Meals to Chitina Street
3		Unorganized	Valdez	Valdez Glacier Road	Improve from the Rifle Range to the Valdez Glacier and construct a scenic overlook at the end of the road.
3		Unorganized	Unalakleet	Local Roads	Rehabilitate approximately 4 miles of local roads, including dust palliative.
3		Unorganized	Valdez	Fidalgo Street Rehabilitation	Rehabilitate, improve drainage and pedestrian facilities.
3		Unorganized	Valdez	Galena Street Rebuild	Rebuild from Hazelet to Meals.
3		Unorganized	Tanana	Upgrade and Extend City Streets	Boghon-L-AA-Goodil subdivision road construction and Third Street extension/road improvement.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Fairbanks North Star		U.S. Creek Road Rehabilitation	Upgrade U.S. Creek Road between the Steese Highway at MP 57 and Nome Creek (approximately 7 miles).
3		Unorganized	Stevens Village	Local Roads	Grading, drainage and surfacing on existing communtiy roads
3		Unorganized	Tanacross	Tanacross Roads Improvement	Improve and pave Tanacross Roads, including access road from the Alaska Highway and village streets.
3		Unorganized	St. Michael	Local Road Expansion	Expand the local road network.
3		Unorganized	Stebbins	Canal Access Road	Construct access road, parking area, boat launch ramp and storage lot. Road is approximately 1.75 miles long.
3		Unorganized	Stebbins	North Beach Cape Stevens Road	Construct access road and boat launch. Road is approximately 2,500 feet in length.
3	Steese Highway	Fairbanks North Star		MP 44-45.5 Paving	Extend paving from MP 44 to MP 45.5 (Long Creek).
3		Unorganized	Shaktoolik	Town Access	Fix the main road through town (approximately 1 mile).
3		Unorganized	Sheldon Point	New Boardwalks	Build new boardwalks to newly constructed houses.
3		Unorganized	Shishmaref	City Streets Paving	Pave city's main streets
3		Northwest Arctic	Shungnak	Front Street Repairs	Approximately 1000 feet of road repair from flooding.
3		Unorganized	Solomon	Local Road and Boardwalk	Improve existing road and boardwalk.
3		Unorganized	St. Mary's	Hillside Road	New construction.
3		Unorganized	St. Mary's	Tract B Roads	Access for housing and commercial development.
3		Unorganized	Savoonga	Local Streets/Boardwalk	Repair/rehabilitate approximately 2 miles of roads and 1/2 mile of boardwalk in Savoonga.
3		Unorganized	Shageluk	Airport Access Road	Rehabilitate and realign the 4-mile access road to airport
3		Unorganized	Russian Mission	Local Streets	Repair/rehabilitate approximately 2 miles of local streets. Improvements include application of dust palliative
3		North Slope	Point Hope	Road Extension	Extend water source road
3		Northwest Arctic		Intermodal Transportation Plan	Develop areawide transportation plan for Northwest Arctic Borough. Plan will address feasibility, public support, funding, health and safety, maintenance and operations, trails and recreational access, and economic development

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		North Slope	Nuiqsut	Community Roads	Expansion.
3		Unorganized	Nulato	Road System Improvements	Rehabilitate and resurface 3/4 mile of local roads including 1,700 feet of Front Street and 2,400 feet of North Fork Road.
3		Northwest Arctic	Noorvik	Noorvik Village Road Improvements	Improve 7.1 miles of existing roads. Construct new road from proposed Hotham Peak Road to proposed new airport site.
3		Fairbanks North Star	North Pole	North Pole City Streets	Rehabilitate priority streets within the City of North Pole.
3		North Slope		North Slope Borough Transportation Plan	Develop areawide transportation plan for North Slope Borough. Plan will address feasibility, public support, funding, health and safety, maintenance and operations, trails and recreational access, and economic development.
3		Northwest Arctic	Noorvik	Airport Road	Upgrade.
3		Northwest Arctic	Noorvik	Noorvik New Town Roads	Construct approximately two miles of new roads.
3		Unorganized	Nome	Street lights	Lighting Seppala to airport terminals, Blodgett Highway to Mile 4.
3		Unorganized		Nome-Council Road: MP 21-27	Correct erosion problems from MP 21 to MP 27 (Molly's Corner to Grandma Minnies).
3		Unorganized		Nome-Taylor Road Bridges	Replace the Kuzitrin River bridge at MP 67 and the Kougarak River Bridge at MP 84.
3		Northwest Arctic	Noatak	Graveyard Trail	Improve trail.
3		Northwest Arctic	Noatak	Village Roads	Additional gravel surfacing grading and drainage improvement.
3		Unorganized	Nome	City Streets - Phase II	Pave approximately 20 miles of city streets.
3		Unorganized	Mentasta	Village Access Road	Upgrade and chip seal road and construct bike path from Tok Cutoff to village.
3		Unorganized	Minto	Cemetery Road	Construct a road between the community and the cemetery.
3		Unorganized	Mountain Village	Community Roads Improvements	Resurface approximately 2 miles of local roads in Mountain Village. Install culverts as needed.
3		Unorganized	Mountain Village	Road to St. Mary's	Repair road to St. Mary's.
3		Unorganized	Nenana	City Streets Resurface - Phase I	Upgrade drainage and chip seal city streets.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Unorganized	Nenana	City Streets Resurface - Phase II	Resurface remaining city streets.
3		Unorganized	Lake Minchumina	ORV Trail Repair	Repair previously constructed off-road vehicle (ORV) trail. This 3/4 mile road will provide access to the proposed landfill.
3		Unorganized	Marshall	Community Roads - Extensions/Upgrades	Upgrade and extend approximately 5 miles of roads.
3		Northwest Arctic	Kivalina	Road to Gravel Source	Construct 2-mile-long road to gravel source.
3		Northwest Arctic	Kivalina	Road to Port Site	Construct 20-mile-long road to connect with Red Dog Mine Road.
3		Northwest Arctic	Kobuk	Dahl Creek Road Bridge and Erosion	Construct bridge over Dahl Creek on the Kobuk-Bornite road.
3		Northwest Arctic	Kobuk	Local Roads	Grading, drainage and surfacing on local streets.
3		Northwest Arctic	Kotzebue	Shore Avenue Erosion Protection	Continue efforts to protect road embankment along Shore Avenue. Includes approximately 1000 feet between Mission Street and Shore Lane and additional 1200 feet between Shore Lane and Crowley Dock.
3		Unorganized	Koyuk	City Streets	Resurface city streets.
3		Unorganized	Koyukuk	Local Road Improvements	Resurface local roads.
3		Unorganized	Kaltag	Landfill Road.	Construct 500 foot access road to proposed landfill.
3		Northwest Arctic	Kiana	Access to Gravel Source	Construct approximately 3 miles of road from the end of the existing landfill road to gravel source.
3		Northwest Arctic	Kiana	Local Roads	Resurface existing community roads
3		Northwest Arctic	Kivalina	City Streets	Construct new streets for community relocation.
3		Denali	Healy	Denebola Way Upgrade	Raise first 300 feet of Denebola Way 2 feet located in Panguingue Creek Subdivision
3		Denali	Healy	Hilltop Road	Realign to eliminate a very steep hill.
3		Denali	Healy	Rasalhague Avenue/Deneb Street/Pollux Drive Construction	Construct 1,150 feet of Rasalhague Avenue, 1,658 feet of Deneb Street, and complete construction of 1,255 feet of Pollux Drive in Panguingue Creek Subdivision
3		Denali	Healy	Regulus Street/Pollux Drive Upgrade	Reconstruct Regulus Street (3,170 feet), and Pollux Drive (828 feet) in Panguingue Creek Subdivision

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Unorganized	Healy Lake	Landfill Road	Upgrade 1/2 mile landfill road.
3		Unorganized	Hughes	Landfill/ Cemetery Road	Construct new road to cemetery and proposed landfill.
3		Unorganized	Huslia	Industrial Site Road	Construct a 1000 foot road and piping alignment for the Huslia Gas and Oil Facility relocation.
3		Unorganized	Huslia	Landfill Road	Upgrade landfill road 1/2 mile.
3		Unorganized	Gulkana Village	Gulkana Roads Paving	Pave approximately 1 1/2 mile of road at Gulkana Village, including the access road from the Richardson Highway and village streets.
3		Denali	Healy	Accrux Avenue/Altair Street/Achernar Street Construction	Construct first 1,435 feet of Accrux Avenue, last 2,200 feet of Achernar Street, and last 871 feet of Altair Street in Panguingue Creek Subdivision.
3		Denali	Healy	Alphard Circle Construction	Construct Alphard Circle a total of 590 feet in Panguingue Creek Subdivision.
3		Denali	Healy	Antares Street Upgrade	Reconstruct first 5,000 feet of Antares Street in Panguingue Creek Subdivision.
3		Denali	Healy	Cancpus Street Construction	Construct first 4,850 feet of Cancpus Street in Panguingue Creek Subdivision.
3		Fairbanks North Star	Fairbanks	Wendell Street Upgrade	Widen and upgrade Wendell Street between the Wendell/Chena River Bridge and Lacey/Noble Street in downtown Fairbanks. Consideration will also be given to a Wendell/1st Street couplet and upgrade or rehabilitation of the Wendell Street Bridge.
3		Unorganized	Galena	Community Streets	Resurface Codfrey Road and Crow Creek Subdivision Roads and other roads not covered in the last resurfacing project.
3		Unorganized	Gambell	Streets and Roads	Extension.
3		Fairbanks North Star	Fairbanks	South Cushman Widening - Phase II	Reconstruction and widening of South Cushman to five lanes (including a center left-turn lane) from 17th Avenue to Van Horn Road.
3		Fairbanks North Star	Fairbanks	Spinach Creek Road Rehabilitation	Rehabilate and repave (Murphy Dome Road, MP 4).
3		Fairbanks North Star	Fairbanks	Phillips Field Road Upgrade	Rehabilitation and safety improvements between Peger Road and Illinois Street.
3		Fairbanks North Star	Fairbanks	Rosie Creek and Cripple Creek Roads	Upgrade roads within the Rosie Creek and Cripple Creek Road Service Areas.
3		Fairbanks North Star	Fairbanks	South Cushman Widening - Phase I	Reconstruction and widening of South Cushman to five lanes (including a center left-turn lane) from Airport to 17th Avenue.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Fairbanks North Star	Fairbanks	Herreid Road Upgrade/Bike Trail	Upgrade Herreid Road from Ballaine Road to Auburn Drive. Give consideration to a separated bike/pedestrian path to provide access to Pearl Creek Elementary School.
3		Fairbanks North Star	Fairbanks	Holmes Road Reconstruction	Reconstruct approximately 3 miles of Holmes Road from Dennis Road to Badger Road.
3		Fairbanks North Star	Fairbanks	International Airport - Industrial Way-East Ramp Paving	Pave the south perimeter road at Fairbanks International Airport connecting Industrial Way on the West Ramp to University Avenue South on the East Ramp.
3		Fairbanks North Star	Fairbanks	FNSB Road Service Area Roads	Upgrade priority roads within the Fairbanks North Star Borough Road Service Area system.
3		Fairbanks North Star	Fairbanks	City Street Improvements	Phase rehabilitation of city streets.
3		Fairbanks North Star	Fairbanks	City Street Light Improvements	Install street lighting at priority locations within the City of Fairbanks. Work will include approximately 80 new luminaries.
3		Fairbanks North Star	Fairbanks	City Traffic Sign Upgrade	Upgrade deficient traffic signing on priority city streets and intersections to comply with the MUTCD.
3		Fairbanks North Star	Fairbanks	1st/2nd/Wilbur	Upgrade of Wilbur Street (Airport Way - 2nd Avenue) and 2nd Avenue (Wilbur Street - Stewart Street).
3		Unorganized	Emmonak	Community Roads	Extend and upgrade existing community roads. Roads to be improved are primarily roads to the new housing area.
3		Unorganized	Evansville - Bettles	Bettles Local Road Lift	Six inch top coat of gravel (preferably crushed) to be placed on 2.4 miles of roads within City of Bettles.
3		Unorganized	Evansville - Bettles	River Access	Construct an approximately 1/8 mile long access road to boat docking area.
3		Unorganized	Evansville - Bettles	Subdivision Road	New road to village corporation lands
3		Unorganized	Evansville - Bettles	Tobuk Lane Upgrade	Upgrade approximately one mile of road providing access to community, housing, clinic and airport. Resurface, improve drainage and street lighting.
3		Unorganized	Delta Junction	Deltana Corporation Road Improvements	Rehabilitation, paving and drainage improvements to control seasonal flooding.
3		Unorganized	Delta Junction	Quartz Lake Road	Resurfacing, drainage improvements, minor widening and realignment of 2.5 mile of gravel road.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Northwest Arctic	Deering	Inmachuk Road System - Mile 20-26	Road improvements, grading and drainage improvements.
3		Northwest Arctic	Deering	Inmachuk Road System Bank Stabilization	Mile 5.3 and Mile 9 bank stabilization/protection from erosion.
3		Unorganized	Cordova	Whitshed Road	Replace sections of guardrail from Copper River Highway to Hartney Bay. Realign road on right-of-way, install curb and gutter with sidewalks to baler facility. Surface and install street lights along entire route. Construct turnouts at Three Mile Bay and Hartney Bay with toilet facilities at Hartney Bay.
3		Unorganized		Copper River Highway: Copper River Corridor Restoration	Provide clean-up of debris and materials left over from past construction and maintenance efforts. Recontour and seed disturbed areas.
3		Unorganized		Copper River Highway: MP 6.5-17 Paving	Repave the Copper River Highway from MP 6.5 to MP 17. Widen to accommodate bikes and pedestrians.
3		Unorganized	Circle City	Dust Control/Paving	Resurface approximately 3 miles of the Steese Highway at Circle City. Work should include a dust pallative or high-float asphalt surfacing.
3		Unorganized	Chalkyitsik	Community Road Improvements	Realignment and safety improvements, including airport road.
3		Unorganized	Chalkyitsik	O'dik (Big Lake) Trail	Widen and elevate the trail to Big Lake.
3		Fairbanks North Star		Chena Hot Springs Road: MP 22-54 Rehabilitation	Rehabilitate and chip seal between MP 22-54.
3		North Slope	Barrow	Isatquaq Lagoon Boardwalk and Trail	Construct approximately one mile of boardwalk in vicinity of school, hospital, park, softball field and lagoon.
3		North Slope	Barrow	Walkpa Gas Field Road	Construct new road to gas field.
3		Unorganized	Brevig Mission	Airport Road Improvements	Eliminate drainage problems, raise grade and resurface the airport access road.
3		Unorganized	Alatna	Boat Landing Access Road Construction	Construct 500 feet of 16-foot-wide gravel road with insulation.
3		Unorganized	Alatna	Landfill/Cemetery Access Road Construction	Construct 1.5 mile by 24-foot-wide gravel road.
3		Unorganized	Allakaket	Boat Landing Access Road	Construct new 2,100-foot boat landing access road.
3		Unorganized	Allakaket	Cemetery Trail Improvement	Improve existing trail to cemetery, approximately 2000 feet long by 8 feet wide.
3		Unorganized	Allakaket	Road Expansion Community Facilities Site	Expand roads within the community site (approximately 3000 feet).

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Priority	Highway	Borough	Location	Name	Description
3		Unorganized	Allakaket	Road Expansion East Subdivision Site	Expand roads within new subdivision site (approximately 6400 feet).
3		Unorganized	Allakaket	Road Expansion West Residential Site	Expand road on the west residential site, approximately 2100 feet.
3		Unorganized	Allakaket	Winter Trail Expansion	Expand the winter trail into a road approximately 1.25 miles.
3		Northwest Arctic	Ambler	Bridge Repair/Replacement	Repair approximately 1000 foot x 8-foot wide road and replace existing bridge.
3		Northwest Arctic	Ambler	New Access Road	Construct alternate access to airport, subsistance sites, cemetery. Install culvert and clear approximately 250 feet of trees and brush for a road 8 feet wide.
3		North Slope	Anaktuvuk Pass	Caribou Street	Extension.
3		North Slope	Anaktuvuk Pass	Landfill Road	Upgrade 5.5 miles of the Hickel Highway to access new landfill.
3		Denali	Anderson	City Streets	Complete second coat of tar and chips for resurfacing city streets. Total of 9 miles.
3		Unorganized	Anvik	Bridge Replacement	Replace bridge #1302 that has deteriorating pilings.
3		Unorganized	Arctic Village	Old John Lake Road	Construct 21 mile long road to subsistence area.
4		Unorganized	Aleknagik	South Shore Atsat Subdivision Road	Construct road access to new HUD homes.
4		Unorganized	Aleknagik	South Shore Foxville Road	Construct a road extension to a boat launch and vehicle parking area.
4		Unorganized	Bethel	Sewage Lagoon Access Road	Construct improved access to a sewage lagoon.
4		Unorganized	Craig	City Streets Sidewalks and Utilities	Relocate utilities and install sidewalks on city streets.
4		Unorganized	Chuathbaluk	Chuathbaluk-Aniak Road	Develop a connector road between Chauthbaluk and Aniak, but will not include a bridge across the Kuskokwim River
4		Lake & Peninsula	Chignik	Castle Bay Haul Road	Construct road between the rock quarry site and the proposed Chignik Bay Harbor site
4		Unorganized	Dillingham	Cutback Road	Upgrade a .1 mile road
4		Unorganized	Dillingham	Downtown Roads	Rehabilitate and repave 14 roads in downtown Dillingham. Approximately 2.6 miles of road will be improved.
4		Unorganized	Dillingham	Marten Street	Upgrade a .1 mile road

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Priority	Highway	Borough	Location	Name	Description
4		Unorganized	Dillingham	Squaw Creek Road	Upgrade a .6 mile road.
4		Unorganized	Dillingham	Subdivision Road	Resurface 35 subdivision roads in Dillingham for a length of 7.9 miles.
4		Ketchikan Gateway	Ketchikan	TE: Bus Shelters And Pullouts	Construct public transit system bus shelters and bus pullouts.
4		City & Borough of Juneau	Juneau	Bike Lockers at State Office Building	Install bike lockers in the State Office Building to encourage state workers to commute.
4		City & Borough of Juneau	Juneau	Aurora Harbor Access	Improve vehicular accessibility between north and south parking areas.
4		Kenai Peninsula	Kenai	South Fork of Anchor River Bridge Replacement	Replace the bridge (#1199) across the south fork of the Anchor River.
4		Kenai Peninsula	Homer	Bartlett Street	Rehabilitate Bartlett Street and Hohe Street, including widening and resurfacing.
4		City & Borough of Sitka	Sitka	TE: Areawide Storm Drainage and Safety	Areawide storm drainage/safety improvements
4		Kenai Peninsula	Homer	Mission Road	Improve drainage, replace soft areas in the road base and resurface with gravel.
4		Kenai Peninsula	Homer	Pioneer Street	Resurface from the Sterling Highway to East End Road, about 1 mile.
4		Kenai Peninsula	Hope	Resurrection Creek Road	Improve drainage, dig out soft spots and replace road bed material as needed. Resurface with gravel.
4		Matanuska - Susitna	Houston	Beaver Lake Connector	Extend the Beaver Lake Road north to the Parks Highway at MP 56 (approximately two miles).
4		Matanuska - Susitna	Houston	King Arthur Road	Resurface from the Parks Highway to Magic Avenue, approximately 1.5 miles.
4		City & Borough of Yakutat	Yakutat	Yakutat Avenue	Reconstruction to correct drainage.
4		Unorganized	Metlakatla	Waldon Point Road	Design and construct approximately 14 miles of road from the community to Waldon Point/Annette Bay, as well as a new ferry terminal, and a shuttle ferry.

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Priority	Highway	Borough	Location	Name	Description
4		Ketchikan Gateway	Ketchikan	Ward Lake Road	Asphalt paving, dust control and noise abatement at picnic and camping sites.
4		Unorganized	Skagway	West Creek Bridge and Road	Widen.
4		City & Borough of Juneau	Juneau	Glacier Highway: University of Alaska-Southeast Campus Entrance	Re-alignment, reconstruction, bridge, and paving to improve safety and access.
4		Unorganized		Nome Taylor Road Extension	Extend road from Kougarok River approximately 25 miles to Taylor.
4		Unorganized	Kalskag	Kalskag to Russian Mission Connector Road	Construct a road to connect the village of Kalskag to the Russian Mission area.
4		Unorganized	Kasigluk	Sanitation Road	Provide a method of transporting sewage from old Kasigluk to a proposed sewage lagoon near new Kasigluk. Build a bridge across the Johnson River and a road or boardwalk to connect old Kasigluk to the new Kasigluk sewage lagoon.
4		Kenai Peninsula	Kenai	Abandoned Vehicles Program	Remove 'junked' vehicles from along the public road rights-of-way in the Kenai Peninsula Borough.
4		City & Borough of Sitka	Sitka	Starrigavan Access Road Improvements	Replace a failing existing log bridge, upgrade storm drainage, and resurface the roadway with sufficient gravel to allow maintenance grading.
4		Kenai Peninsula		Milo Fritz Road	Pave approximately 1 mile of Milo Fritz Road.
4		Kenai Peninsula	Kenai	South Cohoe Loop	Clean out the drainage, regrade the road surface and pave the unpaved portion of Cohoe Loop Road.
4		Kenai Peninsula	Kenai	Wildwood Drive	Rehabilitate from the Kenai Spur Road to Wildwood State Prison, approximately 1 mile.
4		City & Borough of Juneau	Juneau	St. Ann's Street	Roadway rehabilitation from 3rd Street to the end.
4		Unorganized	Kipnuk	Local Streets	Construct improvements to the following local streets in the community of Kipnuk: Lake Section boardwalk, Post Office road, School road, Atmautluak section boardwalk, and Main Town boardwalk.
4		Kodiak Island	Kodiak	Bonapart Circle	Rehabilitate.
4		Kodiak Island	Kodiak	Dark Lake/Vista View Road	Construct access to an undeveloped tract of land adjacent to the city of Kodiak.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Kodiak Island	Kodiak	Lakeview Drive Extension	Design .8 mile of new gravel road.
4		Kodiak Island	Kodiak	Peranosa Drive	Construct approximately 2,290 linear feet of roadway.
4		Unorganized	Thorne Bay	South Thorne Bay Subdivision Road Upgrades - Phase II	Reconstruction of 4700 feet of road connecting the newly reconstructed South Thorne Bay Road with the fire hall and public dock at Davidson Landing.
4		City & Borough of Sitka	Sitka	Sitka Access-Baranof Warm Springs	New construction of road and tunnels from Silver Bay to Baranof Warm Springs.
4	Richardson Highway	Unorganized		MP 200 Fielding Lake Road	Resurfacing.
4		Kodiak Island	Larson Bay	Disaster Shelter Road	Construct a road to access a proposed disaster shelter.
4		Unorganized	Manokotak	Local Roads	Improve village roads to include Second Lake and Kulukak River Road.
4		Matanuska - Susitna		Abandoned Vehicle Program	Remove 'junked' vehicles from along the public road rights-of-way in the Matanuska-Susitna Borough.
4		Matanuska - Susitna	Wasilla	Bogard Road Extension	Provide a 4 mile connection from Lucille Street easterly to the 90 degree corner at the Bogard Road/Lakeview Drive intersection.
4		Matanuska - Susitna	Wasilla	Bogard/Crusey Street Intersection	Install a traffic signal at Bogard Road and Crusey Street.
4		Matanuska - Susitna		Borough Street Lighting	Provide street and intersection lighting at various locations throughout the Matanuska-Susitna Borough, including Talkeetna, Big Lake, Houston, Sutton and Willow.
4		City & Borough of Juneau	Juneau	Second Channel Crossing	Construction to provide new access to Douglas Island.
4		Matanuska - Susitna		Church Road Extension South	Extend south from the Parks Highway to the Wasilla Airport, approximately 7,300 feet. Includes an intersection with the Parks Highway and a crossing of the Alaska Railroad.
4		City & Borough of Juneau	Juneau	Savikko Drive and Douglas Harbor Parking	Safety improvements to Savikko Drive and parking area.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Matanuska - Susitna		Clark-Wolverine Road	Rehabilitate/reconstruct from the Huntly Road/Lazy Mountain Road intersection to Clark Road, approximately 1.[illegible] miles. Rehabilitate the road base as needed, improve drainage, realign to straighten the road and provide a paved surface.
4		Matanuska - Susitna	Wasilla	Edlund Road Extension	Connect Fern Street with Edlund Road (approximately one-half mile of road construction).
4		Matanuska - Susitna		Hatcher Pass Road: MP 14-39	Rehabilitate Hatcher Pass Road from the Motherlode Lodge (MP 14) to Willow Creek.
4		Unorganized	Hoonah	Sanitary Landfill Road Reconstruction	Reconstruction of the 1.8 miles of road from the Gartini Highway to the sanitary landfill site, replacing crushed material and paving.
4		Matanuska - Susitna		Lake Lucille Park Access Road	Upgrade to city street standards, including widening the roadway.
4		Matanuska - Susitna	Wasilla	Lucus-Nelson Intersection	Upgrade the intersection to current standards, including improving sight distances.
4		Matanuska - Susitna		Moose Creek Bridge/Oilwell Road	Construct a vehicle bridge over Moose Creek at MP 8 of Oilwell Road.
4		Unorganized	Thorne Bay	Sandy Beach Road	Reconstruct 0.25 miles of road from Thorne Bay Road to Freeman Drive, widening and slope reduction.
4		Matanuska - Susitna		Pittman Road-Bayview Drive New Connection	Construct a 1.3 mile connection between Pittman Road and Bayview Drive. The connection will be constructed to AASHTO standards and paved.
4		Matanuska - Susitna		Point Mackenzie Road: North-South Section	Upgrade/reconstruct the existing Point Mackenzie Road to current design standards.
4		Matanuska - Susitna		South Big Lake Road Illumination	Provide overhead street lighting on South Big Lake Road in the commercial area of Big Lake.
4		Unorganized	Whale Pass	Saltery Circle	Prepare surface and place 6 inches of crushed rock on existing road, between Forest Highway #30 and end of construction, approximately 2,000 feet.
4		Matanuska - Susitna		Spruce Avenue	Pave from Wasilla Fishhook Road to Church Street, about 3 miles.
4		Matanuska - Susitna	Wasilla	Thomas Street	Connect Thomas Street with Togiak Street which connects to Glenwood Avenue. Extensive fill will be required to cross a small creek. Connection will be approximately 1,300 feet in length.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Matanuska - Susitna		Transportation/Utility Corridor	Identify and dedicate a transportation utility corridor from Willow to Pt. Mackenzie.
4		Unorganized	Pelican	Salmon Way/Loop Road	Stabilization.
4		Matanuska - Susitna		Wasilla-Fishhook Road: Knik Street Overpass	Improve Knik Street from Nelson Road to Park Avenue in Wasilla and construct a bridge over the Parks Highway and the railroad tracks. A connection between Wasilla-Fishhook Road and Knik Street may also be developed. The bridge should include a pedestrian walkway to improve non-motorized access across the Parks Highway.
4		Matanuska - Susitna		West Seldon Extension to Church Road	Extend Seldon Road west one mile to connect to Church Road.
4		Matanuska - Susitna		Willow Creek Access Road	Upgrade the sub-base and pave the Willow Creek Access Road between the Parks Highway and the campground.
4		Matanuska - Susitna		Wolverine Canyon	Install guardrails along Wolverine Road in the Wolverine Creek Canyon area, a distance of approximately one mile.
4		Ketchikan Gateway	Ketchikan	Roosevelt Spur	Upgrade, widen and pave between Franklin and South Tongass.
4		Unorganized	Nunapitchuk	Bridge Feasibility Study	New bridge construction.
4		Kodiak Island	Ouzinkie	Hydro Road	Construct 1500 feet of gravel access road from the end of the existing village road to the village's hydroelectric plant.
4		Lake & Peninsula	Perryville	Tsunami Shelter Road	Construct a road to a proposed tsunami shelter.
4		Lake & Peninsula	Port Alsworth	Airport Access Road	Construct an airport access road.
4		City & Borough of Sitka	Sitka	Harbor Mountain Access Road	Relocated. Relocation eliminates existing safety concerns at Sea and Ski trailer court. Anticipated routing is Halibut Point Road at Channel Club to Harbor Mountain Road.
4		Unorganized	Ruby	Ruby to McGrath Road	Develop a road to connect Ruby and McGrath.
4		City & Borough of Sitka	Sitka	Green Lake Road Improvements	Storm drainage and slide stabilization. Slide stabilization to correct damage from a 1992 slide that removed approximately 300 feet of road, the only access to the city's Green Lake Hydropower facility.
4		Kenai Peninsula	Seldovia	Barabara Heights Subdivision	Improve drainage and resurface the road with gravel. Minor realignments may be needed.
4		Kenai Peninsula	Seldovia	Outside Beach Access Road	Upgrade from the Jakolof Bay Road to the Seldovia Bay Beach, approximately 0.5 mile.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Kenai Peninsula	Seldovia	Rocky Road (Rocky River Road)	Rehabilitate from Jakolof Bay to the picnic harbor area, approximately 15 miles. Includes drainage improvements, brushing, regrading and replacing several bridges/culverts.
4		Kenai Peninsula	Seldovia	Seldovia Valley Road	Realign, widen and provide drainage for the access road from Seldovia to the Upper Seldovia Valley. The road will replace an existing single lane pioneer road.
4		City & Borough of Juneau	Juneau	Glacier Highway: Sunset to Egan	Widen and repave.
4		City & Borough of Sitka	Sitka	Granite Creek Road Development	Upgrade road and utilities from Halibut Point Road to the Granite Creek quarry property.
4		Fairbanks North Star	Salcha	Harding Lake/Salcha Drive Rehabilitation	Rehabilitate Salcha Drive (approximately 6 miles) around Harding Lake.
4		Kenai Peninsula	Seward	Lowell Point Road	Upgrade from Seward to Lowell Point approximately 2 miles.
4		Kenai Peninsula	Seward	Nash Road: MP 1-3	Resurface from MP 1 to MP 3, approximately 2 miles.
4		Kenai Peninsula	Seward	North Forest Acres Road	Construct a new industrial service road from the Seward Highway (MP 2.8) to the landfill and rock quarry near Jap Creek.
4		Kenai Peninsula	Seward	Salmon Creek Road (Cemetery Road)	Resurface with gravel.
4		City & Borough of Juneau	Juneau	Glacier Highway at Lee Smith Drive	Construct intersection improvements (signals) at Lee Smith Drive to correct traffic delays.
4		City & Borough of Juneau	Juneau	Glacier Highway: Loop to Sunset	Widen and repave.
4		Kenai Peninsula	Soldotna	College Bridge Construction	Construct a new bridge across the Kenai River in Soldotna. Bridge and approach roads will connect East Poppy Lane and Redoubt Avenue.
4		Kenai Peninsula	Soldotna	East Poppy Lane	Rehabilitate, including resurfacing and a separated pathway between Kalifornsky Beach Road and Kenai Peninsula Community College.
4		Kenai Peninsula	Soldotna	Forest Lane Road	Provide minor realignments, drainage improvements and resurface with gravel.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Kenai Peninsula	Soldotna	Panoramic Drive/Marriot Drive	Provide safety improvements on Panoramic Drive and Marriot Drive between the Sterling Highway and Harbin Avenue. Total length of the project is .65 miles.
4		Kenai Peninsula	Soldotna	Sport Lake Road	Regrade the road surface, make minor drainage improvements and pave the road, about two miles.
4		City & Borough of Juneau	Juneau	Glacier Highway	Design and construct extension from Echo Cove to Sawmill Creek.
4		Unorganized	St. George	East Rookery Road	Construct a road to the east rookery.
4		Unorganized	St. George	High Bluffs Road	Develop a new road from the existing island road to the high bluffs.
4		Kenai Peninsula	Sterling	Feuding Lane	Pave from the Sterling Highway to the intersection with Kenai Keys Road. Includes minor drainage and road bed improvements.
4		City & Borough of Yakutat	Yakutat	Ankau Road and Bridge Upgrade	Grade, drainage, and surfacing on approximately eight (8) miles of road between downtown Yakutat and the cemetery. The bridge over Ankau Creek needs to be assessed and necessary repairs made.
4		Unorganized	Western Access Road	Nenana to Nome	Construct new highway from contiguious road system to the Seward Peninsula.
4		Unorganized	Wales	Village Creek Bridge	Repair or replacement.
4		Kenai Peninsula	Sterling	Scout Lake Loop Road	Resurface with gravel. Minor road-bed and drainage improvements will be included
4		City & Borough of Sitka	Sitka	Alternative Lightering Site	Phase I of project will include lightering floats, gangway access, staging area, parking, landscaping and pedestrian facilities at the O'Connell Bridge site.
4		Unorganized	Petersburg	Airport Bypass	Provide an alternate transportation route by-passing the downtown business district and the congested intersection of Nordic Drive and Haugen Drive. The distance is approximately 10,000 feet and includes excavation, backfill, and cover to rural standards.
4		Kenai Peninsula	Kenai	USFWS-Skilak Loop Road	Rehabilitate. Improvements include drainage, minor realignments, and resurfacing (approximately 19 miles).
4		Kenai Peninsula	Kenai	USFWS-Swanson River Road	Rehabilitate from the Sterling Highway to the 'T' intersection north of Rainbow Lake, approximately 15 miles. Improvements will include drainage and resurfacing.
4		Unorganized	Whittier	Cove Creek Road	Rehabilitate.
4		Unorganized	Whittier	Depot Road	Rehabilitate.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Unorganized	Whittier	Glacier Drive	Upgrade and pave.
4		Unorganized	Whittier	Shotgun Cove Road	Construct a road from Whittier to the proposed harbor site near the head of Shotgun Cove.
4		Haines	Haines	1st Avenue Reconstruction/Paving	Reconstruct and pave 1300 feet of First Avenue between Union Street and Lutak Road.
4		City & Borough of Yakutat	Yakutat	Bayview/Monti Bay Access Improvements	Intersection modifications to improve slope, grade, and alignment at junction of these two main roads.
4		Ketchikan Gateway	Ketchikan	Berth I Redocking	Redocking. Apron reconstruction.
4		City & Borough of Sitka	Sitka	By-Pass Road	New construction around north side of town on new alignment from Halibut Point Road to Sawmill Creek Road.
4		Ketchikan Gateway	Ketchikan	Carlanna-Fairview Road	Construct roadway between Jackson and Buren Streets
4		Unorganized	Wrangell	Cassiar Street Reconstruction and Extension	Extension of Cassiar Street and utilities to City limits to a length of 2,125 feet, correct an alignment problem and provide drainage for storm waters
4		City & Borough of Juneau	Juneau	Channel Drive	Roto-mill and pave. Pavement Management System recommendation.
4		Unorganized	Hoonah	City Streets Paving	Paving approximately 2.5 miles of city streets like Hill Avenue, Second Street, Hemlock Street, Hemlock Drive, and Douglas Drive to reduce dust and annual maintenance expenses
4		City & Borough of Sitka	Sitka	City Wide Overlay Program	An annual pavement management program being implemented this fiscal year. Overlays of paved city streets will be based on condition and use
4		City & Borough of Yakutat	Yakutat	Council Avenue to Lake Street	Extend road from new Tlingit and Haida subdivision to ASHA housing development
4		City & Borough of Yakutat	Yakutat	Courthouse Road	Relocation
4		Unorganized	Edna Bay	Davidson Avenue	Improvements

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Haines	Haines	Excursion Inlet Bridge	Construction of a bridge at Excursion Inlet over South River.
4		City & Borough of Juneau	Juneau	Fritz Cove Road	Reconstruct, with minor widening and alignment changes, and add pedestrian and bicyclist facilities from Glacier Highway to Smuggler's Cove.
4		City & Borough of Juneau	Juneau	Glacier Highway: McNugget to Fred Meyer Construction	Construct road from McNugget intersection to the Fred Meyer store.
4		City & Borough of Sitka	Sitka	Japonski Island Streets and Utilities	Upgrade of streets and utilities to city standards and dedication of right-of-way as required for city assumption of maintenance and operation.
4		City & Borough of Sitka	Sitka	Jarvis Street Improvements	Reconstruction of sanitary sewer and roadbed for approximately 600 linear feet of Jarvis Street.
4		Unorganized	Kake	Kake City Streets and Cannery Upgrade	Drainage system accessible to work places needs to be upgraded, as well as upgrading the historical Kake cannery.
4		Ketchikan Gateway	Ketchikan	Killer Whale Avenue	Extend access to housing development.
4		City & Borough of Sitka	Sitka	Lake Street	Modifications to the extension of Lake Street near the High School.
4		City & Borough of Sitka	Sitka	Lake Street Extension Modification	Realign high school access to Lake Street extension to increase safety at intersection.
4		City & Borough of Juneau	Juneau	Douglas Highway: Lawson Creek Bridge	Repaint existing bridge.
4		Unorganized	Skagway	Local Streets Paving	Pave local streets to reduce dust and reduce maintenance costs.
4		Unorganized	Petersburg	Mitkof Highway Paving	Pave from Blind Slough to the end of the road.
4		City & Borough of Juneau	Juneau	Montana Creek Road: Skater's Cabin Road Intersection	Intersection improvements at Montana Creek Road and Skater's Cabin Road to aid pedestrians and traffic.
4		Haines	Haines	Mud Bay Road/Beach Road Intersection Improvements	Reconstruction of the Mud Bay Road and Beach Road intersection and install 600 feet of sidewalk, curb and gutter on the west side of Mud Bay Road, from Portage Street to the intersection.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Unorganized	Thorne Bay	Municipal Roads Paving Design	Design phase for paving city streets and installing curb, gutter, drainage, and sidewalks.
4		Unorganized	Kake	New City Streets	Develop new city streets, along with utilities, to ensure accessibility to new home sites and lots recently sold to individuals.
4		Unorganized	Edna Bay	New Road	1.3 miles of new road.
4		City & Borough of Juneau	Juneau	North Douglas Highway Extension	Design and construct new roadway from end of pavement to Middle Point.
4		Unorganized	Petersburg	North Nordic U-turn Route	Construction of a U-turn route from North Nordic Drive to North First Street to alleviate traffic congestion and safety concerns.
4		Unorganized	Whale Pass	Northeast Whale Pass Trail	Construct a six (6) foot wide by two (2) mile long trail from Forest Service Road 3065 easterly, to serve the occupied lots that have no dedicated road access in Whale Passage Subdivision.
4		Unorganized	Whale Pass	Owens Street	Prepare surface and place 6 inches of crushed rock on existing Owens Street, between Forest Service Road 3065 and end of construction, approximately 1,000 feet.
4		Ketchikan Gateway	Ketchikan	Park-N-Ride Lots	Construct mass transit Park-N-Ride parking lots on north and south sides of Ketchikan.
4		Unorganized	Kake	Petersburg Road Connection	Intertie and road connection to Petersburg for hydroelectric power.
4		Unorganized	Petersburg	Petersburg Streets Upgrade and Paving	Upgrade and pave 11 miles of existing gravel streets.
4		Unorganized	Petersburg	Petersburg to Telegraph Creek Highway	Upgrade and pave 15 miles of the Mitkof Highway, design and construct a bridge across Dry Straights plus 75 miles of new highway to the community of Telegraph Creek in British Columbia.
4		Ketchikan Gateway	Ketchikan	Tongass Avenue: Plaza Port West Exit	Access improvement and parking lot development to replace lost parking.
4		Haines	Haines	Porcupine Road	Reconstruct approximately 1,100 feet of washed-out road and place protective rip-rap.
4		Unorganized	Port Protection	Boardwalk	Repair and rehabilitation.
4		Unorganized	Craig	Port St. Nicholas Road Engineering	Provide engineering and design services on 5.5 miles of the city-owned road, from the Craig-Klawock Highway south and east to the end.
4		Unorganized	Wrangell	Post Office Road	Reconstruct from Front Street to Fort Street.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		City & Borough of Yakutat	Yakutat	Post Office Street	Install retaining wall and guardrail, grading and surfacing of existing road, plus construct extension to commercial and residential property.
4		Unorganized	Wrangell	Reid Street Reconstruction	Reconstruct 2,000 feet from Mission Street to Bennett Street.
4		Ketchikan Gateway	Ketchikan	Revillagigedo Road	Construct road from Shelter Cove to Bradfield River.
4		Ketchikan Gateway	Ketchikan	Revillagigedo Road	Construct road from Harriet Hunt Lake to Shelter Cove on Carroll Inlet.
4		City & Borough of Juneau	Juneau	Riverside Drive Extension	Design and construct extension of Riverside Drive from Tournure Street to Back Loop Road.
4		City & Borough of Juneau	Juneau	Juneau Area ADA Improvements	Project consists of several unrelated access upgrades around the Juneau and Douglas area.
4		City & Borough of Juneau	Juneau	Mendenhall Valley Sidewalk Improvements	Construct sidewalks along various streets in the Mendenhall Valley.
4		Unorganized	Tenakee Springs	School Access Boardwalk	Design and construct a covered boardwalk from the main trail to the school entrance.
4		City & Borough of Yakutat	Yakutat	Areawide Street Lighting	Install local street lighting.
4		City & Borough of Juneau	Juneau	Douglas Highway Lighting	Install continuous lighting from the Juneau-Douglas Bridge to the intersection with St. Ann's Avenue and Saviko Drive.
4		City & Borough of Juneau	Juneau	Mendenhall Loop Road at Stephen Richards Drive	Install traffic control (signals) and other intersection improvements.
4		Ketchikan Gateway	Ketchikan	Roadside Barriers	Install or replace guardrail at various locations.
4		Unorganized	Skagway	Taiya River Bridge	Replacement.
4		Unorganized	Angoon	Angoon to Airport Site	Design and construct 10 miles of new road between the community of Angoon and the proposed airport site near Hood Bay.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Unorganized	Angoon	Danger Point Cemetery Access Road	Construct 3/4 miles of new access road.
4		City & Borough of Sitka	Sitka	Katlian Bay Road	Construct road connection from the end of Halibut Point Road to the private property at the end of Katlian Bay.
4		Haines	Haines	Main Street Repaving	Repave 0.1 mile from Front Street to Haines Highway.
4		Unorganized	Hoonah	New Subdivision Access	Construct new access road to city subdivision.
4		Ketchikan Gateway	Ketchikan	Transit Bus Storage Barn	Design and construct a transit system bus storage barn and maintenance facility.
4		Unorganized	Valdez	Mineral Creek Canyon Road: Trail Head Parking	Improvements to enhance recreational use of area and increase safety for the users. May include construction of an alternative access road, guardrail, turnouts and sanitation facilities.
4		Unorganized	Teller	Bridge to Brevig Mission Campsites	Connects Teller with Brevig Mission.
4		Unorganized	Tok	River Road	Rehabilitation of existing road.
4		Unorganized	St. Mary's	Tract D Roads	Access to cemetery and housing.
4		Unorganized	Shaktoolik	City Roads	Construct city roads between home lots and ocean front
4		Unorganized	Savoonga	Camp Ayvigteq Trail	Develop a trail from Savoonga to Camp Ayvigteq.
4		Unorganized	Savoonga	Tikugha Point Trail	Develop a trail from Savoonga to Tikugha Point.
4		Unorganized	Shaktoolik	Airport to Fish Plant	New construction
4		Unorganized	Ruby	Ruby to McGrath Road	New road construction to connect Ruby and McGrath.
4		Unorganized	Russian Mission	New Housing Roads	New roads for upcoming housing
4		Denali		McGrath - Parks Highway Access	80 miles of new highway construction between the Parks Highway and Kantishna in the north Denali National Park.
4		North Slope	Point Lay	Local Roads	Expansions
4		Unorganized	Poorman	Poorman to Ophir	New road construction
4		Unorganized	Rampart	Eureka to Rampart Road	New road construction from the Elliott Highway to Rampart on the Yukon River.
4		Unorganized	Nulato	New Road	Construction for new townsite subdivision
4		Unorganized		Pilgrim Hot Springs Road	Resurface road from Nome-Taylor Road to Pilgrim Hot Springs (approximately 7 miles)

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Unorganized		Serpentine Hot Springs Road	Construct road from Nome-Taylor Road to Serpentine Hot Springs.
4		Unorganized		Nome-Council Road to Bluff	Construct new road from the Nome-Council Road to Bluff.
4		Unorganized		Council to Ophir Creek Road	Construct road from Council to Ophir Creek.
4		Unorganized	Nenana	Nenana-Totchakot Access	Construct new road west from the Parks Highway at Nenana, including a bridge across the Nenana River.
4		Unorganized	Nenana	Tanana River/Front Street Erosion	Construct additional erosion control along Tanana River.
4		Northwest Arctic	Noatak	Bridge	Construct bridge over gully to wood supply.
4		Northwest Arctic	Noatak	Port Access Road	Road to proposed port approximately 10-20 miles from town.
4		Unorganized	Nome	Bypass Road	Install snow fence between 5th and 6th to protect elementary school playground.
4		Unorganized	Nome	Glacier Creek Road Extension	Construct 3.6 miles of new road.
4		Unorganized	Minto	Minto Road Improvements	Upgrade the Minto Spur Road from Elliott Highway to Minto (approximately 11 miles).
4		Unorganized	Lake Minchumina	Sanitation Road	Extend ORV trail to landfill to provide access to additional residents. The total length is about 2.5 miles.
4		Unorganized	McCarthy	Community roads	Improvements.
4		Unorganized	Koyukuk	Airport Road	Rebuild a portion of the airport access road.
4		Unorganized	Kaltag	8-Mile Spring/Hatchery Road	Construction.
4		Unorganized	Kenny Lake	Old Edgerton Highway	Rehabilitation including clearing, grading, drainage improvements and gravel surface.
4		Unorganized	King Island	Feather River to Sinuk River and East	Construct road to connect the King Island Native community to their lands.
4		Unorganized	King Island	Sinuk River Route	Construct road to connect the King Island Native community to their lands following the Sinuk River.
4		Unorganized	King Island	Sinuk River Spur Road	Construct road to connect the King Island Native community to their lands by connecting to the proposed Sinuk River Road.
4		North Slope	Kaktovik	Local Roads	Expansions.
4		Fairbanks North Star	Fairbanks	Murphy Dome Road Rehabilitation	Rehabilitation from Goldstream Road north approximatey 8.6 miles

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Fairbanks North Star	Fairbanks	FNSB Rideshare Program	Annual funding for a proposed ride share (car pooling) program administered by the Fairbanks North Star Borough.
4		Fairbanks North Star	Fairbanks	Chena Small Tracts Bridge	Construct a new Chena River Bridge to connect Small Tracts Road/Hoselton Road/Airport Way.
4		Unorganized	Evansville - Bettles	Dalton Highway to Bettles Road	New road construction from Dalton Highway to Bettles.
4		Unorganized	Evansville - Bettles	Tobuk Lane Extension	Extend existing roadway 3 miles to provide access to subsistence sites, cemetery site and potential lease lots.
4		Unorganized	Evansville - Bettles	Willow Road	Resurface gravel road that provides access to the new solid waste landfill and sewage lagoon sites.
4		Unorganized	Delta Junction	Berm Road	Construct 1/4 mile of new road to connect east with west sections.
4		Unorganized	Delta Junction	Local Roads	Improve driving surface/safety on Tanana Loop, Main Street, Old Nistler, and Spengler Roads.
4		Unorganized		Copper River Highway Completion	Construct approximately 50 miles of road to connect Cordova to the contiguous highway system.
4		Northwest Arctic	Buckland	Local Roads	Improvement and expansion of present roads.
4		Denali	Cantwell	Access to HUD Housing	Widen road and repair.
4		Unorganized	Central	Harrison Creek Road Upgrade	Upgrade old mining/recreation access road between the Steese Highway, MP 115 and Portage Summit near Circle Hot Springs.
4		North Slope	Atqasuk	Cemetery Road	Construct road to cemetery.
4		North Slope	Barrow	Browerville Road	Expansion.
4		Northwest Arctic	Buckland	Bridge to the Cemetery Site	Install drainage structure.
4		Northwest Arctic	Buckland	Buckland River Bridge	Bridge from present village site to land for expansion of housing and economic development.
4		Northwest Arctic	Buckland	Duck Creek Bridge	Bridge across Duck Creek.
4		Unorganized	Crooked Creek	Crooked Creek to Snow Gulch Road	Construct a road from Crooked Creek to the mine site at Snow Gulch.
4		Unorganized	Crooked Creek	Crooked Creek to Iditarod Trail Road	Construct a 50 mile road from Crooked Creek to the Iditarod Trail checkpoint.

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COMMUNITY TRANSPORTATION PROGRAM NEED AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Unorganized	Prince of Wales Island	Coffman Cove Road	Upgrade from North Prince of Wales Road to Coffman Cove.
4		Unorganized	Kasaan	Inner City Roads	Inner city roads upgrade.
4		Unorganized	Hydaburg	Saltry Point Road	Improvements.

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Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

by Priority

Trails and Recreational Access for Alaska

TRAILS AND RECREATIONAL ACCESS FOR ALASKA
PROJECTS SCHEDULED FOR CONSTRUCTION IN 1996

Highway	Borough	Location	Name	Description	Cost Estimate
	City & Borough of Sitka	Sitka	TE: Castle Hill	Upgrade and pave trail. Construct American with Disabilities Act access improvements, interpretive kiosk and shelter and interpretive displays.	813,000
	City & Borough of Yakutat	Yakutat	TE: Railroad Trail from School to the Airport	Convert old railroad roadbed to pedestrian facility.	200,000
	Fairbanks North Star	Fairbanks	TE: Auburn Drive Pedestrian Facility	Construct approximately one mile of bike/pedestrian path from Farmers Loop Road to Pearl Creek Elementary School.	550,000
	Fairbanks North Star	Fairbanks	TE: McGrath Road Bike/Pedestrian Trail	Construct bike trail from Farmers Loop Road approximately 2 miles up McGrath Road.	420,000
	Fairbanks North Star	Fairbanks	TE: Brown Elementary Bike/Pedestrian Facility	Construct approximately 0.6 mile of bike path from Badger Road to Ticasuk Brown School.	550,000
	Kenai Peninsula	Homer	TE: Beluga Lake Trail	Provide .6 miles of handicapped-accessible nature path connecting Beluga Lake pedestrian walkway westward to the proposed Alaska Maritime National Wildlife Refuge Visitor's Center to be located immediately south of Bunnel Street. This trail would connect to and allow access to both Bishop's Beach and adjoining trails.	175,000
	Kenai Peninsula	Soldotna	TE: Marydale Water Quality	Construct a settling basin water treatment facility to service storm drains from the north half of the City of Soldotna. The intent is to improve the city's runoff water quality before it enters the Kenai River. The settling basin will be located near the west of Marydale Avenue.	575,000
	Matanuska - Susitna		TE: Big Lake Pedestrian/Bike Path	Provide a pedestrian/bike path from the south wayside on Big Lake to the north wayside on Big Lake. Provide a separated pathway from the Big Lake Wye along Big Lake Road to the intersection with the Parks Highway, and then along the Parks Highway easterly to the railroad crossing near MP 56.5.	1,600,000
	Matanuska - Susitna		TE: Palmer-Wasilla Pedestrian/Bike Path	Construct a pedestrian/bike path along the Palmer-Wasilla Highway from Hemmer Road to Cottonwood Creek near the intersection of the Parks Highway, a distance of approximately 9.6 miles. Construction will be accomplished in phases. The first segment to be constructed is expected to be from Cottonwood Creek to Seward Meridian Road. This segment is approximately 1.3 miles in length. The cost estimate refers to the first construction segment.	1,500,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA
PROJECTS SCHEDULED FOR CONSTRUCTION IN 1996

Highway	Borough	Location	Name	Description	Cost Estimate
	Matanuska - Susitna	Lake Louise	TE: Lake Louise Road Waysides	Add and improve waysides along Lake Louise Road. Includes parking, landscaping, sanitary facilities, interpretive signs and other amenities.	330,000
	Matanuska - Susitna	Palmer	TE: Palmer Pedestrian/Bike Paths	Construct a pathway along Cope Industrial Way. The pathway will begin by connecting into the existing sidewalk on South Chugach Way near Palmer Junior High school, proceed along Cope Industrial Way to the new Job Corps Center and terminate at Springer Inner Loop Road. This pathway is approximately one mile in length.	500,000
	Matanuska - Susitna	Wasilla	TE: Bogard Road and Crusey Street Pathways	Construct pathway segments on Bogard Road and Crusey Street.	500,000
	Unorganized	McCarthy	TE: Kennecott River Footbridge	Construct.	1,650,000
	Unorganized	Skagway	TE: Alaska Gold Rush Centennial Enhancements	Construct kiosks and signage.	100,000
	Various	Various	TE: Northern Region Tourist Signage	Ongoing project to install signs designed to assist tourist traffic.	400,000
Richardson Highway	Unorganized		TE: MP 29 - Worthington Glacier Wayside	Rebuild existing wayside, including sanitary facilities, access road, additional parking areas, trails, and viewing shelters.	880,000
Richardson Highway	Unorganized		TE: MP 262.5 Scenic Wayside	Improve and enlarge.	110,000
Seward Highway	Anchorage	Anchorage	TE: McHugh Creek Upper Wayside	The popular McHugh Creek day-use area, located near Anchorage and within the Seward Highway National Scenic Byway, is in need of major beautification and facility improvements. Initial planning and site concept drawings recommend facility modifications, landscaping, new pedestrian trails and installation of interpretation kiosks. Special landscaping techniques will be employed to heal the fragile hillside vegetation damaged from years of unstructured use.	1,042,000
Sterling Highway	Kenai Peninsula	Cooper Landing	TE: Upper Kenai River Wayside	Construct a new highway rest stop with sanitary facilities. The project will be adjacent to a boat launch ramp with parking for access to the Upper Kenai River.	400,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
98.0	1		Unorganized	Shishmaref	TE: Trail Staking	Mark overland winter trails for winter use from Shishmaref to surrounding communities.	200,000
97.4	1		Unorganized	Boring Straits Villages	TE: Trail Staking	Mark winter trails in the Boring Straits Region including trails from Shishmaref, Gambell, Savoonga and Elim.	175,000
94.8	1		Unorganized	Various	CE Winter Trail Markings	Mark overland winter trails in the western area of Central Region with permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area.	1,000,000
93.8	1	Haines Highway	Haines	Haines	TE: Haines Highway Eagle Viewing Areas/Turnouts	Construct viewing areas, turnouts, and trails between MP19 and MP 21.	2,000,000
85.6	1	Parks Highway	Denali		TE: Denali Park Pedestrian Access Safety Improvements	Construct pedestrian pathway linking the commerical development in the Nenana Canyon on the Parks Highway with the Denali Park Visitor Access Center.	1,850,000
85.2	1		Various	Southeast Region	SE Region ADA Improvements	Various ADA improvements throughout the Southeast Region.	150,000
84.4	1	Seward Highway	Anchorage		TE: Windy Corner Sheep View Point	Project is a combination of a highway safety and transportation enhancement project. Improve the existing pullout and add pedestrian and wildlife viewing and interpretation amenities. This is a popular Dall sheep viewing site which is often crowded and has resulted in a highway safety problem. A kiosk interpreting dall sheep, a pedestrian use area, telescopes and landscaping would be included.	3,500,000
84.4	1	Parks Highway	Matanuska - Susitna		TE: Denali View South	Construct a roadside scenic viewpoint at MP 135 of the Parks Highway to include parking area interpretation, pathways, landscaping, and restrooms.	1,020,000
82.8	1	Seward Highway	Anchorage		TE: Girdwood-Bird Point Pathway	Enhance the pathway being constructed as part of Phase IV of the Seward Highway rehabilitation, Girdwood to Bird Point project. Construct scenic viewpoints with interpretive panels, restrooms, parking areas and pavement of selected areas of the pathway.	1,475,000
82.8	1		City & Borough of Juneau	Juneau	TE: Mendenhall River Pedestrian Crossing	Design and construct an 8' wide bridge over the Mendenhall River between the Mendenhall River Trail and Dimond Park.	1,000,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
82.2	1		Fairbanks North Star	Fairbanks	ADA Pedestrian Facilities	Improvements to pedestrian facilities along streets and highways to bring them in compliance with Americans with Disabilities Act guidelines and Federal law.	150,000
82.0	1		City & Borough of Juneau	Juneau	TE: Thane Road: Main Street to Ferry Terminal	Improve pedestrian facilities.	500,000
81.8	1	Seward Highway	Anchorage		TE: Bird Point Pathway/Wayside	Construct a trail system and wayside at Bird Point. Included will be an interpretive trail system, parking and restroom facilities, scenic viewpoints, and landscaping. Project will connect to the improvements being constructed by the Seward Highway, Girdwood to Bird Point project.	2,250,000
81.2	1		Kenai Peninsula	Homer	TE: Spit Pedestrian Pathway	Construct a pedestrian/bike path along the Sterling Highway between Beluga Lake and the end of the Homer Spit which is a distance of about five miles.	1,650,000
80.6	1	Marine Highway	City & Borough of Sitka	Sitka	TE: Sitka Walkway	Construct a six foot wide pedestrian walkway, extending from the Sitka Ferry Terminal to the "STARR" project, a cooperative recreational project consisting of a campground, artesian well, hiking trails, and a bird viewing deck.	600,000
80.6	1		Unorganized	Chitina	TE: Visitor Wayside	Construct a visitor wayside near the junction of the Edgerton Highway, McCarthy Road and O'Brien Creek Road.	300,000
79.4	1	Seward Highway	Anchorage		TE: Potter Marsh-Indian Path	Design and construct a separated pathway from Potter Marsh to Indian. This trail will connect to the southern extension of the Tony Knowles Coastal Trail in Anchorage. This segment is part of a separated trail from Anchorage to Girdwood.	5,500,000
79.4	1	Seward Highway	Kenai Peninsula		TE: Turnagain Pass Rest Stop	Provide turn lanes for USFS rest stop/lodge operation. Includes a pedestrian underpass to enable skiers/snowmachine users to cross the Seward Highway to get to USFS concessionaire's facilities.	900,000
79.2	1	Glenn Highway	Matanuska - Susitna		TE: Matanuska Glacier Scenic Overlook	Improve the existing scenic overlook with pathways, landscaping and viewing decks.	1,450,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS . .D PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
78.6	1		Fairbanks North Star	North Pole	TE: North Pole Bike Trail Rehabilitation/Connections	Rehabilitate bike trails within the City of Norh Pole and construct priority connections identified in the North Pole Area Bike Plan.	425,000
78.4	1		Unorganized	Wrangell	TE: Petroglyph Beach Access	Scenic turnout/handicap access to Petroglyph Beach by widening and paving, approximately 1,150 feet	200,000
77.6	1		Fairbanks North Star	Fairbanks	TE: Chena River Bicycle Trail	Construct a bicycle and pedestrian facility along the Chena River from Peger Road to the Steese Expressway.	250,000
77.2	1		Unorganized	Unalaska	TE: Airport Beach Road Pathway	Construct approximately 2.4 miles of pathway along Airport Beach Road between the intersections of Captains Bay Road and Ballyhoo Road.	1,500,000
77.0	1	Dalton Highway	Unorganized		TE: MP 57 - Yukon Crossing Wayside/Interpretive Center	Includes road, parking and interpretive exhibits.	175,000
76.0	1	Seward Highway	Anchorage		TE: Potter Marsh Boardwalks/Nature Center	Construct additional parking areas, boardwalk extensions, viewing decks and blinds, interpretive signs, bicycle racks and restrooms.	410,000
76.0	1		Anchorage	Portage Valley	TE: USFS Portage Valley Trail System	Construct a 10-mile system of trails in Portage Valley	1,500,000
75.0	1		Anchorage	Anchorage	TE: Muldoon Road Landscape/Pedestrian Safety	Design and construct pedestrian safety improvements and landscaping on Muldoon Road from 36th Avenue to the Glenn Highway.	100,000
74.8	1	Dalton Highway	Unorganized		TE: MP 175 - Coldfoot Wayside Interpretive Center	Includes parking and interpretive exhibits.	250,000
73.2	1		Fairbanks North Star	Fairbanks	TE: Shannon Park-Ladd School Bike Path	Construct a 350' pedestrian/bicycle path through an existing walkway easement between Shannon Park Subdivision and Ladd Elementary School. Also includes illumination.	125,000
72.2	1		Ketchikan Gateway	Ketchikan	TE: Central Business District Sidewalk Improvements	Downtown Ketchikan sidewalk improvements.	250,000
71.0	1		Unorganized	Petersburg	TE: Petersburg Terminal Visitor Information Sign	Replace visitor information sign at the Alaska Marine Highway Petersburg Terminal.	9,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
70.4	1		Anchorage	Anchorage	TE: International Airport Road Landscape/Trail	Landscape International Airport Road from Anchorage International Airport to Minnesota Drive (approximately 2.25 miles, concentrating on the median), repair the existing separated pathway adjacent to the road, and evaluate the trail connection from the airport to the Coastal Trail and to the International Airport Road trail.	550,000
70.0	1		City & Borough of Juneau	Juneau	TE: Glacier Highway UAS Overpass	Glacier Highway pedestrian overpass between University of Alaska-Southeast campus facilities.	808,000
69.8	1	Seward Highway	Anchorage		TE: Bird Creek Pedestrian Underpass	This site, located adjacent to the Seward Highway National Scenic Byway, is in easy view of the traveling public. Work includes trailhead parking area paving; widening, ditching and surfacing of the existing trails; implementing erosion control measures; and constructing new trails along bird creek shoreline. The entire site would be landscaped and interpretation kiosks and signs would be installed. Realign approximately 3/4 mile of Seward Highway and Alaska Railroad.	2,100,000
69.8	1		Kenai Peninsula	Kenai	TE: Kenai Spur Unity Trail Pedestrian/Bike Path	Construct a pedestrian/bike path along Kenai Spur Road between Mooring Drive and Swires Road. This facility will connect two pedestrian/bike paths to be constructed by Kenai Spur Road reconstruction projects in 1994 and 1995.	1,800,000
69.2	1		Bristol Bay	Naknek	TE: Pathway	Construct approximately 3.5 miles of pathway along the Naknek-King Salmon Road beginning in downtown Naknek.	1,100,000
69.2	1	Richardson Highway	Unorganized	McCarthy Road	TE: Interpretive Waysides	Includes 48 interpretive signs in 40 locations along the McCarthy Road, Edgerton Highway and Richardson Highway, at several airstrips and in the towns of McCarthy, Kennicott and Chitina and at the Park Visitor Center.	600,000
68.8	1	Dalton Highway	North Slope		TE: MP 275 - Galbraith Lake Wayside	Includes parking, toilets, picnic tables, and interpretive signs.	150,000
68.4	1		Fairbanks North Star	Fairbanks	TE: University Avenue/Bridge Bike Path Rehabilitation	Widen University Avenue/Chena River Bridge to provide for a new bicycle/pedestrian path. Also replace sidewalk curb ramps on University Avenue to meet ADA standards	1,150,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
68.4	1		Unorganized	Nome	TE: Rocker Gulch Wayside	Construct a parking area, boardwalk and interpretive signs at the intersection of Beam Road and the Nome Council Highway.	320,000
67.8	1	Alaska Highway	Unorganized		TE: MP 1348 Robertson River Wayside	Construct wayside near the Robertson River Bridge.	600,000
67.8	1	Dalton Highway	Unorganized		TE: MP 150 - Grayling Lake Wayside	Includes parking space for cars and buses, restrooms, trash cans, and interpretive signs.	165,000
67.6	1	Parks Highway	Matanuska - Susitna		TE: MP 185 East Fork Wayside	Repairs and improvements including toilets, shelter, parking, pathways and access.	900,000
67.0	1		Kenai Peninsula	Seward	TE: Pathway	Construct two pathway segments in Seward, one on Railroad Avenue and one along Van Buren Street.	250,000
66.6	1		Unorganized	Bethel	TE: Boardwalk	Reconstruct 2,200 feet of dilapidated boardwalk and construct 4,500 feet of new boardwalk.	550,000
66.2	1	Denali Highway	Unorganized		TE: MP 22 - Tangle Lakes/Delta Wild River Trailhead	Construct an information and orientation wayside.	275,000
66.2	1	Dalton Highway	Unorganized		TE: MP 132 - Solstice Point Recreation Site	Includes parking for sightseeing, interpretation, and hiking.	25,000
66.2	1		Unorganized	Skagway	TE: Skagway River Footbridge	Foot bridge over Skagway River at south end of runway.	700,000
66.0	1				TE: AMHS Vessel Interpretive Displays	Design, fabricate and install interpretive exhibits on four Southeast Mainline Alaska Marine Highway vessels.	60,000
65.4	1		Kenai Peninsula	Seldovia	TE: Waterfront Boardwalk	Construct a one-half mile boardwalk along the seawall adjacent to the city boat harbor and Seldovia Bay.	700,000
65.0	1	Marine Highway	City & Borough of Juneau	Juneau	TE: Auke Bay Ferry Terminal	Design and construct transportation enhancements at Auke Bay ferry terminal. Includes design, fabrication and installation of an interpretive exhibit in the ferry terminal, as well as improved facilities for pedestrians and bicyclists.	1,163,000

TE: Transportation Enhancements

DATE: 11/14/95

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
65.0	1		Kenai Peninsula	Soldotna	TE: Kenai River Walkway	Construct a walkway to connect the pedestrian walkway along the Sterling Highway at the Kenai River Bridge to a walkway in the city's Soldotna Creek Park. The project will follow the banks of the Kenai River and will include the floating fishing docks on the river and rest stops along the route. Landscaping and revegetation of disturbed areas are will also be included.	1,000,000
64.6	1	Taylor Highway	Unorganized		TE: MP 86 Wade Creek Dredge Wayside	Construct a wayside overlooking Mulvane (Wade Creek) Dredge. Includes parking area, interpretation and toilet facilities. Also includes preservation/stabilization of dredge.	110,000
64.2	1		Fairbanks North Star		TE: Chena Hot Springs Road: Yukon Quest Trail	Construct trailhead parking areas along Chena Hot Springs Road to provide access to the Chena Hots Springs/Yukon Quest Winter Trail. Priorities include Nordale Road, Two Rivers area and Colorado Creek.	300,000
64.2	1		Unorganized	Chitina	TE: Pedestrian/Bike Facility	Construct one mile of bike path from One Mile Lake to Chitina.	225,000
63.4	1		Bristol Bay	King Salmon	TE: Pathway	Construct 2.5 miles of pathway adjacent to the Naknek-King Salmon Road beginning at the King Salmon Airport.	600,000
63.2	1	Richardson Highway	Unorganized		TE: MP 127 - Gulkana River Wayside	Construction and landscaping of wayside facilities and trailhead improvements.	600,000
63.0	1	Dalton Highway	Unorganized		TE: MP 56 - Yukon River Overlook	Includes a parking area, an interpretive trail, viewing dock, and 4 interpretive panels. Across from BLM Visitor Contact Station and private visitor facilities.	175,000
62.6	1		Fairbanks North Star	Fairbanks	FNSB Bus Stop Shelters	Provide additional bus shelters at priority locations, and replace the existing FNSB bus shelters with fully enclosed, modular shelters.	385,000
61.8	2		Fairbanks North Star	North Pole	TE: Hurst-Dawson Bike Trail	Construct a separated bike trail along Hurst Road (east of Badger Road) and along Dawson Road (Hurst-Lineman). Priorities for construction include: Hurst (Badger-Dawson), Dawson (Hurst-Lineman) and Hurst (Dawson-Nelson).	1,025,000
61.6	2	Parks Highway	Fairbanks North Star		TE: MP 305-351 Fairbanks to Nenana Scenic Waysides	Improve existing overlooks between Fairbanks and Nenana including brushing, landscaping and sanitary facilites.	575,000

TE: Transportation Enhancements

DATE: 11/14/95

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
61.6	2	Taylor Highway	Unorganized		TE: MP 160 Ft. Egbert - Eagle Historic Site	Realign roads and trails at Ft. Egbert and Eagle Campground (part of Fort) to the historical locations of 1911 Includes additional interpretive information.	175,000
61.4	2		Fairbanks North Star	Chena Hot Springs Road	TE: Chena River State Recreation Area	Construction of 4 information/interpretive/trailhead facilities in the Chena River State Recreation Area (Chena Hot Spring Road, MP 27-50).	600,000
61.4	2		Various	Various	TE: Watchable Wildlife Signs	Install Watchable Wildlife Signs at various locations along the major highways.	100,000
61.2	2	Tok Cutoff Highway	Unorganized	Nabesna Road	TE: Interpretive Waysides	Improve 12 scenic pullouts along Tok Cutoff and Nabesna Road. Includes 20 interpretive signs and interpretive boardwalk trail on Nabesna Road.	600,000
61.0	2	Denali Highway	Denali		TE: MP 130 - Information and Orientation Wayside	Construct an information and orientation wayside. This site will provide viewing point of Mt. McKinley and a short trail.	300,000
61.0	2	Denali Highway	Matanuska - Susitna		TE: MP 42 - Geologic Point of Interest	Provide parking, viewing platform and interpretation feature.	60,000
61.0	2		Various	Various	TE: Central Region Visual Enhancement Management	Clear brush and trees within existing right-of-way to create scenic views. Areas would be selected based on viewshed quality.	250,000
60.8	2	Denali Highway	Matanuska - Susitna		TE: MP 36 - MacLaren Summit Wayside	Provide parking space at the summit and interpretation features.	55,000
60.6	2		Anchorage	Girdwood	TE: Girdwood Winner Creek Trail and Trailhead	"Harden" the existing 3-mile trail from the Alyeska Resort in the Girdwood Valley with boardwalks or gravel fill along wet sections, relocate a section of the trail, construct a new trailhead with parking along Crow Creek Road, and construct a new section of trail with a bridge across Crow Creek The U.S. Forest Service holds the right-of-way for the one-way trail across private, municipal, and state land	400,000
60.4	2	Dalton Highway	Unorganized		TE MP 215 - Arctic Loon Ponds Overlook	Create a parking area to provide watchable wildlife and fishing opportunities.	140,000
60.2	2	Dalton Highway	North Slope		TE MP 286 - Toolik Lake Overlook	Includes parking area and interpretive panels	40,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
59.8	2		Kenai Peninsula	Homer	TE: Homer Spit Mud Bay Boardwalks	Construct a widened roadway and parking area along the Sterling Highway from the Airport Road intersection to Mud Bay (0.3 mile).	332,000
59.4	2		Kodiak Island	Kodiak	TE: Fort Abercrombie Historic Trail	Construct improvements to the entrance road, parking areas, and trailheads for the trail system and historical self guided walking tour of Fort Abercrombie. The project will also install additional interpretive kiosks and landscaping at the trailheads and along the trail.	600,000
59.2	2	Denali Highway	Unorganized		TE: MP 15 - Tangle Lakes Archaeological District Wayside	Construct wayside with parking and interpretive signs.	42,000
58.6	2		Various	Southeast Region	TE: SE Region Scenic Viewshed	Various scenic viewshed enhancements throughout the Southeast Region (SAGA).	150,000
58.0	2		City & Borough of Juneau	Juneau	TE: Glacier Highway: McNugget to Del Rae	Egan Drive at McNugget Intersection to Del Rae/Loop Road pedestrian and transit improvements.	1,500,000
57.6	2	Dalton Highway	Unorganized		MP 207 - Bettles River Access	Provide parking spaces and improve access to the Dietrich-Bettles Rivers. Improve access to a back country trail.	25,000
56.4	2	Dalton Highway	North Slope		MP 275 - Galbraith Lake Campground	Includes recreational vehicle and tent camp sites, parking area, restrooms, kiosk, and well	200,000
56.2	2		Fairbanks North Star	Fairbanks	TE: Tanana Railroad Engine #1 Restoration	Engine to be located at Alaskaland. Construct a living museum to house restored engine and associated memorabilia, and diorama.	65,000
56.2	2	Richardson Highway	Unorganized	Valdez	TE: MP 8.5 Trailhead Parking	Construct trailhead parking area.	175,000
56.0	2	Dalton Highway	Unorganized		TE: MP 165 - Cathedral Lakes Overlook	Includes parking area and trail to provide a watchable wildlife viewing location.	25,000
56.0	2		Unorganized	Skagway	TE: Skagway River Bridge Widening	Widen the Skagway River Bridge to provide an additional separated pedestrian/bicycle lane on the bridge (370 feet) and the approaches (230 feet).	301,000
54.2	2		Kodiak Island	Ouzinkie	TE: Trails	Construct 600 feet of boardwalk and trail at Ouzinkie Harbor, and 500 feet of boardwalk and a foot bridge for the Ouzinkie Point-Sourdough Flats trail.	50,000

TE: Transportation Enhancements

DATE: 11/14/95

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
53.4	2		City & Borough of Juneau	Juneau	TE: North Douglas Highway - Fish Creek to False Outer Point Bike Path	Construct bike path from Fish Creek to False Outer Point.	1,500,000
53.4	2		Unorganized	Atmautluak	TE: Boardwalk	Reconstruct the boardwalks on the north end of the village of Atmautluak.	500,000
53.0	2		Unorganized	Wrangell	TE: Scenic Turnout Back Channel	Construct a scenic pull-out to provide on off highway opportunity to park and partake of the view.	50,000
52.2	2				TE: AMHS Shipboard Visitor Information Kiosks	Design, fabricate and install electronic information systems to be used onboard four Southeast Mainline Alaska Marine Highway vessels.	220,000
51.8	2	Dalton Highway	Unorganized		MP 57 - Yukon Crossing Intermodal Facility	Planning, design and construction of intermodal facilities at the Yukon River boat/barge landing site. Includes access, storage area and parking.	500,000
51.2	2		Fairbanks North Star	Fairbanks	TE: Steamship Nenana Renovation	Additional restoration work on the sternwheeler Nenana located at Alaskaland in Fairbanks. Includes restoration of the engine room, accessibility improvements, finish trim and furnishings.	400,000
50.6	2		Unorganized	Nenana	TE: Nenana Bike Trail	Construct two miles of bike path to follow city streets and 9th Street.	20,000
50.4	2		Fairbanks North Star	Fairbanks	TE: South Cushman Enhancements	Sidewalk improvements and pedestrian facilities in the South Cushman Street/South Fairbanks area.	775,000
49.6	2	Dalton Highway	North Slope		TE: Deadhorse Wayside	Construct pullout between mile 384 and Deadhorse. Includes interpretive panels and informational signs.	150,000
47.2	2		Unorganized	Valdez	TE: Crooked Creek Fish Viewing	Reconstruct fish viewing area.	65,000
46.4	2		Kenai Peninsula	Kenai	TE: Isaak Walton Campground Archeological Inventory	Excavate prehistoric houses and adjacent activity areas, provide interpretation during excavation, and install interpretive kiosk(s) following completion of excavation	250,000
45.0	2		Aleutians East	King Cove	TE: Pathway	Construct 1 mile of pathway to provide access from downtown King Cove to its outermost subdivision.	250,000
43.6	2		Fairbanks North Star	Fairbanks	TE: College Road Bike Path Rehabilitation	Upgrade pedestrian and bicycle facilities along College Road from University Avenue to the Johanson Expressway.	1,100,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Score	Priority	Highway	Borough	Location	Name	Description	Cost Estimate
39.6	2		Unorganized	Dillingham	TE: Wood River Road Pathway	Consruct a 2 mile long pathway along Wood River road from Dillingham Road to Waskev Road.	500,000
39.6	2		Unorganized	Wrangell	TE: Airport Loop Road Path	Pedestrian/bike path - Airport Loop Road from ferry terminal to petroglyphs.	800,000
36.9	2		Ketchikan Gateway Borough	Ketchikan	TE: North Tongass Highway Bicycle/Pedestrian Trail Facility	Construct pedestrian/bike trails from D-1 Loop Road north to Whipple Creek, from D-1 Loop Road south to Sunset Drive, and from Sunset Drive to Ward Creek.	1,100,000
29.0	2		Unorganized	Delta Junction	TE: Sullivan Roadhouse	Construct parking, access road, landscaping and interpretive exhibits for historic roadhouse in Delta Junction.	150,000

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Unorganized	Angoon	TE: Beachfront Staircases	Construct 3 stairways to access the beach, improving loading and unloading of watercraft on the beach.
3		Unorganized	Dillingham	TE: Waskev Road Pathway	Construct a pathway along the first two miles of Waskev Road.
3		Kodiak Island	Old Harbor	TE: Beaver Lake Trail	Construct 1 mile of trail from a residential site to the picnic area in the Beaver Lake area.
3		Unorganized	St. George	TE: Bird Cliffs Trail	Construct one mile of trail along the cliffs adjacent to the high bluffs.
3		Unorganized	St. George	TE: Garden Cove Trail	Construct a 2 mile trail from the City of St. George to Garden Cove.
3		Aleutians East	Akutan	TE: Coastal Trail	Construct a two mile trail along the shoreline of Akutan Bay to the head of the bay from the existing 1/4 mile coastal trail.
3		Unorganized	Atmautluak	TE: Boardwalk Extension	Extend Atmautluak Road to the clinic and the waterpoint.
3		Kenai Peninsula	Seward	TE: Iditarod Trail Development	Construct Iditarod Trailhead on state land at Nash Road. Trailhead will include parking area, interpretive kiosk and restrooms. Upgrade and connect Iditarod Trail between Nash Road and Snow River. Construct a trailhead/parking lot at MP 12 Seward Highway (Snow River end of this project).
3		Kenai Peninsula	Seward	TE: Exit Glacier Road Pathway	Construct a pathway along Exit Glacier Road from the Seward Highway to the National Park Service Exit Glacier Recreation Area.
3		Kenai Peninsula	Seward	TE: Pathway Overcrossing	Construct a pedestrian overcrossing over the Seward Highway between Dairy Hill Lane and Phoenix Road in Seward. Build pathways to connect to the existing pathways.
3		Kodiak Island	Kodiak	TE: Pedestrian Bike System	Construct major portions of the trail system to connect downtown Kodiak with a pedestrian/bike trail that currently ends at East Elementary School. Project will add a second loop by the construction of the Island Lake Creek Trail and its connection with the East Elementary Trail in the vicinity of the Beaver Lake housing complex. The trail expansion will provide for a trail from downtown Kodiak to the community of Womans Bay. An alternative route will be investigated along the Old Pillar Mountain and Burma Roads as a means of providing access to those areas for recreation. This trail will also provide a link to the borough's "natural use area" in Woman's Bay and other remote recreation areas in Monashka Bay. Total length of trails to be constructed is approximately 10 miles.
3		Unorganized	Eek	TE: Boardwalk	Improve deteriorating boardwalks in the community of Eek.
3		Kenai Peninsula	Seward	TE: Nash Road Pedestrian/Bike Path	Construct a pedestrian/bike path from the high school to the Seward Highway/Nash Road intersection. Modify 3 bridges across the Resurrection River to accommodate foot/bike traffic.

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3	Parks Highway	Matanuska - Susitna		TE: Curry Ridge Trailhead	Construct 2 new trailheads at MP 140 and 156 of the Parks Highway. Construct 9 miles of new trail to connect to the Curry Ridge and Kesugi Ridge trails.
3	Sterling Highway	Kenai Peninsula		TE: Anchor River Pedestrian Beach Access	Construct a pedestrian pathway from the Old Sterling Highway near the Anchor River Bridge to the beach along the Anchor River Beach Road.
3		Lake & Peninsula	Iliamna	TE: Pathway	Construct 26 miles of surface transportation routes for all-terrain vehicles and bicycles. The existing Iliamna to Newhalen Road right-of-way will be utilized for project.
3		Unorganized	Unalaska	TE: Ounalashka Trails	Develop interpretive signing and a brochure for Ounalashka Corporation trails.
3		Unorganized	Chevak	TE: Residential Boardwalks	Develop roads and boardwalks to access new residential developments in Chevak.
3	Glenn Highway	Anchorage	Anchorage	TE: Anchorage Visitors Information Center at Eagle River	Design and construct a new visitors information center adjacent to the Glenn Highway in Eagle River. The center will provide information on local tourist opportunities, traffic and parking, commercial activities, and rest stop facilities.
3		Kenai Peninsula	Cooper Landing	TE: Safety Trail	Upgrade the Pioneer Pedestrian Path from Sunrise Inn (MP 45) to MP 50.5. Extend the pedestrian path from MP 50 to the USFWS Cooper Creek campground to MP 50.5.
3	Sterling Highway	Kenai Peninsula		TE: Sterling to Soldotna Pedestrian Path Construction	Construct a pedestrian/bike path between Soldotna and Sterling along the Sterling Highway, beginning at the intersection of Kenai Spur Highway (Soldotna) and ending at the Moose River Bridge (Sterling).
3		Matanuska - Susitna		TE: Nancy Lake Pedestrian/Bike Pathway	Construct a paved pathway from the Parks Highway to South Rolley Lake along the Nancy Lake Parkway.
3		Unorganized	Skagway	TE: Skagway Gold Rush Orientation Walk and Park	Install displays and kiosks along the walk from ferry terminal to downtown Skagway to orient arriving visitors to the history and character of Gold Rush Skagway.
3	Seward Highway	Kenai Peninsula		TE: Scenic Byway Day Use Areas	Upgrade two visitor use areas adjacent to the Seward Highway Scenic Byway, specifically Ptarmigan Creek day use area located at MP 23.1 (Ptarmigan Creek Salmon Viewing area and picnic area) and Moose Creek Trail accessibility upgrade located at MP 32. The Moose Creek Trail provides access to a salmon viewing platform, approximately .2 miles from the byway.

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
3		Kenai Peninsula	Kenai	TE: Kenai River Flats Interpretive Site	Improve the existing highway rest stop near Warren Ames Memorial Bridge. Viewing platforms, viewing scopes, walkways, paving and landscaping.
3		Matanuska - Susitna		TE: Hatcher Pass Scenic Overlooks and Trailheads	Provide several scenic overlooks with interpretive panels, parking and landscaping.
3		Kenai Peninsula	Seward	TE: Restrooms/Dump Station/Visitor Center	Construct restrooms and a sewer dump station at the south end of the Chamber of Commerce information center.
3		Kenai Peninsula	Kenai	TE: USFS Footprints Interpretive Trail	Construct a pathway system in the USFS "Footprints" interpretive site. Pathway will be approximately 1000 feet in length.
3		Kenai Peninsula	Soldotna	TE: Kalifornsky Beach Safety Path	Construct a pedestrian/bike path along K-Beach Road from the Sports Arena to the Kenai Peninsula Community College.
3		City & Borough of Juneau	Juneau	TE: Vintage Park Bike Path	Reconstruction of bike path and extension to Dimond Park.
3		Kenai Peninsula	Kenai	TE: Kenai Spur Stormy Lake Scenic Viewpoint	Upgrade existing highway pullouts to provide landscaping, beautification and interpretation at this scenic overlook above Stormy Lake at Captain Cook state recreational area.
3	Glenn Highway	Matanuska - Susitna		TE: Palmer Hay Flats State Game Refuge Wayside	Provide two roadside pull-offs for wildlife viewing with parking, viewing decks and interpretation.
3		Unorganized	Delta Junction	TE. State Historic Park Resource Protection	Provide erosion protection, pave the access road, entrance parking area, RV sanitary dump station loop and pedestrian trails at Rika's Roadhouse and ferry crossing.
3	Dalton Highway	North Slope		TE: MP 261-265 - Atigun Valley Wayside	Construct parking sites and interpretive panels between MP 261 and 265.
3	Dalton Highway	Unorganized		MP 115 - Arctic Circle Campground	Includes development of RV and tent camping sites, sanitary facilities, picnic tables, and information/interpretation kiosk.
3	Sterling Highway	Kenai Peninsula		TE: Clam Gulch Beach Access	Construct improved vehicular and pedestrian access from the Sterling Highway to the beach area for commercial fishing, beach combing and clam digging. Construction of the pedestrian access will require relocating the existing road to one side of the narrow gulch and channelizing the stream flow.
3	Sterling Highway	Kenai Peninsula		TE: Izaak Walton State Recreation Area Expansion	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.

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Priority	Highway	Borough	Location	Name	Description
3		Fairbanks North Star	Fairbanks	TE: Chena Pump/Tanana River Scenic Wayside	Rehabilitate and upgrade the existing Chena Pump Road/Tanana River Wayside. Provide adequate parking for the adjacent boat launch facility.
3		Matanuska - Susitna	Wasilla	TE: Seward Meridian Pathway	Construct a pathway along Seward Meridian Road from the Parks Highway to Bogard Road.
3	Denali Highway	Unorganized		TE: Denali Highway Interpretive Signs	Construct 2 interpretive kiosks and 20 additional interpretive signs.
3	Denali Highway	Unorganized		TE: MP 6 - Information and Orientation Wayside	Construct information and orientation wayside.
3		Kenai Peninsula	Soldotna	TE: Morgan's Landing Overlook	Reconstruct and pave the parking area, pave the trails to the bluff along the Kenai and construct a viewing deck for salmon viewing.
3	Dalton Highway	Unorganized		MP 135 - Prospect Camp	Includes boat ramp, picnic area, sanitary facilities, an interpretive panel and an informational sign
3	Dalton Highway	Unorganized		TE: MP 86 - Yukon Flats Overlook	Includes parking spaces, viewing deck and three interpretive signs
3		Kenai Peninsula	Anchor Point	TE: Anchor River State Recreation Area	Expand/upgrade the existing site/facility. Improvements will include access road, parking area, restrooms, water system landscaping and interpretive facilities.
3		Kenai Peninsula	Homer	TE: Kachemak Drive Pathways	Construct a pathway along Kachemak Drive from East End Road to the Sterling Highway (approximately 3.5 miles).
3		Kenai Peninsula	Kasilof	TE: Johnson Lake State Recreation Area	Expand and upgrade the existing facility. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretive facilities.
3		Kenai Peninsula	Kasilof	TE: Kasilof River State Recreation Area	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
3		Kenai Peninsula	Ninilchik	TE: Clam Gulch State Recreation Area	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
3		Kenai Peninsula	Ninilchik	TE: Deep Creek State Recreation Area	Expand and upgrade the existing site.
3		Kenai Peninsula	Ninilchik	TE: Ninilchik Area Pathways	Construct two pathway systems in/around Ninilchik including a pathway from the Ninilchik Beach to the Deep Creek Bridge and a loop pathway round Kingsley Road to Oilwell Road and back to the Sterling Highway.

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Priority	Highway	Borough	Location	Name	Description
3		Kenai Peninsula	Ninilchik	TE: SRA Expansion/Rest Area	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
3		Kenai Peninsula	Seward	TE: Ferry Terminal Restoration	Restore the ferry terminal building to its original 1920-1930 motif. The work will include reroofing, replacement of siding and windows, and other repairs as needed. The building will also be brought up to uniform building code.
3		Matanuska - Susitna	Houston	TE: Hawk Lane Trailhead Facility	Construct a trail system in the community of Houston.
3		Matanuska - Susitna	Palmer	TE: Independence Mine State Park Building Restoration	Stabilize and restore several historic structures at Independence Mine State Park including two bunkhouses, mess hall, admininstration building, woodframing shop, and portions of the extensive mill complex.
3		Northwest Arctic	Deering	Inmachuk Road System Planning and Enhancements	Road system plan, and wayside enhancements.
3	Sterling Highway	Kenai Peninsula		TE: Scout Lake State Recreation Area Expansion	Expand/upgrade the existing site/facility. Improvements will include access road, parking area, restrooms, water system landscaping and interpretive facilities.
3		Denali	Anderson	TE: Riverside Park	Construct 50 additional camping sites. Tar and chip roads leading to all sites. Four miles.
3		Fairbanks North Star	Fairbanks	TE: Airport Way Bike Trail Rehabilitation	Improve pedestrian and bicycle facilities along the Airport Way corridor.
3		Fairbanks North Star	Fairbanks	TE: Phillips Field Road Bike Path	Construct a separated bike path along Phillips Field Road (Peger Road/Illinois Street)
3	Dalton Highway	North Slope		TE: MP 235 - Upper Dietrich River Wayside	Provide a parking area, restrooms, and trash cans for visitors and commercial vehicles.
3	Dalton Highway	North Slope		TE: MP 348 - Sag River Overlook	Includes an interpretive panel and adequate, safe parking
3	Dalton Highway	North Slope		TE: MP 395 - Arctic Coastal Plain Wayside	Includes parking areas on both sides of the highway and interpretive panels
3	Dalton Highway	Unorganized		TE: MP 0 - Livengood Pullout	Includes two interpretive panels and sanitary facilities
3	Dalton Highway	Unorganized		TE: MP 20 - Hess Creek Wayside	Includes two interpretive panels

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Priority	Highway	Borough	Location	Name	Description
3		Matanuska - Susitna		TE: Borough Schools Pathways	Construct pathways to provide safe access at various school locations in the Matanuska-Susitna Borough.
3		Matanuska - Susitna		TE: Iditarod Trail Pathway	Construct a pathway from Wasilla to Knik along the Knik Goose Bay Road (approximately 13 miles).
3		Matanuska - Susitna	Wasilla	TE: Historic Railroad Depot Restoration	Rehabilitate the historic railroad depot in Wasilla.
3		Unorganized	Cordova	TE: Whitshed Road/Honey Ridge Trail	Construct trail from Whitshed Road at Hartney Bay to Honey Ridge (approximately 4 miles). Includes trailhead parking.
3	Dalton Highway	Unorganized		MP 60 - Campground	Includes recreational vehicle camping area, a tent camping area, parking area, picnic area, activity field and boat launch area.
3		Kodiak Island	Kodiak	TE: Cape Chiniak World War II Bunker	Phased project will provide a vehicle parking area, pathway system, and interpretation for a World War II bunker.
3	Dalton Highway	North Slope		TE: MP 252 - Spike Creek Camp Wayside	Provide safe, adequate parking.
3		Fairbanks North Star	Fairbanks	TE: Cushman/Main School Landscaping	Landscaping including benches, shrubbery, small trees, perennial flowerbeds, lighting and pedestrian paths in the area adjacent to Main School (City Hall), Cushman Street and Bicentennial Park.
3	Denali Highway	Matanuska - Susitna		TE: MP 46 - Geologic Point of Interest and Trailhead	Expand parking, construct a small viewing platform and install signs.
3	Denali Highway	Matanuska - Susitna		TE: MP 77 - Geologic Point of Interest (Tadus Slopes)	Construct parking and install interpretive sign, entry sign and two promonitory signs.
3	Elliott Highway	Fairbanks North Star		TE: MP 11 - Chatanika Wayside Rehabilitation	Improve the access road, parking area and sanitary facilities and add landscaping and informational kiosks at the Chatanika River Wayside.
3	Glenn Highway	Matanuska - Susitna		TE: North Anchorage Snowmachine Trail	Construct a continuous snowmachine trail from Anchorage to the Mat-Su Valley.
3	Steese Highway	Fairbanks North Star		TE: MP 39 - Chatanika River Wayside Rehabilitation	Improve the Chatanika River State Recreation Site (MP 39) including trailhead parking and sanitary facilities.
3		Matanuska - Susitna		TE: Old Glenn Pathway	Construct a pathway along the Old Glenn Highway from the Matanuska River Bridge to the Knik River.
3		Unorganized	Cordova	TE: Copper River Highway/1st Street	Replace sidewalk, curb, gutter and railing from ferry terminal to high school. Install handrail in Odiak Slough area.
3	Richardson Highway	Unorganized		TE: MP 275 - Big Delta/Tanana River Bridge Wayside	Improve river access, add toilet, trash receptacle, telephone, bank reinforcement, improve highway entrance/exit.

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Priority	Highway	Borough	Location	Name	Description
3	Denali Highway	Matanuska - Susitna		TE: MP 44 - MacLaren River Road Trailhead	Construct trailhead facility with kiosk and information sign.
3	Denali Highway	Matanuska - Susitna		TE: MP 80 - Butte Creek and Snodgrass Lake Trailheads	Includes parking and trailhead features, identification sign, information sign and two premonitory signs.
3	Denali Highway	Matanuska - Susitna		TE: MP 94 - Butte Lake Trailhead	Construct parking area and trailhead improvements. Install identification sign, information sign and two premonitory signs.
3	Denali Highway	Matanuska - Susitna		TE: MP 101 - Botanical Point of Interest/Continental Divide	Construct parking area and install signing for an interpretive turnout.
3	Denali Highway	Matanuska - Susitna		TE: MP 105 - Brushkana Creek Trailhead	Parking and trailhead improvements, including identification sign, information sign and two premonitory signs.
3	Sterling Highway	Kenai Peninsula		TE: Anchor Point Scenic Interpretive Display	Expand the viewing and interpretive facilities located at the end of the Anchor River Beach Road overlooking Cook Inlet, including improved parking, landscaping and sanitary facilities. Facilities will be designed in accordance with ADA standards. Archaeological excavation and interpretive display(s) will be included.
3		Matanuska - Susitna		TE: Rails to Trails	C nstruct a pathway along the abandoned railroad right-of-way between Palmer and Sutton.
3		Unorganized	Cordova	TE: Copper River Highway: MP 5.5 - Bridge/Pedestrian Walkway	Attach pedestrian walkway to east side of bridge at MP 5.5 Copper River Highway.
3		Unorganized	Glennallen	TE: Glenn Highway Bike Path	Construct bike path from the library to the hub in Glennallen. Includes rest area and toilet facility next to visitor center.
3	Seward Highway	Kenai Peninsula		TE: Bruhn Ray Mine Historic Restoration	Relocate two buildings from the Seward Highway near Canyon Creek Bridge to a location in Hope.
3	Taylor Highway	Unorganized		TE: MP 36 Mt. Fairplay Wayside	Rehabilitate borrow pit adjacent existing wayside and provide additional interpretation.
3	Taylor Highway	Unorganized		TE: MP 82 Walker Fork Wayside Phase I	Construct a wayside adjacent to Walker Fork Campground. Includes parking area for large RV and bus traffic, interpretation, covered picnic area, toilet facilities and hiking trails.
3	Taylor Highway	Unorganized		TE: MP 84 and MP 85 Wade Creek Waysides	Construct two waysides adjacent to Wade Creek public gold panning area. Includes parking area, interpretation, and toilet facilities.
3		Fairbanks North Star	Fairbanks	TE: Goldstream Valley Multi-Use Trail	Extend present gravel multipurpose trail on Sheep Creek Road (Ann's Greenhouse) along Goldstream Road to Ballaine Road.
3		Fairbanks North Star	Fairbanks	TE: University Avenue South Bike Trail	Construct a separated bike/pedestrian trail along University Avenue from Davis Road to the East Ramp of Fairbanks International Airport.

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Priority	Highway	Borough	Location	Name	Description
3		Kenai Peninsula	Cooper Landing	TE: Wildlife Viewing Site	Construct a wildlife viewing site with viewing scopes, interpretive panels and parking area at MP 46 of the Sterling Highway.
3		Kenai Peninsula	Seldovia	TE: Pedestrian Path-Airport	Construct a pedestrian walkway from downtown Seldovia to the Seldovia airport, a distance of 0.5 miles. Modify the Seldovia Slough Bridge to accomodate foot traffic.
3		Unorganized		TE: Nome-Council Road: Waysides	Construct parking lot, picnic areas, sanitary facilities and interpretive exhibits at MP 4, 15, 17, and 20.
3		Unorganized	Cordova	TE: Bering River Train Railroad Park	Create railroad park by rehabilitating railroad engine and installing at old railroad; site will be landscaped.
3		Unorganized	Cordova	TE: Miles Glacier Viewing Area	Construct turn-off and viewing area at Miles Glacier on the Copper River Highway.
3	Denali Highway	Matanuska - Susitna		TE: MP 59 - Geologic Point of Interest (Esker)	Expand the parking at this location and install an entry sign, two interpretive signs, and two premonitory signs.
3	Glenn Highway	Matanuska - Susitna		TE: Knik River Pullout	Improve the Knik River pullout and boat launch on the Glenn Highway.
3	Richardson Highway	Unorganized	Valdez	TE: Airport Road Bike Trail	Construct bike trail from the Richardson Highway to the Valdez Airport terminal building.
3	Taylor Highway	Unorganized		TE: MP 82 Walker Fork Wayside Phase II	Renovate and enlarge existing campground. Includes upgrading roadways, tables, grills, sanitary facilities and interpretive signing.
3		Unorganized		TE: Nome-Taylor Road: MP 17 Wayside	Construct parking area and interpretive signs.
3		Unorganized	Copper Center	TE: Klutina River Wayside	Construct new wayside with sanitary facilities.
3		Unorganized	Delta Junction	TE: State Historic Park Museum/Theater	Convert Alaska Road Commission Garage into a museum/theater historic Rika's Roadhouse and ferry crossing on the Tanana River near Delta Junction.
3		Unorganized	Nome	TE: Bering Sea Coast Boardwalk	Construct approximately 3/4 mile of boardwalk parallel to Bering Sea Coast from Campbell Way to the Nome Bypass Road. Includes rest areas with benches and informative murals.
3		Various	Various	TE: Alaska Heritage Resources Survey	Upgrade current inventory of historic and prehistoric site information to more usable format. Includes data about historic structures, trail systems and archaeological properties along transportation corridors.
3	Denali Highway	Matanuska - Susitna		TE: MP 37 - MacLaren River Wayside and Trailheads	Expand parking, install trailhead kiosk, information signs, entry sign and interpretation feature. Also includes a viewing platform and short walkway.

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Priority	Highway	Borough	Location	Name	Description
3	Denali Highway	Matanuska - Susitna		TE: MP 40 - Seven Mile Lake Trail	Construct parking area and trailhead structures; kiosk, entry sign.
3	Denali Highway	Matanuska - Susitna		TE: MP 41 - Kettle Lakes Wayside	Construct a parking area, interpretive sign and entry sign.
3	Denali Highway	Unorganized		TE: MP 17 - Swede Lake Trailhead	Grade abandoned material site, contruct kiosk and signing.
3	Denali Highway	Unorganized		TE: MP 22 - Landmark Gap Wayside	Construct wayside and interpretive signing.
3	Denali Highway	Unorganized		TE: MP 25 - Landmark Gap Trailheads	Includes parking and trailhead improvements for Landmark Gap Trails North and South. Also includes kiosk and signing.
4		Fairbanks North Star	Fairbanks	TE: Goldstream Road Trail Crossing	Culvert/trail crossing under Goldstream Road west of Ivory Jacks.
4		Fairbanks North Star	North Pole	TE: Dyke Road Bike Trail	Construct a separated bike/pedestrian trail along Dyke Road to the existing shoulder bike way on Laurance Road.
4	Denali Highway	Unorganized		TE: MP 31 - Glacier Lake Trailhead	Increase size of parking area, add a trail kiosk and identification signs
4		Kenai Peninsula	Ninilchik	TE: Ninilchik Viewpoint	Construct a scenic viewpoint along the Sterling Highway at Ninilchik. Improvements include a parking area, interpretation, and landscaping.
4	Denali Highway	Denali		TE: MP 115 Nenana River Viewpoint	Provide parking and signing for a viewing and interpretive site
4	Denali Highway	Matanuska - Susitna		TE: MP 48 - Wildlife Point of Interest	Construct wayside and interpretive sign regarding beaver
4	Denali Highway	Matanuska - Susitna		TE: MP 50 - Wildlife Point of Interest	Construct wayside to observe waterfowl
4	Denali Highway	Matanuska - Susitna		TE: MP 51 - Moore Camp Trail	Provide trailhead parking and information signs
4	Denali Highway	Matanuska - Susitna		TE: MP 55 - Clear Water Creek Trail	Improve trailhead parking and install sign for trail information
4	Denali Highway	Matanuska - Susitna		TE: MP 89 - Wildlife Point of Interest	Construct parking area and signs for interpreting the wildlife
4	Denali Highway	Unorganized		TE: MP 13 - Wrangell Mountain Viewpoint	Improve existing paved turnout. Includes two premonitory signs, an entry sign and interpretive sign, and a short trail

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Priority	Highway	Borough	Location	Name	Description
4	Denali Highway	Unorganized		TE: MP 22 - Delta National Wild and Scenic River Wayside and Trailhead	Reconstruct area on south side of the highway currently used as a boat launch and campground. Change to a day use only and designate as trailhead for the Delta National Wild and Scenic River the Gulkana National Wild River.
4	Steese Highway	Unorganized		TE: MP 57: Davidson Ditch Interpretation Displays	Construct interpretation displays and an information kiosk at the Davidson Ditch Historical Site.
4		City & Borough of Yakutat	Yakutat	TE: Railroad Trail from the Airport to Situk River.	Convert old railroad roadbed to pedestrian, cyclist, cross country ski facility.
4		Matanuska - Susitna		TE: Willow Creek Scenic Overlook	Construct roadside scenic viewing areas along Hatcher Pass-Willow Creek Road. Sites will have interpretive panels, landscaping and parking.
4	Parks and Denali Highways	Denali		TE: Nenana River Access Corridor	Construct 4 parking/river access facilities along the Nenana River.
4	Tok Cutoff Highway	Unorganized		TE: MP 64 Porcupine Creek Wayside	Construct a new trailhead, improve access road, add informational kiosk and provide landscaping.
4		Various	Various	TE: Tanana Basin Trail Easements	Reserve historic rights-of-way and acquire easements for trails in the Tanana basin area.
4		Various	Various	TE: Tanana Basin Trail Mapping	Mapping and marking historic hiking trails and other public use access in the basin.
4		Various	Various	TE: Gold Rush Historical Signs	Erect signs along the National Highway System routes. The signs will provide information about the history of the gold rush in Alaska.
4	Elliott Highway	Unorganized		TE: MP 152: Manley Slough Bridge Pedestrian Walkway	Attach a pedestrian walkway to the one-lane Elliott Highway bridge over Manley Slough.
4	Steese Highway	Fairbanks North Star		TE: MP 11-17 Bike Trail (Fox-Pedro Monument)	Construct 5.5 mile bike/pedestrian facility from Fox to Pedro Monument.
4		City & Borough of Juneau	Juneau	TE: Marine Way/Park Pedestrian Overpass	Construct pedestrian overpass at Marine Park for safety of pedestrians and vehicular traffic.
4		Various	Various	TE: Alaska Heritage Resource Survey	Upgrade the current inventory of historic/prehistoric site information from the current format into a more useable format for project planners and administrators.
4		Fairbanks North Star	Fairbanks	TE: Nordale Road Wayside Improvements	Improve existing wayside and boat launch.

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Priority	Highway	Borough	Location	Name	Description
4		Unorganized	Angoon	TE: Front St Walkway/Bikepath	Construct independent walkway/bikepath along Front Street.
4	Taylor Highway	Unorganized		TE: MP 75 South Fork Bridge Wayside	Improve/realign existing trail access to Fortymile River for motorized boats. Includes boat ramp and long term parking and equipment storage area.
4		Ketchikan Gateway	Ketchikan	TE: Leask Lake Access	Construct road or trail access into Leask Lake area.
4		Ketchikan Gateway	Ketchikan	TE: South Tongass Highway Bicycle/Pedestrian Facility	Pedestrian/bike trail, Saxman to Mountain Point.
4	Taylor Highway	Unorganized		TE: MP 116 Dome Creek - Long Term Camp	Construct long-term parking and equipment storage area for miners working on the Fortymile River.
4	Taylor Highway	Unorganized		TE: MP 119 Dome Creek - Long Term Camp	Construct long-term parking and equipment storage area for miners working on the Fortymile River.
4		Unorganized	Kipnuk	TE: Boardwalks	Construct additional boardwalks in Kipnuk.
4	Denali Highway	Matanuska - Susitna		TE: MP 83 - Valdez Creek Mine Wayside	Convert abandoned materials site into parking area. Include identification sign, interpretive signs and two prem[illegible]tory signs.
4		Unorganized	Hoonah	Bicycle Trails	Construct paved independent biking trails to the cannery and to Spaaski Point.
4		Unorganized	Klawock	TE: Bike Trails and Foot Paths	Construct bike trails and foot paths.
4	Elliott Highway	Fairbanks North Star		TE: MP 39 - Grapefruit Rocks Trailhead	Construct 2 highway pull-offs, interpretive and information signs, and trash receptacles; trail enhancement and construction; selective clearing for scenic views.
4	Glenn Highway	Matanuska - Susitna		TE: MP 120.5 - Interpretive Site	Purchase 40 acre rock quarry and develop into palentologic interpretive wayside.
4	Seward Highway	Kenai Peninsula		TE: Scenic Byway Interpretive Sites	Planning, design, and construction of six interpretive sites between MP 18-91 of the Seward Highway Scenic Byway, along with a series of route and site identifier signs along the entire length
4		Haines	Haines	TE: Haines Highway Pathway	Construct bicycle/pedestrian path along Haines Highway from Second Avenue to One Mile Wye.
4		Unorganized	Craig	TE: Craig-Klawock Highway Jogging/Bicycle Trail	Provide an 8-foot-wide path within the state right-of-way of the Craig-Klawock Highway from MP 1 to MP 4.
4		Unorganized	Valdez	TE: Dayville Road Bike Path	Construct a bike path along Dayville Road, from the Richardson Highway to the Alyeska Pipeline Terminal, approximately 6 miles.
4	Denali Highway	Matanuska - Susitna		TE: MP 85 - Denali Viewpoint	Convert abandoned materials site into parking area. The project includes parking, an all purpose trail of 600 yards length, and signing

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Priority	Highway	Borough	Location	Name	Description
4	Glenn Highway	Matanuska - Susitna		TE: MP 137 - Little Nelchina Wayside	Improve the access road and parking area at Little Nelchina Rest Stop at MP 137 Glenn Highway.
4	Richardson Highway	Unorganized		TE: MP 231-232 Turnout	Construct turnout between MP 231 and MP 232, including a parking area, viewing platform, and interpretive signs.
4	Richardson Highway	Unorganized		TE: MP 245 Donnelly Lake Trailhead	Enlarge parking area.
4		City & Borough of Juneau	Juneau	TE: Airport Greenbelt Access	Airport greenbelt access-pedestrian opening/Yandukin crosswalk.
4		City & Borough of Juneau	Juneau	TE: Lena Point Park	Construct parking and/or other public improvements.
4		City & Borough of Sitka	Sitka	TE: Areawide Bicycle/Pedestrian Improvements	Annual signing and safety improvements to facilitate bicycle/pedestrian travel.
4		Haines	Haines	TE: Small Tracts Pedestrian/Bike path	Construct pedestrian/bike path along Small Tracts Road
4		Ketchikan Gateway	Ketchikan	TE: Mountain Point Boat Launch	Construct restroom facilities and expansion of the current parking lot at the Mt. Point boat launch facility (mile 5 South Tongass Highway).
4	Denali Highway	Matanuska - Susitna		TE: MP 43 - MacLaren Glacier Wayside	Construct a parking area, a short trail and viewing platform and install entry and interpretive signs.
4	Denali Highway	Matanuska - Susitna		TE: MP 69 - Osar Creek Trail	Improve trailhead parking and install sign for trail information.
4	Denali Highway	Matanuska - Susitna		TE: MP 78 - Windy Creek Trail	Improve trailhead parking. Install sign for trail information plus two promonitory signs.
4	Denali Highway	Matanuska - Susitna		TE: MP 79 - Valdez Creek Trailhead and Susitna River Wayside	Includes parking and trailhead features, identification sign, information sign, two promonitory signs, and interpretive site.
4	Denali Highway	Matanuska - Susitna		TE: MP 95 - Monahan Flats Trailhead	Construct parking area and trailhead improvements. Install identification sign, information sign and two promonitory signs
4	Denali Highway	Matanuska - Susitna		TE: MP 100 - Jim Grimes Trailhead #1	Construct parking area and trailhead improvements. Install identification sign, information sign and two promonitory signs
4	Denali Highway	Matanuska - Susitna		TE: MP 100 - Jim Grimes Trailhead #2	Construct parking area and trailhead improvements. Install identification sign, information sign and two promonitory signs

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Priority	Highway	Borough	Location	Name	Description
4	Denali Highway	Matanuska - Susitna		TE: MP 110 - Seattle Creek Trailhead	Install parking indentication sign, information sign, trailhead features and two premonitory signs.
4		City & Borough of Juneau	Juneau	TE: Egan Drive Bike Path	Construct bike path from Aurora Harbor to Yandukin Drive.
4		Fairbanks North Star	Salcha	TE: Harding Lake/Salcha Drive Bike Trail	Construct bike/recreational path around Harding Lake adjacent to Salcha Drive (approximately 6 miles).
4		Unorganized	Gustavus	TE: Gustavus Bike and Pedestrian Trails	Construct independent bike/pedestrian trails in Gustavus
4	Alaska Highway	Unorganized		TE: MP 1347 Trailhead	Enlarge Forest Lake trailhead turnout.
4	Denali Highway	Matanuska - Susitna		TE: MP 80 - Hatchet Lake Trail	Improve trailhead parking. Install signs for trail information and two premonitory signs.
4		Unorganized		TE: Copper River Highway: MP 49 North Mountain Bike Trail	Construct 6 foot wide trail from the Million Dollar Bridge on the Copper River Highway to Chitina, approximately 40 miles
4	Richardson Highway	Fairbanks North Star		TE: MP 343 and 342: Pilodriver Slough Access.	Construct parking areas and pull-offs for 10 to 12 vehicles
4	Richardson Highway	Unorganized		TE: MP 214 Delta River Access	Improve access road to parking area.
4	Richardson Highway	Unorganized		TE: MP 287 - Broken Mammoth Archaeological Site	Analysis of recovered archaeological data from an early prehistoric site located near Shaw Creek
4		City & Borough of Juneau	Juneau	TE: Egan Drive Overpass	Egan Drive: existing pedestrian overpass improvements
4		Fairbanks North Star	Fairbanks	TE: Birch Hill Bike Trail	Construct a bicycle trail from the Steese Expressway to the Birch Hill Recreation Area.
4		Unorganized	Pelican	TE: Tsunami Trail	Construct and/or improve evacuation trail and temporary shelter.
4		Unorganized	Petersburg	TE: Ohmer Creek Pedestrian Bridge	Construct pedestrian bridge over Ohmer Creek.
4		Fairbanks North Star	Fairbanks	TE: Old Murphy Dome Road Trail	Trail adjacent to Old Murphy Dome Road, 12 miles for Phase I. Trailhead facility construction (3 total). 10-20 vehicle parking area, motorized vehicle off-loading ramp, trash receptacles, traffic and location signs.
4	Dalton Highway	Unorganized		MP 188.6 Middle Fork Koyukuk River Access	Improve access road, upgrade and enlarge parking area

TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		Fairbanks North Star	Fairbanks	TE: University Agriculture Pull-Out	Construct a pull-out/parking area along Geist Road at the University of Alaska-Fairbanks experimental farm fields. Includes interpretive exhibits.
4	Richardson Highway	Unorganized	Valdez	TE: Bike Path from Robe Road to Keystone Canyon	Construct approximately 9 miles of bike path along the Richardson Highway from Robe River subdivision to Keystone Canyon.
4		City & Borough of Juneau	Juneau	TE: Marine Park-Bike Racks	Install bike racks in Marine Park Garage.
4		Ketchikan Gateway Borough	Ketchikan	TE: Totem Bight Park	Acquire 2 parcels of land at entrance to Totem Bight State Park to protect viewshed and provide additional parking.
4		Unorganized		TE: Edgerton Highway Bike Path	Construct an 8-mile-long pedestrian/bicycle facility along the Edgerton Highway from the Richardson Highway to Kenny Lake.
4		Unorganized	Petersburg	TE: Ernie Haugen Park Upgrade	Install culverts and brushing of overgrowth.
4		Various	Various	TE: Historic Bridge Inventory	Survey bridges and evaluate for eligiblity for inclusion in National Register of Historic Places.
4	Alaska Highway	Unorganized		TE: MP 1264 Chisana River Wayside	Upgrade river access road and boat ramp, build parking area at the Chisana River Bridge, off the Alaska Highway on Northway Road.
4	Elliott Highway	Unorganized		TE: MP 74-152 Livengood-Manley Scenic Waysides	Construct a wayside on the Elliott Highway between Eureka and Manley including landscaping, parking areas, trails, sanitary facilities and informational and interpretive signs.
4	Richardson Highway	Fairbanks North Star		TE: MP 325 Munson Slough Turnout	Enlarge parking area.
4		Kenai Peninsula	Homer	TE: Beluga Lake Trail (Phase II)	Complete the trail connection to the trail system being built by USFWS.
4		Kenai Peninsula	Homer	TE: Woodard Creeks Erosion Control	Provide channelization and erosion control measures for drainage crossing the Sterling Highway.
4		Matanuska - Susitna	Palmer	TE: Matanuska Townsite Overlook	Construct a scenic pullout at MP 36.5 of the Glenn Highway. Improvements include parking area, interpretation, and landscaping
4	Richardson Highway	Unorganized		TE: MP 242 Coal Mine Road Turnout	Enlarge parking area.
4		Unorganized	Copper Center	TE: Pedestrian/Bike Path	Construct approximately 1/2 mile of bike path between the Old Richardson Highway and Silver Springs School.

TE: Transportation Enhancements

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TRAILS AND RECREATIONAL ACCESS FOR ALASKA NEEDS AND PRIORITIES

Priority	Highway	Borough	Location	Name	Description
4		City & Borough of Juneau	Juneau	TE: Egan Drive Roadside Landscaping	Norway Point roadside landscaping in conjunction with SAGA.
4	Dalton Highway	Unorganized		MP 167 Middle Fork Koyukuk River Access	Minor upgrade and culvert crossing.
4		Unorganized	Cordova	TE: Shepard Point Road Turnouts	Construct 2-3 turnouts along route of proposed Shepard Point Road.
4		Unorganized		TE: Copper River Trail	Construct 63-mile trail from Thompson Pass to Copper River Highway and Cordova.
4		Fairbanks North Star	Fairbanks	TE: Airport Way Landscaping	Median and roadside landscaping between Ft. Wainwright and Fairbanks International Airport.
4		Unorganized	Koyukuk	TE: Huslia Trail	Construct trail to Huslia.
4		Unorganized	Cordova	TE: Prince William Sound Sea Kayak Trail	Enhance trail system for kayak users. Trail will designate 3 communities, Cordova, Whittier, Valdez, as start points. Includes approximately 20 camp sites throughout Prince William Sound.
4		Unorganized	Nome-Taylor Road	TE: Nome Taylor Road: Kuzitrin River Public Access	Construct a parking area at the Kuzitrin River on the Nome-Taylor Road. Includes toilet facilities, picnic tables and interpretive signs.
4		Unorganized	Petersburg	TE: Falls Creek Fish Ladder	Falls Creek Fish Ladder recreation area rehabilitation.
4		Fairbanks North Star	Fairbanks	TE: Farmers Loop/Dogmushers Sanitary Wayside	Construct toilet facility to serve bike path and dogmushing trailhead.
4	Sterling Highway	Kenai Peninsula		TE: Footprints Archeological Site Investigation	Excavate several sites along the Sterling Highway in the vicinity of Cooper Landing. Evaluate and interpret materials found.
4		Unorganized		TE: Copper River Highway: Trestle Restoration	Restore wooden trestles at the Uranatina River, Eskilida River and O'Brien Creek along the Copper River and Northwest Railroad route between the Tasnuna River and Chitina.
4	Alaska Highway	Unorganized		TE: MP 1339 Wayside	Construct a 1/4-mile-long access road from the Alaska Highway near Cathedral Bluffs to the Tanana River. Includes parking areas, sanitary facilities, launch, and informational signs.

Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

by Priority

Anchorage Metropolitan Area Transportation Study
(AMATS)

AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description	Cost Estimate
1	1	Anchorage	CMAQ: Ridesharing and Transit Marketing	Operate Share-a-Ride Program to promote, coordinate and operate area-wide commuter matching service. Continue efforts started in FY' 95 to do market surveys, advertising and promotional activities.	2,505,000
2	1	Anchorage	Northern Lights Boulevard: Lake Otis Parkway-Muldoon Road	Rotomill, repave and rehabilitate Northern Lights Boulevard between Lake Otis Parkway to Muldoon Road.	3,500,000
3	1	Anchorage	Transit Fleet Replacement	Purchase 24 replacement buses.	6,500,000
4	1	Anchorage	15th Avenue Safety Improvements	Construct channelization and signal improvements between "L" Street and Orca Street.	3,600,000
5	1	Anchorage	Jewel Lake Road	Rehabilitate Jewel Lake Road from Dimond Boulevard to International Airport Road and reduce curve at DeLong Lake.	2,000,000
6	1	Anchorage	TE: Earthquake Park Interpretive Trail	Enhance the Earthquake Park pedestrian amenities and kiosk along the Coastal Trail. Includes upgrading the interpretive displays, adding a scenic overlook, public facilities area, and historical markers and regrading and realigning the Coastal Trail and landscaping.	400,000
7	1	Anchorage	Abbott Road	Complete the right-of-way acquisition and utility relocation phases, and reconstruct Abbott Road between the New Seward Highway and East 88th Avenue. Realign and widen the 3/4-mile segment, which is currently only 2 lanes, to a 4/5 lane section including pathway, sidewalk and landscaping.	5,200,000
8	1	Anchorage	"C" Street	Reconstruct "C" Street from Tudor Road to Dimond Boulevard, and extend the roadway to O'Malley Road. Includes a pathway, landscaping and transit facilities. A 4-6 lane roadway is proposed.	13,000,000
9	1	Anchorage	International Airport Road	Rotomill and repave International Airport Road between Minnesota Drive and the New Seward Highway Frontage Road. Project will tie to the National Highway System project to rehabilitate International Airport Road from Anchorage International Airport to Minnesota Drive.	2,200,000
10	1	Anchorage	Dowling Road	Reconstruct Dowling Road between the Old Seward Highway and Lake Otis Parkway, and extend Dowling Road west from Campbell Creek to connect with Raspberry Road at Minnesota Drive. The western terminus of the project may be modified, pending the outcome of the facility concept report. An urban, 4-lane roadway with pedestrian sidewalk/path is expected to be provided.	12,000,000

CMAQ: Congestion Mitigation & Air Quality

TE: Transportation Enhancements

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AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description	Cost Estimate
11	1	Anchorage	Arctic Boulevard	Widen Arctic Boulevard to meet municipal urban design standards, including trails, lighting, landscaping, and bus stops from Dimond Boulevard to Raspberry Road. The urban, 3-lane section will include a pathway and sidewalk.	7,740,000
12	1	Anchorage	Bragaw Street Safety Improvements	Construct center two-way left turn lane improvements on Bragaw Street from Debarr Road to 20th Avenue. This will upgrade the road to a 5-lane urban section with paths.	2,400,000
13	1	Anchorage	Old Seward Highway	Reconstruct Old Seward Highway from Dowling Road to Dimond Boulevard.	8,230,000
14	1	Anchorage	TE: Far North/Hillside Trailhead/Trail Improvements	Construct grade-separated multi-purpose trail crossing at Campbell Airstrip Road and creek cro sing upgrade at North Fork Campbell Creek.	1,050,000
15	1	Anchorage	CMAQ: Transit Stop/Walkway Maintenance Equipment Operation	Provide operation funds to remove snow and maintain pathways accessing the top 100 bus stops adjacent to 20 miles of state roadways.	1,419,000
16	1	Anchorage	Old Glenn Highway	Reconstruct Old Glenn Highway between Eagle River (Artillery Road) and Peters Creek to include pedestrian facilities.	15,000,000
17	1	Anchorage	DeArmoun Road	Rehabilitate DeArmoun Road from Westwind to 140th Avenue to bring the roadway to current standards and provide pedestrian facilities.	5,000,000
18	1	Anchorage	CMAQ: CO/SIP Strategies-CNG Fleet/Filling Stations	Convert municipal and state government fleet vehicles to use compressed natural gas. Project may provide infrastructure for filling stations.	1,705,000
19	1	Anchorage	Strawberry Road	Reconstruct Strawberry Road from Jewel Lake Road to Northwood.	4,700,000
20	1	Anchorage	TE: Coastal Trail North Extension	Extend the coastal trail from 2nd Avenue via Ship Creek to the Glenn Highway at Boniface Parkway. This trail will complete a connection from the Coastal Trail to Peters Creek.	3,000,000
21	1	Anchorage	1994 Pedestrian Safety Improvements: 10th Avenue Walkway and Chugiak Elementary Crossing	Complete 10th Avenue walkway and pedestrian access to Chugiak Elementary school.	850,000
22	1	Anchorage	TE: Campbell Creek Trail	Design and construct new trail connection from the Tudor Road overcrossing at Bragaw Street to the New Seward Highway.	2,500,000
23	1	Anchorage	TE: Lake Shore Drive Bike Trail/Lion's Park-Coastal Trail	Construct a trail from Lion's Park on Lakeshore Drive, following the airport boundary until it intersects with the utility corridor across Turnagain Bog, connecting to the Coastal Trail. Project will decrease the number of conflicts between aircraft and vehicles, bicyclists, pedestrians and other recreationalists.	1,200,000

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AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description	Cost Estimate
24	1	Anchorage	East Anchorage Transportation Improvement Study	Major Investment Study for Anchorage to assess transportation needs based on various land use scenarios.	500,000
25	1	Anchorage	68th Avenue	Reconstruct one mile of collector road between Lake Otis Parkway and Abbott Loop Road to meet municipal standards. Includes curb and gutter, lighting and a separated pathway.	6,000,000
26	1	Anchorage	South Birchwood Loop Road at Hillcrest Drive Safety Improvements	Improve the sight distance at the intersection of Birchwood Loop Road and Hillcrest Drive at the Chugiak High School entrance by removing the cut bank in the northeast quadrant, relocating a chain link fence along the school property line, and installing hazard identification beacons for the intersection.	90,000
27	1	Anchorage	TE: 97th at "C" Street Sedimentation Basin	Construct a sedimentation basin and storm drain system to improve the water quality of effluent reaching Campbell Lake.	2,500,000
28	1	Anchorage	TE: Coastal Trail South Extension	Extend the existing coastal trail from its terminus at Kincaid Park to Potter Marsh.	8,000,000
29	1	Anchorage	Rabbit Creek Road	Rehabilitate Rabbit Creek Road between Seward Highway and DeArmoun Road.	3,000,000
30	1	Anchorage	TE: Elmore Trail Connection: O'Malley Road-Huffman Road	Construct a trail connection on the west side of Elmore Road (south Bragaw) between Huffman Road and O'Malley Road.	1,150,000
31	1	Anchorage	Anchorage Area Traffic Signal Modifications/Safety Improvements	Make low cost signalization improvements at several intersections in the Anchorage area.	200,000
32	1	Anchorage	TE: Non-NHS ADA Improvements	Construct improvements to the non-National Highway System to ensure compliance with the requirements of the Americans with Disabilities Act (ADA).	300,000
33	1	Anchorage	Arctic Boulevard at Dowling/ARR Curve Channelization Safety Improvements	Widen Arctic Boulevard from the curve at Dowling Road to the second curve, approximately 1500 feet to the south, and install a striped median and/or a barrier median to help separate opposing traffic flows as they proceed through the curves.	800,000
34	1	Anchorage	New Project Starts for Safety Improvements	Fund new projects identified in the annual update to the Highway Safety Improvement Program.	800,000
35	1	Anchorage	CMAQ Schatz Heat Battery Demonstration Project	Equip 300 vehicles with a device that has been shown to reduce warm-up carbon monoxide emissions by more than 50% to test the practicality of the battery as a carbon monoxide control measure in Anchorage.	260,000

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AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description	Cost Estimate
36	1	Anchorage	CMAQ: Street Sweepers/Vacuum Sweeper/Water Trucks	Purchase street-cleaning equipment.	500,000
37	1	Anchorage	TE: "C" Street at Campbell Creek Sedimentation Basin	Construct sedimentation basin at major storm outfall into Campbell Creek.	1 200,000
38	1	Anchorage	Lake Otis Parkway	Rotomill an ' repave Lake Otis Parkway between Tudor Road to Northern Lights Boulevard.	1,200,000
39	1	Anchorage	TE: Chester Creek Trail	Provide paved trail connection from the Tudor Road overcrossing at Bragaw Street to the existing Chester Creek trail system in the vicinity of Goose Lake.	1,600,000
40	1	Anchorage	TE: Business Park Boulevard Area Pedestrian Safety Improvements	Design and construct a walkway along Business Park Boulevard in Eagle River.	3,000,000
41	1	Anchorage	Boniface Parkway	Rotomill and repave Boniface Parkway from DeBarr Road to the Glenn Highway. Subbase work and drainage improvements may be necessary. Project is a recommendation of the Pavement Management System, and is a high Central Region maintenance priority.	1,750,000

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AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description
42	2	Anchorage	A/C Couplet	Rotomill and repave the A/C Couplet from 9th Avenue to 3rd Avenue.
43	2	Anchorage	Eagle River Signal System	Connect the traffic signals in Eagle River to the Anchorage signal system network.
44	2	Anchorage	TE: Old Seward Highway Trail	Construct a trail along the Old Seward Highway from Huffman Road to Rabbit Creek Road.
45	2	Anchorage	Seward Highway Frontage Roads	Rehabilitate the Seward Highway frontage roads in Anchorage.
46	2	Anchorage	Eagle River Road: MP 5.3-12.6	Rotomill and repave Eagle River Road, and improve pedestrian facilities.
47	2	Anchorage	Elmore Road	Upgrade Elmore Road between Huffman Road to DeArmoun Road to municipal standards.
48	2	Anchorage	Northern Lights Boulevard	Reconstruct West Northern Lights Boulevard between Wisconsin Street to Postmark Drive to municipal standards.
49	2	Anchorage	West Dimond: Jodphur/Kincaid/Raspberry	Rehabilitate existing roads in the Sand Lake area.
50	2	Anchorage	Old Seward Highway	Reconstruct Old Seward Highway from Huffman Road to O'Malley Road.
51	2	Anchorage	Eagle River Loop Road	Rehabilitate Eagle River Loop Road from the Old Glenn Highway to Eagle River Road, construct turn lanes where warranted, and improve pedestrian facilities.
52	2	Anchorage	TE: Boniface Parkway Trail	Construct a trail along Boniface Parkway from the Glenn Highway to Northern Lights Boulevard.
53	2	Anchorage	TE: Reka Drive Trail	Bragaw Street to Russian Jack Drive Trail.
54	2	Anchorage	Eklutna River Bridge Rehabilitation	Rehabilitate the bridge.
55	2	Anchorage	O'Malley Road	Reconstruction from Seward Highway to Birch Road
56	2	Anchorage	TE: Ship Creek Fish Viewing and Rest Area	Construct a fish viewing/rest area.
57	2	Anchorage	TE: Northern Spenard Road Revitalization	Develop a plan and design an improved and enhanced transportation corridor for Spenard Road from Minnesota Drive to Hillcrest Drive.
58	2	Anchorage	Abbott Road	Reconstruct between Lake Otis Parkway and Abbott Loop Road.
59	2	Anchorage	100th Avenue	Victor Road to Minnesota Drive.
60	2	Anchorage	TE: Huffman Trail Paving: Elmore to New Seward Highway	Construct a paved trail along Huffman Road between Elmore Road and the Seward Highway.
61	2	Anchorage	Boniface Parkway Phase II	Reconstruct Boniface Parkway intersections at Debarr Road and Northern Lights Boulevard.
62	2	Anchorage	Victor Road	Reconstruct Victor Road between Dimond Boulevard and 100th Avenue and construct a multi-use trail

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AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description
63	2	Anchorage	Birch Road	Reconstruct between Huffman Road and O'Malley Road.
64	2	Anchorage	TE: Elmore Underpass at O'Malley Trail Connection	Construct a trail.
65	2	Anchorage	Old Seward Highway	Reconstruct Old Seward Highway from DeArmoun Road to Huffman Road.
66	3	Anchorage	Hiland Road: MP 0.1-3.9	Realign and reconstruct.
67	3	Anchorage	Eagle River Greenbelt	Improve access and parking.
68	3	Anchorage	Klatt Road	Reconstruct and construct a multi-use trail between "C" Street and the Old Seward Highway.
69	3	Anchorage	Dimond Boulevard at King Street	Capacity improvements.
70	3	Anchorage	Northern Lights Boulevard at Minnesota Drive	Capacity improvements.
71	3	Anchorage	72nd Avenue/Spruce Street/Lore Road	Rehabilitate existing roads between Lake Otis Parkway and Abbott Loop Road.
72	3	Anchorage	36th Avenue at "C" Street	Capacity improvement.
73	3	Anchorage	Northern Lights Boulevard at Aero Drive	Capacity improvements.
74	3	Anchorage	O'Malley Road at Commodore Drive	Capacity improvements.
75	3	Anchorage	"C" Street at 64th Avenue	Capacity improvements.
76	3	Anchorage	Klatt Road at Johns Road	Capacity improvements.
77	3	Anchorage	TE: Service/Hillside Park (Cross Country) Trailhead	Construct trail improvements.
78	3	Anchorage	TE: Trail System Brochure	Publish a trail system brochure for the Municipality.
79	3	Anchorage	100th Avenue Extension	Minnesota Drive to King Street.
80	3	Anchorage	Birch Road	Reconstruct and extend Birch Road between DeArmoun Road and Huffman Road and include a multi-use trail.
81	3	Anchorage	Abbott Road	Reconstruct between Abbott Loop Road and Birch Road.
82	3	Anchorage	Citation Road: Eagle River Loop Road to Eagle River Lane	Improve road to collector standards.
83	3	Anchorage	DeArmoun Road: 140th Avenue-Hillside	Reconstruct DeArmoun Road from 140th Avenue to Hillside.
84	3	Anchorage	Huffman Road	Reconstruct Huffman Road between Elmore Road and Birch Road and provide a multi-use trail.
85	3	Anchorage	Old Seward Highway: Potter Valley Road-Rabbit Creek Road	Reconstruction.

CMAQ: Congestion Mitigation & Air Quality

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AMATS TRANSPORTATION NEEDS AND PRIORITIES

Rank	Priority	Location	Name	Description
86	3	Anchorage	MacInnes Street	Reconstruct MacInnes Street to urban collector standards.
87	3	Anchorage	92nd Avenue Extension	Old Seward Highway to Independence Drive.
88	3	Anchorage	Jarvi Drive	Rehabilitate existing road between Oceanview Drive and Old Seward Highway.
89	3	Anchorage	Mariner Drive (Oceanview Area)	Rehabilitate existing road.
90	3	Anchorage	TE: Fairview Pedestrian Lighting	Install lighting in the Fairview community.
91	3	Anchorage	Eagle River Road	Reconstruction between Old Glenn Highway and Myrtle Drive.
92	3	Anchorage	40th Avenue Extension	"B" Street to Donali Street.
93	3	Anchorage	Timberlane Drive	Reconstruct Timberlane Drive and construct a multi-use trail.
94	3	Anchorage	Gregory Road	Upgrade and widen Gregory Road between Chinook Avenue and Huffman Road.
95	3	Anchorage	Northern Lights Noise Barrier Maplewood-Seward	Construct noise barrier fencing.
96	4	Anchorage	Beach Lake Road	Upgrade the existing roadway from Birchwood Loop to rural road standards and install two trail underpasses for the dog mushing trails.
97	4	Anchorage	TE: Old Seward Highway Little Survival Creek Drainage	Realign and replace culverts at the Old Seward Highway and the mouth of the Little Survival Creek to prevent periodic flooding and maintain stream flow.
98	4	Anchorage	South Eagle River Loop Road Extension-Frontage Road	Extend the frontage road to Montague intersection.
99	4	Anchorage	46th Avenue Reconstruction	Reconstruct from Folker to Piper.
100	4	Anchorage	48th and 50th Avenues Reconstruction	Reconstruct east side of lake.
101	4	Anchorage	Dowling Road Area Improvements	Pave streets on the north side of Dowling Road.
102	4	Anchorage	TE: "E" Street Walkway: 2nd Avenue-Depot	Construct a missing segment of the Coastal Trail between the Alaska Railroad overpass at 2nd Avenue and the existing trail at "C" Street.
103	4	Anchorage	TE: Beach Lake Road Underpass	Construct trail improvements.
104	4	Anchorage	TE: Sitka Park Trail	Construct a trail connection.
105	4	Anchorage	TE: Fish Creek Trail Northwood to Spenard	Construct a trail connection along Fish Creek from the trail at Northwood Park to Spenard Road.
106	4	Anchorage	TE: Bancroft Park-Tudor School Trail	Construct trail.
107	4	Anchorage	TE: University Lake Castle Park Trail	Construct a paved trailhead parking lot and enhance the Lakeshore trail.
108	4	Anchorage	TE: Alaska Railroad Depot Historical Preservation	Historic preservation of Alaska Railroad Depot.

CMAQ: Congestion Mitigation & Air Quality

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Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

by Location

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1					Highway Program Support and Compliance Projects	Projects required for highway program support and compliance with federal laws and regulations, such as bridge inspections and inventories, procedural auditing, management systems, and planning.
3	CTP		Aleutians East	Akutan	Harbor Access Road	Extend eastward from the proposed harbor to the city dock, a distance of 1/2 mile to 3 miles, depending on the final location of the harbor.
3	TRAAK		Aleutians East	Akutan	TE: Coastal Trail	Construct a two mile trail along the shoreline of Akutan Bay to the head of the bay from the existing 1/4 mile coastal trail.
1	CTP		Aleutians East	Cold Bay	Cold Bay-King Cove Road	Construct a new roadway to link the communities of Cold Bay and King Cove. The project may make use of old existing military roads or pioneer roads, where feasible. The length of the project is 22 miles.
2	CTP		Aleutians East	King Cove	Airport Access Road	Rehabilitate 4 miles of road between the city and the airport.
1	CTP		Aleutians East	King Cove	Lagoon Bridge	Provide a new two lane bridge with new approaches, guardrail and signing to replace the existing 258' by 12' bridge.
2	TRAAK		Aleutians East	King Cove	TE: Pathway	Construct 1 mile of pathway to provide access from downtown King Cove to its outermost subdivision.
1	CTP		Aleutians East	Nelson Lagoon	Airport Access Road	Resurface the airport access road between the airport and North Main Street in the community.
2	CTP		Aleutians East	Sand Point	Harbor Access Road	Project includes reshaping and regrading of the existing roadway and ditches, realignment and construction of a new roadway for approximately 600 linear feet adjacent to the Sand Point Harbor parking and storage area, installation of approximately 700 linear feet of a subsurface drainage system, and placement of crushed aggregate surfacing over approximately one mile of roadway from the intersection with the Sand Point Road to the South Harbor Jetty.
3	CTP		Aleutians East	Sand Point	Humbolt Slough Bridge	Construct a new bridge or causeway over Humbolt Slough between downtown Sand Point and their Small Boat Harbor.
3	NHS		Anchorage	Anchorage	5th/6th Avenues: "L" Street-Gambell Street	Rotomil and repave 5th and 6th Avenues from curb to curb.
3	NHS		Anchorage	Anchorage	Anchorage Area NHS Bridge Deck Replacement	Resurface asphalt bridge decks in Anchorage area as needed.
3	NHS		Anchorage	Anchorage	Ingra Street at 15th Avenue	Widen the southeast corner of the Ingra Street/15th Avenue intersection to install a right turn lane to accommodate northbound to eastbound turning.

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FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
3	NHS		Anchorage	Anchorage	International Airport Road	Replace pavement and construct drainage improvements between the airport and Minnesota Drive.
3	NHS		Anchorage	Anchorage	International Airport Road at Jewel Lake Road	Improve the capacity of eastbound International Airport Road by adding a second left turn lane at its intersection with Jewel Lake Road. The project will be constructed in the median portion within the existing road width.
2	NHS		Anchorage	Anchorage	Minnesota Drive/International Airport Road Interchange	Construct interchange loops and ramps at Minnesota Drive and International Airport Road. Construction will provide access control and improve safety and capacity.
3	NHS		Anchorage	Anchorage	Minnesota Drive: Seward Highway-Raspberry Road	Rehabilitate Minnesota Drive from the New Seward Highway to Raspberry Road. The project will include safety improvements to the southbound ramp for Dimond Boulevard.
1	NHS		Anchorage	Anchorage	Port Access: Ocean Dock/Rail Rack	Resurface Ocean Dock Road from the A-C Couplet to the Port of Anchorage docks and relocate the rail rack along the road.
3	NHS		Anchorage	Anchorage	Southbound Minnesota Drive/Dimond Boulevard Safety Improvements	Safety improvements.
1	TRAAK		Anchorage	Anchorage	TE: International Airport Road Landscape/Trail	Landscape International Airport Road from Anchorage International Airport to Minnesota Drive (approximately 2.25 miles, concentrating on the median), repair the existing separated pathway adjacent to the road, and evaluate the trail connection from the airport to the Coastal Trail and to the International Airport Road trail.
3	NHS		Anchorage	Anchorage	TE: Minnesota Drive: Campbell Creek Sedimentation Basin	Construct a sedimentation basin to provide treatment of road runoff prior to discharge into Campbell Creek.
1	TRAAK		Anchorage	Anchorage	TE: Muldoon Road Landscape/Pedestrian Safety	Design and construct pedestrian safety improvements and landscaping on Muldoon Road from 36th Avenue to the Glenn Highway.
3	NHS		Anchorage	Anchorage	Tudor Road/New Seward Highway Right Turn Safety Improvement	Increase the right turn radius to allow for a higher turn speed.
3	NHS		Anchorage	Anchorage	Tudor Road: Minnesota Drive-36th Avenue	Rotomill and repave Tudor Road from Minnesota Drive to 36th Avenue.

TE: Transportation Enhancements

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FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
2	TRAAK		Anchorage	Girdwood	TE: Girdwood Winner Creek Trail and Trailhead	"Harden" the existing 3-mile trail from the Alyeska Resort in the Girdwood Valley with boardwalks or gravel fill along wet sections, relocate a section of the trail, construct a new trailhead with parking along Crow Creek Road, and construct a new section of trail with a bridge across Crow Creek. The U.S. Forest Service holds the right-of-way for the one-way trail across private, municipal, and state land.
1	TRAAK		Anchorage	Portage Valley	TE: USFS Portage Valley Trail System	Construct a 10-mile system of trails in Portage Valley.
1	TRAAK		Bristol Bay	King Salmon	TE: Pathway	Construct 2.5 miles of pathway adjacent to the Naknek-King Salmon Road beginning at the King Salmon Airport.
3	CTP		Bristol Bay	King Salmon	Village Roads	Rehabilitate approximately 7000 feet of three roads.
1	CTP		Bristol Bay	Naknek	Naknek River Access Road	Rehabilitate approximately 12 miles of gravel road that provides access from King Salmon to Lake Camp and Rapids Camp on the Naknek River.
3	CTP		Bristol Bay	Naknek	Naknek River Subdivision Road Construction	Construct 7,500' of new road to connect two portions of a subdivision.
1	CTP		Bristol Bay	Naknek	Pederson Point Road Extension	Construct 2.5 miles of new road to link an operating cannery to the existing Naknek road system. This road will involve two stream crossings. The existing road will also be rehabilitated.
1	TRAAK		Bristol Bay	Naknek	TE: Pathway	Construct approximately 3.5 miles of pathway along the Naknek-King Salmon Road beginning in downtown Naknek.
3	CTP		Bristol Bay	Naknek	Village Road	Rehabilitate eleven existing roadways including resurfacing, widening, drainage ditches and culverts for a total of approximately 7,785 feet of road improvements.
3	CTP		Bristol Bay	South Naknek	Airport Bypass Road	Construct a one-mile single lane road paralleling the South Naknek Aiport runway.
3	CTP		Bristol Bay	South Naknek	Village Roads	Rehabilitate 41,917 feet of nine village roads.
4	CTP		Denali		McGrath - Parks Highway Access	80 miles of new highway construction between the Parks Highway and Kantishna in the north Denali National Park.
3	CTP		Denali	Anderson	City Streets	Complete second coat of tar and chips for resurfacing city streets. Total of 9 miles.
3	TRAAK		Denali	Anderson	TE: Riverside Park	Construct 50 additional camping sites. Tar and chip roads leading to all sites. Four miles.
4	CTP		Denali	Cantwell	Access to HUD Housing	Widen road and repair

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Denali	Healy	Accrux Avenue/Altair Street/Achernar Street Construction	Construct first 1,435 feet of Accrux Avenue, last 2,200 feet of Achernar Street, and last 871 feet of Altair Street in Panguingue Creek Subdivision.
3	CTP		Denali	Healy	Alphard Circle Construction	Construct Alphard Circle a total of 590 feet in Panguingue Creek Subdivision.
3	CTP		Denali	Healy	Antares Street Upgrade	Reconstruct first 5,000 feet of Antares Street in Panguingue Creek Subdivision.
3	CTP		Denali	Healy	Cancpus Street Construction	Construct first 4,850 feet of Cancpus Street in Panguingue Creek Subdivision.
3	CTP		Denali	Healy	Denebola Way Upgrade	Raise first 300 feet of Denebola Way 2 feet located in Panguingue Creek Subdivision.
3	CTP		Denali	Healy	Hilltop Road	Realign to eliminate a very steep hill.
3	CTP		Denali	Healy	Rasalhague Avenue/Deneb Street/Pollux Drive Construction	Construct 1,150 feet of Rasalhague Avenue, 1,658 feet of Deneb Street, and complete construction of 1,255 feet of Pollux Drive in Panguingue Creek Subdivision.
3	CTP		Denali	Healy	Regulus Street/Pollux Drive Upgrade	Reconstruct Regulus Street (3,170 feet), and Pollux Drive (828 feet) in Panguingue Creek Subdivision.
2	CTP		Denali	Healy	Stampede Road MP 0-2	Chip seal.
2	CTP		Denali	Healy	Stampede Road MP 2-2 9	Chip seal and widen.
2	CTP		Denali	Healy	Stampede Road MP 2.9 - 4.5	Widen and chip seal.
3	CTP		Fairbanks North Star		Chena Hot Springs Road: MP 22-54 Rehabilitation	Rehabilitate and chip seal between MP 22-54.
1	TRAAK		Fairbanks North Star		TE: Chena Hot Springs Road: Yukon Quest Trail	Construct trailhead parking areas along Chena Hot Springs Road to provide access to the Chena Hots Springs/Yukon Quest Winter Trail. Priorities include Nordale Road, Two Rivers area and Colorado Creek.
3	CTP		Fairbanks Nor.h Star		U.S. Creek Road Rehabilitation	Upgrade U.S. Creek Road between the Steese Highway at MP 57 and Nome Creek (approximately 7 miles).
2	TRAAK		Fairbanks North Star	Chena Hot Springs Road	TE: Chena River State Recreation Area	Construction of 4 information/interpretive/trailhead facilities in the Chena River State Recreation Area (Chena Hot Spring Road, MP 27-50).
3	CTP		Fairbanks North Star	Fairbanks	1st/2nd/Wilbur	Upgrade of Wilbur Street (Airport Way - 2nd Avenue) and 2nd Avenue (Wilbur Street - Stewart Street).

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Priority	Program	Highway	Borough	Location	Name	Description
1	TRAAK		Fairbanks North Star	Fairbanks	ADA Pedestrian Facilities	Improvements to pedestrian facilities along streets and highways to bring them in compliance with Americans with Disabilities Act guidelines and Federal law.
2	NHS		Fairbanks North Star	Fairbanks	Airport Way Corridor	Capacity and safety improvements.
2	CTP		Fairbanks North Star	Fairbanks	Airport Way/Washington Intersection and Frontage Roads	Construct a new intersection on Airport Way at Washington Drive; upgrade Washington Drive (Airport-Rewak); upgrade Rewak (Washington-University); and complete necessary frontage road modifications.
3	NHS		Fairbanks North Star	Fairbanks	Airport Way/Washington Street Intersection	Construct a new intersection between University Avenue and Market Street near Washington Street. The Market Street intersection has become congested due to new business developments.
1	NHS		Fairbanks North Star	Fairbanks	Airport Way: Cowles Intersection Safety Improvements	Widen Cowles Street north of Airport Way to include the addition of a right turn lane, center raised median and modifications to the existing sidewalks, signal system and illumination.
4	CTP		Fairbanks North Star	Fairbanks	Chena Small Tracts Bridge	Construct a new Chena River Bridge to connect Small Tracts Road/Hoselton Road/Airport Way.
3	CTP		Fairbanks North Star	Fairbanks	City Street Improvements	Phase rehabilitation of city streets.
3	CTP		Fairbanks North Star	Fairbanks	City Street Light Improvements	Install street lighting at priority locations within the City of Fairbanks. Work will include approximately 80 new luminaries.
3	CTP		Fairbanks North Star	Fairbanks	City Traffic Sign Upgrade	Upgrade deficient traffic signing on priority city streets and intersections to comply with the MUTCD.
2	CTP		Fairbanks North Star	Fairbanks	College Road Intersections/Safety Improvements	Upgrade of the College/Danby intersection and the College/Margaret/Antoinette intersection.
1	TRAAK		Fairbanks North Star	Fairbanks	FNSB Bus Stop Shelters	Provide additional bus shelters at priority locations, and replace the existing FNSB bus shelters with fully enclosed, modular shelters.
4	CTP		Fairbanks North Star	Fairbanks	FNSB Rideshare Program	Annual funding for a proposed ride share (car pooling) program administered by the Fairbanks North Star Borough.
3	CTP		Fairbanks North Star	Fairbanks	FNSB Road Service Area Roads	Upgrade priority roads within the Fairbanks North Star Borough Road Service Area system.
3	CTP		Fairbanks North Star	Fairbanks	Herreid Road Upgrade/Bike Trail	Upgrade Herreid Road from Ballaine Road to Auburn Drive. Give consideration to a separated bike/pedestrian path to provide access to Pearl Creek Elementary School.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Fairbanks North Star	Fairbanks	Holmes Road Reconstruction	Reconstruct approximately 3 miles of Holmes Road from Dennis Road to Badger Road.
2	CTP		Fairbanks North Star	Fairbanks	Illinois-Barnette and Bridge	Construction of a new Chena River Bridge at Barnette; upgrade of Barnette (7th-1st Avenues); reconstruction of Illinois (Chena River-Phillips Field Road); and rehabilitation of Illinois (Phillips Field Road-College Road).
3	CTP		Fairbanks North Star	Fairbanks	International Airport - Industrial Way-East Ramp Paving	Pave the south perimeter road at Fairbanks International Airport connecting Industrial Way on the West Ramp to University Avenue South on the East Ramp.
4	CTP		Fairbanks North Star	Fairbanks	Murphy Dome Road Rehabilitation	Rehabilitation from Goldstream Road north approximatey 8.6 miles.
1	CTP		Fairbanks North Star	Fairbanks	Old Steese Highway: Reconstruction	Reconstruction of Old Steese within the City of Fairbanks from the Wendell Street Bridge to north of Trainor Gate Road.
3	CTP		Fairbanks North Star	Fairbanks	Phillips Field Road Upgrade	Rehabilitation and safety improvements between Peger Road and Illinois Street.
3	CTP		Fairbanks North Star	Fairbanks	Rosie Creek and Cripple Creek Roads	Upgrade roads within the Rosie Creek and Cripple Creek Road Service Areas.
3	CTP		Fairbanks North Star	Fairbanks	South Cushman Widening - Phase I	Reconstruction and widening of South Cushman to five lanes (including a center left-turn lane) from Airport to 17th Avenue.
3	CTP		Fairbanks North Star	Fairbanks	South Cushman Widening - Phase II	Reconstruction and widening of South Cushman to five lanes (including a center left-turn lane) from 17th Avenue to Van Horn Road.
3	CTP		Fairbanks North Star	Fairbanks	Spinach Creek Road Rehabilitation	Rehabilate and repave (Murphy Dome Road, MP 4).
3	TRAAK		Fairbanks North Star	Fairbanks	TE: Chena Pump/Tanana River Scenic Wayside	Rehabilitate and upgrade the existing Chena Pump Road/Tanana River Wayside. Provide adequate parking for the adjacent boat launch facility.
1	TRAAK		Fairbanks North Star	Fairbanks	TE: Chena River Bicycle Trail	Construct a bicycle and pedestrian facility along the Chena River from Peger Road to the Steese Expressway.
2	TRAAK		Fairbanks North Star	Fairbanks	TE: College Road Bike Path Rehabilitation	Upgrade pedestrian and bicycle facilities along College Road from University Avenue to the Johansen Expressway.
3	TRAAK		Fairbanks North Star	Fairbanks	TE: Cushman/Main School Landscaping	Landscaping including benches, shrubbery, small trees, perennial flowerbeds, lighting and pedestrian paths in the area adjacent to Main School (City Hall), Cushman Street and Bicentennial Park.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Fairbanks North Star	Fairbanks	TE: Farmers Loop/Dogmushers Sanitary Wayside	Construct toilet facility to serve bike p[illegible] and dogmushing trailhead.
4	TRAAK		Fairbanks North Star	Fairbanks	TE: Goldstream Road Trail Crossing	Culvert/trail crossing under Goldstream Road west of Ivory Jacks.
3	TRAAK		Fairbanks North Star	Fairbanks	TE: Goldstream Valley Multi-Use Trail	Extend present gravel multipurpose trail on Sheep Creek Road (Ann's Greenhouse) along Goldstream Road to Ballaine Road.
4	TRAAK		Fairbanks North Star	Fairbanks	TE: Nordale Road Wayside Improvements	Improve existing wayside and boat launch.
4	TRAAK		Fairbanks North Star	Fairbanks	TE: Old Murphy Dome Road Trail	Trail adjacent to Old Murphy Dome Road, 12 miles for Phase I. Trailhead facility construction (3 total). 10-20 vehicle parking area, motorized vehicle off-loading ramp, trash receptacles, traffic and location signs.
1	TRAAK		Fairbanks North Star	Fairbanks	TE: Shannon Park-Ladd School Bike Path	Construct a 350' pedestrian/bicycle path through an existing walkway easement between Shannon Park Subdivision and Ladd Elementary School. Also includes illumination.
2	TRAAK		Fairbanks North Star	Fairbanks	TE: South Cushman Enhancements	Sidewalk improvements and pedestrian facilities in the South Cushman Street/South Fairbanks area.
2	TRAAK		Fairbanks North Star	Fairbanks	TE: Steamship Nenana Renovation	Additional restoration work on the sternwheeler Nenana located at Alaskaland in Fairbanks. Includes restoration of the engine room, accessibility improvements, finish trim and furnishings.
2	TRAAK		Fairbanks North Star	Fairbanks	TE: Tanana Railroad Engine #1 Restoration	Engine to be located at Alaskaland. Construct a living museum to house restored engine and associated memorabilia, and diorama.
4	TRAAK		Fairbanks North Star	Fairbanks	TE: University Agriculture Pull-Out	Construct a pull-out/parking area along Geist Road at the University of Alaska-Fairbanks experimental farm fields. Includes interpretive exhibits.
3	TRAAK		Fairbanks North Star	Fairbanks	TE: University Avenue South Bike Trail	Construct a separated bike/pedestrian trail along University Avenue from Davis Road to the East Ramp of Fairbanks International Airport
1	TRAAK		Fairbanks North Star	Fairbanks	TE: University Avenue/Bridge Bike Path Rehabilitation	Widen University Avenue/Chena River Bridge to provide for a new bicycle/pedestrian path. Also replace sidewalk curb ramps on University Avenue to meet ADA standards.
3	TRAAK		Fairbanks North Star	Fairbanks	TE: Airport Way Bike Trail Rehabilitation	Improve pedestrian and bicycle facilities along the Airport Way corridor.
4	TRAAK		Fairbanks North Star	Fairbanks	TE: Airport Way Landscaping	Median and roadside landscaping between Ft. Wainwright and Fairbanks International Airport.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Fairbanks North Star	Fairbanks	TE: Birch Hill Bike Trail	Construct a bicycle trail from the Steese Expressway to the Birch Hill Recreation Area.
3	TRAAK		Fairbanks North Star	Fairbanks	TE: Phillips Field Road Bike Path	Construct a separated bike path along Phillips Field Road (Peger Road/Illinois Street).
1	CTP		Fairbanks North Star	Fairbanks	Trainor Gate Road Upgrade/Safety Improvements	Upgrade Trainor Gate Road between the Old Steese Highway and Ft. Wainwright. May include widening shoulders, left-turn lanes, sidewalks, illumination, and intersection improvements. Includes upgrade of 4 railroad crossings.
2	CTP		Fairbanks North Star	Fairbanks	University Avenue Widening	Major upgrade of University Avenue between the Mitchell Expressway and College Road.
2	CTP		Fairbanks North Star	Fairbanks	University/College Intersection Safety Improvements	Reconstruct the University/College/Farmers Loop intersection and reopen and upgrade the old access into University of Alaska-Fairbanks campus.
3	CTP		Fairbanks North Star	Fairbanks	Wendell Street Upgrade	Widen and upgrade Wendell Street between the Wendell/Chena River Bridge and Lacey/Noble Street in downtown Fairbanks. Consideration will also be given to a Wendell/1st Street couplet and upgrade or rehabilitation of the Wendell Street Bridge.
3	CTP		Fairbanks North Star	North Pole	North Pole City Streets	Rehabilitate priority streets within the City of North Pole.
1	CTP		Fairbanks North Star	North Pole	Santa Claus Lane Upgrade/Safety Improvements	Upgrade Santa Claus Lane (continuation of Badger Road) in the City of North Pole. Work may include widening to add a center left-turn lane, shoulders, sidewalks, and illumination.
4	TRAAK		Fairbanks North Star	North Pole	TE: Dyke Road Bike Trail	Construct a separated bike/pedestrian trail along Dyke Road to the existing shoulder bike way on Laurance Road.
2	TRAAK		Fairbanks North Star	North Pole	TE: Hurst-Dawson Bike Trail	Construct a separated bike trail along Hurst Road (east of Badger Road) and along Dawson Road (Hurst-Lineman). Priorities for construction include: Hurst (Badger-Dawson), Dawson (Hurst-Lineman) and Hurst (Dawson-Nelson).
1	TRAAK		Fairbanks North Star	North Pole	TE: North Pole Bike Trail Rehabilitation/Connectio	Rehabilitate bike trails within the City of North Pole and construct priority connections identified in the North Pole Area Bike Plan.
4	CTP		Fairbanks North Star	Salcha	Harding Lake/Salcha Drive Rehabilitation	Rehabilitate Salcha Drive (approximately 6 miles) around Harding Lake.
1	CTP		Fairbanks North Star	Salcha	Johnson Road Rehabilitation	Rehabilitate approximately 6.5 miles of Johnson Road from the Richardson Highway (MP 331) to Alyeska Pump Station 8.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Fairbanks North Star	Salcha	TE: Harding Lake/Salcha Drive Bike Trail	Construct bike/recreational path around Harding Lake adjacent to Salcha Drive (approximately 6 miles).
4	CTP		Haines	Haines	1st Avenue Reconstruction/Paving	Reconstruct and pave 1300 feet of First Avenue between Union Street and Lutak Road.
4	CTP		Haines	Haines	Excursion Inlet Bridge	Construction of a bridge at Excursion Inlet over South River.
4	CTP		Haines	Haines	Main Street Repaving	Repave 0.1 mile from Front Street to Haines Highway.
2	CTP		Haines	Haines	Mosquito Lake Road	Rehabilitation including surfacing to reduce maintenance costs.
4	CTP		Haines	Haines	Mud Bay Road/Beach Road Intersection Improvements	Reconstruction of the Mud Bay Road and Beach Road intersection and install 600 feet of sidewalk, curb and gutter on the west side of Mud Bay Road, from Portage Street to the intersection.
4	CTP		Haines	Haines	Porcupine Road	Reconstruct approximately 1,100 feet of washed-out road and place protective rip-rap.
4	TRAAK		Haines	Haines	TE: Haines Highway Pathway	Construct bicycle/pedestrian path along Haines Highway from Second Avenue to One Mile Wye.
4	TRAAK		Haines	Haines	TE: Small Tracts Pedestrian/Bike path	Construct pedestrian/bike path along Small Tracts Road.
4	CTP		Juneau	Juneau	Aurora Harbor Access	Improve vehicular accessibility between north and south parking areas.
4	CTP		Juneau	Juneau	Bike Lockers at State Office Building	Install bike lockers in the State Office Building to encourage state workers to commute.
1	CTP		Juneau	Juneau	Capital Transit Buses	Replace four 35-foot transit coaches.
3	CTP		Juneau	Juneau	Capital Transit Paratransit Vans Replacement	Funding for replacement of paratransit vans.
3	CTP		Juneau	Juneau	Capital Transit Utility Vehicles	Replace two utility vehicles scheduled for replacement in 1997.
4	CTP		Juneau	Juneau	Channel Drive	Roto-mill and pave. Pavement Management System recommendation.
4	CTP		Juneau	Juneau	Douglas Highway Lighting	Install continuous lighting from the Juneau-Douglas Bridge to the intersection with St. Ann's Avenue and Saviko Drive.
4	CTP		Juneau	Juneau	Douglas Highway: Lawson Creek Bridge	Repaint existing bridge.
3	CTP		Juneau	Juneau	Downtown Shuttle Transit or Pedestrian Improvements	Feasibility and project development for shuttle transit or pedestrian improvements in downtown.

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Priority	Program	Highway	Borough	Location	Name	Description
1	NHS		Juneau	Juneau	Egan Drive: Riverside Drive to Main Street	Construct improvements to accommodate increased traffic volumes between Riverside Drive and Main Street. Either construct additional lanes in both directions with improved at-grade intersections or construct grade-separated interchanges with free flow on Egan.
2	CTP		Juneau	Juneau	Fish Creek Road	Fish Creek Road surface treatment and safety improvements.
4	CTP		Juneau	Juneau	Fritz Cove Road	Reconstruct, with minor widening and alignment changes, and add pedestrian and bicyclist facilities from Glacier Highway to Smuggler's Cove.
4	CTP		Juneau	Juneau	Glacier Highway	Design and construct extension from Echo Cove to Sawmill Creek.
1	CTP		Juneau	Juneau	Glacier Highway	Reconstruct or relocate roadway from Indian Point to Point Louisa.
1	CTP		Juneau	Juneau	Glacier Highway	Reconstruct or roto-mill and pave from Eagle Beach to Echo Cove.
4	CTP		Juneau	Juneau	Glacier Highway at Lee Smith Drive	Construct intersection improvements (signals) at Lee Smith Drive to correct traffic delays.
1	NHS		Juneau	Juneau	Glacier Highway: Brotherhood Bridge at Mendenhall River	Widen existing bridge to reflect widened typical sections and alignment on both ends and provide for increased volumes of vehicles, pedestrians and cyclists.
1	NHS		Juneau	Juneau	Glacier Highway: Brotherhood Bridge to Riverside Drive	Widen typical section and modify alignment to reflect increased volumes of vehicles, pedestrians and cyclists, as well as commercial development adjacent to the road.
2	NHS		Juneau	Juneau	Glacier Highway: Wadleigh Creek to Engineer's Cutoff Road	Reconfigure the intersection of the north Mendenhall Loop Road, the Glacier Highway, the Auke Bay Harbor entrance road, and the commercial property on the northwest corner. Reconstruct, widen, and realign the road from Wadleigh Creek to the Engineer's Cut-off Road to accommodate increased volumes and changing land usage.
4	CTP		Juneau	Juneau	Glacier Highway: Loop to Sunset	Widen and repave.
4	CTP		Juneau	Juneau	Glacier Highway: McNugget to Fred Meyer Construction	Construct road from McNugget intersection to the Fred Meyer store.
3	CTP		Juneau	Juneau	Glacier Highway: Shrine Road to Eagle Beach	Rotomill and pave from 1 mile south of Cohen Drive to Eagle Beach.
4	CTP		Juneau	Juneau	Glacier Highway: Sunset to Egan	Widen and repave.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Juneau	Juneau	Glacier Highway: University of Alaska-Southeast Campus Entrance	Re-alignment, reconstruction, bridge, and paving to improve safety and access.
1	CTP		Juneau	Juneau	Juneau Access Improvements EIS	Evaluation of improvements to access Juneau
4	CTP		Juneau	Juneau	Juneau Area ADA Improvements	Project consists of several unrelated access upgrades around the Juneau and Douglas area
3	NHS		Juneau	Juneau	Lemon Valley Access	Preliminary engineering, design, and construction of new intersection with Egan Drive, between Vanderbuilt Hill and Yandukin intersections, plus a new segment of road connecting Egan Drive with the upper Lemon Creek Valley commercial-industrial area
3	CTP		Juneau	Juneau	Local Street Improvements	Areawide local street improvements including pavement and sidewalks as needed
4	CTP		Juneau	Juneau	Mendenhall Loop Road at Stephen Richards Drive	Install traffic control (signals) and other intersection improvements
4	CTP		Juneau	Juneau	Mendenhall Valley Sidewalk Improvements	Construct sidewalks along various streets in the Mendenhall Valley.
4	CTP		Juneau	Juneau	Montana Creek Road: Skater's Cabin Road Intersection	Intersection improvements at Montana Creek Road and Skater's Cabin Road to aid pedestrians and traffic
4	CTP		Juneau	Juneau	North Douglas Highway Extension	Design and construct new roadway from end of pavement to Middle Point
3	CTP		Juneau	Juneau	Old Dairy Road	Roto-mill and pave.
4	CTP		Juneau	Juneau	Riverside Drive Extension	Design and construct extension of Riverside Drive from Tournure Street to Back Loop Road
4	CTP		Juneau	Juneau	Savikko Drive and Douglas Harbor Parking	Safety improvements to Savikko Drive and parking area
4	CTP		Juneau	Juneau	Second Channel Crossing	Construction to provide new access to Douglas Island
4	CTP		Juneau	Juneau	St Ann's Street	Roadway rehabilitation from 3rd Street to the end
4	TRAAK		Juneau	Juneau	TE: Airport Greenbelt Access	Airport greenbelt access-pedestrian opening Yandukin crosswalk
4	TRAAK		Juneau	Juneau	TE: Egan Drive Bike Path	Construct bike path from Aurora Harbor to Yandukin Drive
4	TRAAK		Juneau	Juneau	TE: Egan Drive Overpass	Egan Drive existing pedestrian overpass improvements

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4	TRAAK		Juneau	Juneau	TE: Egan Drive Roadside Landscaping	Norway Point roadside landscaping in conjunction with SAGA.
1	TRAAK		Juneau	Juneau	TE: Glacier Highway UAS Overpass	Glacier Highway pedestrian overpass between University of Alaska-Southeast campus facilities.
2	TRAAK		Juneau	Juneau	TE: Glacier Highway: McNugget to Del Rae	Egan Drive at McNugget Intersection to Del Rae/Loop Road pedestrian and transit improvements.
4	TRAAK		Juneau	Juneau	TE: Lena Point Park	Construct parking and/or other public improvements.
4	TRAAK		Juneau	Juneau	TE: Marine Park-Bike Racks	Install bike racks in Marine Park Garage.
4	TRAAK		Juneau	Juneau	TE: Marine Way/Park Pedestrian Overpass	Construct pedestrian overpass at Marine Park for safety of pedestrians and vehicular traffic.
1	TRAAK		Juneau	Juneau	TE: Mendenhall River Pedestrian Crossing	Design and construct an 8' wide bridge over the Mendenhall River between the Mendenhall River Trail and Dimond Park.
2	TRAAK		Juneau	Juneau	TE: North Douglas Highway - Fish Creek to False Outer Point Bike Path	Construct bike path from Fish Creek to False Outer Point.
1	TRAAK		Juneau	Juneau	TE: Thane Road: Main Street to Ferry Terminal	Improve pedestrian facilities.
3	TRAAK		Juneau	Juneau	TE: Vintage Park Bike Path	Reconstruction of bike path and extension to Dimond Park.
1	CTP		Juneau	Juneau	Thane Road	Reconstruction from ferry terminal to Rock Dump (Mount Roberts Road).
3	CTP		Juneau	Juneau	Thane Road	Reconstruction from Rock Dump (Mt. Roberts Road) to Sheep Creek
3	CTP		Juneau	Juneau	Willoughby and Glacier Avenue	Rehabilitation/reconstruction from Egan Drive to Highland Drive.
4	CTP		Kenai Peninsula		Milo Fritz Road	Pave approximately 1 mile of Milo Fritz Road.
3	TRAAK		Kenai Peninsula	Anchor Point	TE: Anchor River State Recreation Area	Expand/upgrade the existing site/facility. Improvements will include access road, parking area, restrooms, water system landscaping and interpretive facilities.
3	TRAAK		Kenai Peninsula	Cooper Landing	TE: Safety Trail	Upgrade the Pioneer Pedestrian Path from Sunrise Inn (MP 45) to MP 50.5. Extend the pedestrian path from MP 50 to the USFWS Cooper Creek campground to MP 50.5

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Priority	Program	Highway	Borough	Location	Name	Description
3	TRAAK		Kenai Peninsula	Cooper Landing	TE: Wildlife Viewing Site	Construct a wildlife viewing site with viewing scopes, interpretive panels and parking area at MP 46 of the Sterling Highway.
4	CTP		Kenai Peninsula	Homer	Bartlett Street	Rehabilitate Bartlett Street and Hohe Street, including widening and resurfacing.
1	CTP		Kenai Peninsula	Homer	East End Road: MP 0.0-3.6	Provide for rehabilitation and safety improvements on Homer East End Road from the Pioneer Street/Lake Street intersection (MP 0.0) to the intersection with Kachemak Drive (MP 3.6). The project will widen the paved surface and may include realignments, slope flattening and other safety improvements as required. The project also includes drainage improvements and a sidewalk/path.
1	CTP		Kenai Peninsula	Homer	East End Road: MP 12.5-22.0	Rehabilitate East End Road from the McNeil Canyon School (12.5) to the vehicle parking turnaround at Vosnesenka (MP 22.0). The project will include widening, realignment, drainage improvements and resurfacing.
1	CTP		Kenai Peninsula	Homer	East End Road: MP 3.6-12.5	Provide for rehabilitation and safety improvements on East End Road from the intersection with Kachemak Drive (3.6) to the McNeil Canyon School (MP 12.5). The work will include shoulder widening, realignmments, slope flattening, and other safety improvements as required. The project will also include drainage improvements. Pedestrians and bicycles will be accommodated by either a paved shoulder or separate pathway.
3	CTP		Kenai Peninsula	Homer	Kachemak Drive	Rehabilitate Kachemak Drive including improvements to the road lane, drainage, and surfacing, about 3.5 miles
4	CTP		Kenai Peninsula	Homer	Mission Road	Improve drainage, replace soft areas in the road base and resurface with gravel.
4	CTP		Kenai Peninsula	Homer	Pioneer Street	Resurface from the Sterling Highway to East End Road, about 1 mile.
4	TRAAK		Kenai Peninsula	Homer	TE: Beluga Lake Trail (Phase II)	Complete the trail connection to the trail system being built by USFWS
2	TRAAK		Kenai Peninsula	Homer	TE: Homer Spit Mud Bay Boardwalks	Construct a widened roadway and parking area along the Sterling Highway from the Airport Road intersection to Mud Bay (0.3 mile).
3	TRAAK		Kenai Peninsula	Homer	TE: Kachemak Drive Pathways	Construct a pathway along Kachemak Drive from East End Road to the Sterling Highway (approximately 3.5 miles)
1	TRAAK		Kenai Peninsula	Homer	TE: Spit Pedestrian Pathway	Construct a pedestrian/bike path along the Sterling Highway between Beluga Lake and the end of the Homer Spit which is a distance of about five miles.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Kenai Peninsula	Homer	TE: Woodard Creeks Erosion Control	Provide channelization and erosion control measures for drainage crossing the Sterling Highway.
3	CTP		Kenai Peninsula	Homer	West Hill Road	Improve a half-mile segment of West Hill Road between Bell Avenue and Skyline Drive. The improvements include resurfacing, installation of needed culverts, and other drainage improvements.
3	CTP		Kenai Peninsula	Hope	Hope Road	Rehabilitate from the Seward Highway to Hope. Improvements include resurfacing and drainage improvements as needed.
4	CTP		Kenai Peninsula	Hope	Resurrection Creek Road	Improve drainage, dig out soft spots and replace road bed material as needed. Resurface with gravel.
3	TRAAK		Kenai Peninsula	Kasilof	TE: Johnson Lake State Recreation Area	Expand and upgrade the existing facility. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretive facilities.
3	TRAAK		Kenai Peninsula	Kasilof	TE: Kasilof River State Recreation Area	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
4	CTP		Kenai Peninsula	Kenai	Abandoned Vehicles Program	Remove 'junked' vehicles from along the public road rights-of-way in the Kenai Peninsula Borough.
1	CTP		Kenai Peninsula	Kenai	Forest Drive/Redoubt Avenue	Rehabilitate 1.0 mile of Forest Drive and 1.0 mile of Redoubt Avenue. The project will improve drainage, replace road bed material as needed, relocate utilities as needed and resurface the road. The project will also include pedestrian paths or sidewalks.
3	CTP		Kenai Peninsula	Kenai	Kenai Beach Road	Rehabilitate beginning at the bottom of the hill on South Spruce Road and continue along Kenai Beach to the mouth of the Kenai River. Includes excavation of soft spots, paving, drainage and a parking area for vehicles.
1	CTP		Kenai Peninsula	Kenai	Kenai River Bridge Access Road Rehabilitation	Rehabilitate including resurfacing and widening. Project starts at the Kenai Spur Road and ends at Kalifornsky Beach Road.
3	NHS		Kenai Peninsula	Kenai	Kenai Spur Road: MP 0-2.8	Repave the existing five lanes from the Sterling Highway junction to Knight Drive. From Knight Drive to Cheechako Drive, an urban five-lane facility will be constructed. From Cheechako Drive to Sports Lake Road, a rural five-lane facility will be constructed. From Sports Lake Road to Mooring Drive, the road will taper to two lanes. At Mooring Drive, the project will connect with a recently completed project.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
3	NHS		Kenai Peninsula	Kenai	Kenai Spur Road: MP 10-25	Resurface Kenai Spur Road MP 10-25.
4	CTP		Kenai Peninsula	Kenai	South Cohoe Loop	Clean out the drainage, regrade the road surface and pave the unpaved portion of Cohoe Loop Road.
4	CTP		Kenai Peninsula	Kenai	South Fork of Anchor River Bridge Replacement	Replace the bridge (#1199) across the south fork of the Anchor River.
2	TRAAK		Kenai Peninsula	Kenai	TE: Isaak Walton Campground Archeological Inventory	Excavate prehistoric houses and adjacent activity areas, provide interpretation during excavation, and install interpretive kiosk(s) following completion of excavation.
3	TRAAK		Kenai Peninsula	Kenai	TE: Kenai River Flats Interpretive Site	Improve the existing highway rest stop near Warren Ames Memorial Bridge. Viewing platforms, viewing scopes, walkways, paving and landscaping.
3	TRAAK		Kenai Peninsula	Kenai	TE: Kenai Spur Stormy Lake Scenic Viewpoint	Upgrade existing highway pullouts to provide landscaping, beautification and interpretation at this scenic overlook above Stormy Lake at Captain Cook state recreational area.
1	TRAAK		Kenai Peninsula	Kenai	TE: Kenai Spur Unity Trail Pedestrian/Bike Path	Construct a pedestrian/bike path along Kenai Spur Road between Mooring Drive and Swires Road. This facility will connect two pedestrian/bike paths to be constructed by Kenai Spur Road reconstruction projects in 1994 and 1995.
3	TRAAK		Kenai Peninsula	Kenai	TE: USFS Footprints Interpretive Trail	Construct a pathway system in the USFS "Footprints" interpretive site. Pathway will be approximately 1000 feet in length.
4	CTP		Kenai Peninsula	Kenai	USFWS-Skilak Loop Road	Rehabilitate. Improvements include drainage, minor realignments, and resurfacing (approximately 19 miles).
4	CTP		Kenai Peninsula	Kenai	USFWS-Swanson River Road	Rehabilitate from the Sterling Highway to the 'T' intersection north of Rainbow Lake, approximately 15 miles. Improvements will include drainage and resurfacing.
4	CTP		Kenai Peninsula	Kenai	Wildwood Drive	Rehabilitate from the Kenai Spur Road to Wildwood State Prison, approximately 1 mile.
3	CTP		Kenai Peninsula	Nanwalek	Nanwalek to Port Graham Road	Construct a new road between Port Graham and Nanwalek (formerly English Bay). The road will replace an existing foot/ATV trail.
3	CTP		Kenai Peninsula	Ninilchik	Ninilchik Village Bridge Replacement	Replace the bridge.

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Priority	Program	Highway	Borough	Location	Name	Description
3	TRAAK		Kenai Peninsula	Ninilchik	TE: Clam Gulch State Recreation Area	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
3	TRAAK		Kenai Peninsula	Ninilchik	TE: Deep Creek State Recreation Area	Expand and upgrade the existing site.
3	TRAAK		Kenai Peninsula	Ninilchik	TE: Ninilchik Area Pathways	Construct two pathway systems in/around Ninilchik including a pathway from the Ninilchik Beach to the Deep Creek Bridge and a loop pathway round Kingsley Road to Oilwell Road and back to the Sterling Highway.
4	TRAAK		Kenai Peninsula	Ninilchik	TE: Ninilchik Viewpoint	Construct a scenic viewpoint along the Sterling Highway at Ninilchik. Improvements include a parking area, interpretation, and landscaping.
3	TRAAK		Kenai Peninsula	Ninilchik	TE: SRA Expansion/Rest Area	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
4	CTP		Kenai Peninsula	Seldovia	Barabara Heights Subdivision	Improve drainage and resurface the road with gravel. Minor realignments may be needed.
3	CTP		Kenai Peninsula	Seldovia	Jakalof Bay Road	Realign as needed to reduce the grade and curvature on several sections of the road. Install guardrails, improve drainage, and resurface with gravel.
4	CTP		Kenai Peninsula	Seldovia	Outside Beach Access Road	Upgrade from the Jakolof Bay Road to the Seldovia Bay Beach, approximately 0.5 mile.
4	CTP		Kenai Peninsula	Seldovia	Rocky Road (Rocky River Road)	Rehabilitate from Jakolof Bay to the picnic harbor area, approximately 15 miles. Includes drainage improvements, brushing, regrading and replacing several bridges/culverts.
4	CTP		Kenai Peninsula	Seldovia	Seldovia Valley Road	Realign, widen and provide drainage for the access road from Seldovia to the Upper Seldovia Valley. The road will replace an existing single lane pioneer road.
3	TRAAK		Kenai Peninsula	Seldovia	TE: Pedestrian Path-Airport	Construct a pedestrian walkway from downtown Seldovia to the Seldovia airport, a distance of 0.5 miles. Modify the Seldovia Slough Bridge to accomodate foot traffic
1	TRAAK		Kenai Peninsula	Seldovia	TE: Waterfront Boardwalk	Construct a one-half mile boardwalk along the seawall adjacent to the city boat harbor and Seldovia Bay.
4	CTP		Kenai Peninsula	Seward	Lowell Point Road	Upgrade from Seward to Lowell Point approximately 2 miles

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Kenai Peninsula	Seward	Nash Road: MP 1-3	Resurface from MP 1 to MP 3, approximately 2 miles.
4	CTP		Kenai Peninsula	Seward	North Forest Acres Road	Construct a new industrial service road from the Seward Highway (MP 2.8) to the landfill and rock quarry near Jap Creek.
3	CTP		Kenai Peninsula	Seward	Port Avenue	Resurface Port Avenue (aka Dock Road) from the Seward Highway (MP 0.0) to the end of the road (MP 0.4).
4	CTP		Kenai Peninsula	Seward	Salmon Creek Road (Cemetery Road)	Resurface with gravel.
3	TRAAK		Kenai Peninsula	Seward	TE: Exit Glacier Road Pathway	Construct a pathway along Exit Glacier Road from the Seward Highway to the National Park Service Exit Glacier Recreation Area.
3	TRAAK		Kenai Peninsula	Seward	TE: Ferry Terminal Restoration	Restore the ferry terminal building to its original 1920-1930 motif. The work will include reroofing, replacement of siding and windows, and other repairs as needed. The building will also be brought up to uniform building code.
3	TRAAK		Kenai Peninsula	Seward	TE: Iditarod Trail Development	Construct Iditarod Trailhead on state land at Nash Road. Trailhead will include parking area, interpretive kiosk and restrooms. Upgrade and connect Iditarod Trail between Nash Road and Snow River. Construct a trailhead/parking lot at MP 12 Seward Highway (Snow River end of this project).
3	TRAAK		Kenai Peninsula	Seward	TE: Nash Road Pedestrian/Bike Path	Construct a pedestrian/bike path from the high school to the Seward Highway/Nash Road intersection. Modify 3 bridges across the Resurrection River to accommodate foot/bike traffic.
1	TRAAK		Kenai Peninsula	Seward	TE: Pathway	Construct two pathway segments in Seward, one on Railroad Avenue and one along Van Buren Street.
3	TRAAK		Kenai Peninsula	Seward	TE: Pathway Overcrossing	Construct a pedestrian overcrossing over the Seward Highway between Dairy Hill Lane and Phoenix Road in Seward. Build pathways to connect to the existing pathways.
3	TRAAK		Kenai Peninsula	Seward	TE: Restrooms/Dump Station/Visitor Center	Construct restrooms and a sewer dump station at the south end of the Chamber of Commerce information center.
3	CTP		Kenai Peninsula	Soldotna	Big Eddy Road MP 0.0-1.4	Upgrade the existing 18-foot to 20-foot wide gravel roadway to 24-foot rural standards. The project will resurface the road and improve lateral drainage.
3	CTP		Kenai Peninsula	Soldotna	Ciechanski Road Phase II	Improve drainage, regrade the road bed and pave the unpaved portion of Ciechanski Road (MP 1.0-2.0).

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Kenai Peninsula	Soldotna	College Bridge Construction	Construct a new bridge across the Kenai River in Soldotna. Bridge and approach roads will connect East Poppy Lane and Redoubt Avenue.
4	CTP		Kenai Peninsula	Soldotna	East Poppy Lane	Rehabilitate, including resurfacing and a separated pathway between Kalifornsky Beach Road and Kenai Peninsula Community College.
3	CTP		Kenai Peninsula	Soldotna	East Redoubt Avenue	Add additional road bed material as needed, improve drainage and pave the road from the Sterling Highway to the city limits, about 4 miles.
4	CTP		Kenai Peninsula	Soldotna	Forest Lane Road	Provide minor realignments, drainage improvements and resurface with gravel.
1	CTP		Kenai Peninsula	Soldotna	Funny River Road: MP 2.7-17.0	Rehabilitate the road including drainage improvements and paving.
4	CTP		Kenai Peninsula	Soldotna	Panoramic Drive/Marriot Drive	Provide safety improvements on Panoramic Drive and Marriot Drive between the Sterling Highway and Harbin Avenue. Total length of the project is .65 miles.
4	CTP		Kenai Peninsula	Soldotna	Sport Lake Road	Regrade the road surface, make minor drainage improvements and pave the road, about two miles.
3	TRAAK		Kenai Peninsula	Soldotna	TE: Kalifornsky Beach Safety Path	Construct a pedestrian/bike path along K-Beach Road from the Sports Arena to the Kenai Peninsula Community College.
1	TRAAK		Kenai Peninsula	Soldotna	TE: Kenai River Walkway	Construct a walkway to connect the pedestrian walkway along the Sterling Highway at the Kenai River Bridge to a walkway in the city's Soldotna Creek Park. The project will follow the banks of the Kenai River and will include the floating fishing docks on the river and rest stops along the route. Landscaping and revegetation of disturbed areas are will also be included.
3	CTP		Kenai Peninsula	Soldotna	TE: Kobuk Street Storm Drain Construction	Construct a storm drain outfall at Kobuk Street. The project will include a concrete sedimentation basin with oil separation capability.
3	TRAAK		Kenai Peninsula	Soldotna	TE: Morgan's Landing Overlook	Reconstruct and pave the parking area, pave the trails to the bluff along the Kenai and construct a viewing deck for salmon viewing.
4	CTP		Kenai Peninsula	Sterling	Fouding Lane	Pave from the Sterling Highway to the intersection with Kenai Keys Road. Includes minor drainage and road bed improvements.
2	CTP		Kenai Peninsula	Sterling	Kenai River Crossing at Funny River	Construct a bridge and road to connect Funny River Road with the Sterling Highway in the vicinity of Sterling. The project includes a paved road and two-lane bridge across the Kenai River. The project will also construct a boat launch facility with parking adjacent to the Kenai River.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Kenai Peninsula	Sterling	Scout Lake Loop Road	Resurface with gravel. Minor road-bed and drainage improvements will be included.
4	CTP		Ketchikan Gateway	Ketchikan	Berth I Redecking	Redecking. Apron reconstruction.
4	CTP		Ketchikan Gateway	Ketchikan	Carlanna-Fairview Road	Construct roadway between Jackson and Buren Streets.
3	CTP		Ketchikan Gateway	Ketchikan	Deermont Avenue	Rehabilitation widening.
4	CTP		Ketchikan Gateway	Ketchikan	Killer Whale Avenue	Extend access to housing development.
1	CTP		Ketchikan Gateway	Ketchikan	North Tongass Highway	Widen/realign from Ward Cove to Whipple Creek.
2	CTP		Ketchikan Gateway	Ketchikan	North Tongass Highway	Pave from mile 15 to Settlers Cove.
4	CTP		Ketchikan Gateway	Ketchikan	Park-N-Ride Lots	Construct mass transit Park-N-Ride parking lots on north and south sides of Ketchikan.
4	CTP		Ketchikan Gateway	Ketchikan	Revillagigedo Road	Construct road from Shelter Cove to Bradfield River.
4	CTP		Ketchikan Gateway	Ketchikan	Revillagigedo Road	Construct road from Harriet Hunt Lake to Shelter Cove on Carroll Inlet.
4	CTP		Ketchikan Gateway	Ketchikan	Roadside Barriers	Install or replace guardrail at various locations.
4	CTP		Ketchikan Gateway	Ketchikan	Roosevelt Spur	Upgrade, widen and pave between Franklin and South Tongass.
2	CTP		Ketchikan Gateway	Ketchikan	Saxman Road Improvements	Reconstruct one mile with sidewalks, drainage and pavement.
3	CTP		Ketchikan Gateway	Ketchikan	Schoenbar Extension	Construct connection between Schoenbar Road and Deermont Street.
3	CTP		Ketchikan Gateway	Ketchikan	South Tongass Highway	Widening, minor alignment improvements and repaving from the U.S. Coast Guard base to end of pavement.
4	CTP		Ketchikan Gateway	Ketchikan	TE: Bus Shelters And Pullouts	Construct public transit system bus shelters and bus pullouts.

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Priority	Program	Highway	Borough	Location	Name	Description
1	TRAAK		Ketchikan Gateway	Ketchikan	TE: Central Business District Sidewalk Improvements	Downtown Ketchikan sidewalk improvements.
4	TRAAK		Ketchikan Gateway	Ketchikan	TE: Leask Lake Access	Construct road or trail access into Leask Lake area.
4	TRAAK		Ketchikan Gateway	Ketchikan	TE: Mountain Point Boat Launch	Construct restroom facilities and expansion of the current parking lot at the Mt. Point boat launch facility (mile 5 South Tongass Highway).
2	TRAAK		Ketchikan Gateway	Ketchikan	TE: North Tongass Highway Bicycle/Pedestrian Trail Facility	Construct pedestrian/bike trails from D-1 Loop Road north to Whipple Creek, from D-1 Loop Road south to Sunset Drive, and from Sunset Drive to Ward Creek.
4	TRAAK		Ketchikan Gateway	Ketchikan	TE: South Tongass Highway Bicycle/Pedestrian Facility	Pedestrian/bike trail, Saxman to Mountain Point.
4	TRAAK		Ketchikan Gateway	Ketchikan	TE: Totem Bight Park	Acquire 2 parcels of land at entrance to Totem Bight State Park to protect viewshed and provide additional parking.
1	NHS		Ketchikan Gateway	Ketchikan	Tongass Avenue: Madison Street to Water Street	Make improvements to Tongass Avenue and Third Avenue between the Madison Street and the Water Street intersections. Repair and rehabilitate viaduct, widen Tongass Avenue, and construct Third Avenue extension to intersect with Schoenbar Road in order to relieve congestion in downtown area. (Shown as two projects to streamline cash flows in program.)
4	CTP		Ketchikan Gateway	Ketchikan	Tongass Avenue: Plaza Port West Exit	Access improvement and parking lot development to replace lost parking.
1	NHS		Ketchikan Gateway	Ketchikan	Tongass Avenue: Water Street to Grant Street	Make improvements to Tongass Avenue between the Water Street and Grant Street intersections. Rehabilitate viaduct sections of Tongass Avenue, increase capacity, and improve parking conditions in the downtown area. (Shown as two projects to streamline cash flows in program.)
4	CTP		Ketchikan Gateway	Ketchikan	Transit Bus Storage Barn	Design and construct a transit system bus storage barn and maintenance facility.
4	CTP		Ketchikan Gateway	Ketchikan	Ward Lake Road	Asphalt paving, dust control and noise abatement at picnic and camping sites.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Kodiak Island	Akhiok	Local Roads	Pave approximately 7 miles of existing gravel roads, including the roads between the village, the tank farm and the barge landing. Includes the installation of street lighting.
1	CTP		Kodiak Island	Karluk	Airport Access Road	Rehabilitate a gravel surfaced roadway that connects the village with the airport and the mouth of the Karluk Lagoon.
3	CTP		Kodiak Island	Kodiak	3 Sisters Way	Design and property acquisition to reconstruct this steep gravel road to improve drainage and reduce the grade.
3	CTP		Kodiak Island	Kodiak	Anton Larsen Road Extension	Construct approximately 1.75 mile of gravel surfaced roadway to provide access to a proposed all-season boat ramp/docking facility at Craig Point.
3	CTP		Kodiak Island	Kodiak	Bayview Drive	Reconstruct gravel surfaced roadway from Monashka Bay Road to Monashka Circle including paved aprons at each end of the road and guardrails.
3	CTP		Kodiak Island	Kodiak	Bells Flats Road	Construct 7,200 linear feet of gravel surfaced roadway.
4	CTP		Kodiak Island	Kodiak	Bonapart Circle	Rehabilitate.
1	CTP		Kodiak Island	Kodiak	Chiniak Road	Rehabilitate Rezanof West Road from the Coast Guard Station Access Road to the end of Cape Chiniak Road to include erosion repair, drainage, surfacing and limited geometric improvements.
4	CTP		Kodiak Island	Kodiak	Dark Lake/Vista View Road	Construct access to an undeveloped tract of land adjacent to the city of Kodiak.
4	CTP		Kodiak Island	Kodiak	Lakeview Drive Extension	Design .8 mile of new gravel road.
3	CTP		Kodiak Island	Kodiak	Lyndon Way	Rehabilitate.
3	CTP		Kodiak Island	Kodiak	Marine Way	Rehabilitate and repave.
3	CTP		Kodiak Island	Kodiak	Marmot Drive	Reconstruct a gravel-surfaced residential roadway from Monashka Bay Road to the end of Marmot Drive (approximately 1 mile) including improvements to address drainage and glaciation problems.
3	CTP		Kodiak Island	Kodiak	Mission Road	Rehabilitate and repave.
3	CTP		Kodiak Island	Kodiak	Monashka Bay Road	Rehabilitate and resurface paved portion of road.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Kodiak Island	Kodiak	Mozart Circle	Rehabilitate.
3	CTP		Kodiak Island	Kodiak	Olmeloi Way	Rehabilitate.
2	CTP		Kodiak Island	Kodiak	Pasagshak Road	Widen at a sharp curve and reduce the horizontal curvature of this curve.
3	CTP		Kodiak Island	Kodiak	Peninsula Drive	Reconstruct this gravel road (approximately .5 mile) and include the improvement of a blind intersection at Olmeloi Way.
4	CTP		Kodiak Island	Kodiak	Peranosa Drive	Construct approximately 2,290 linear feet of roadway.
1	NHS		Kodiak Island	Kodiak	Rezanof Drive: Gibson Cove Realignment Safety Improvements	Rehabilitate, realign, and resurface a one-mile section of Rezanof Drive at Gibson Cove. Provide for right-of-way acquisition and rock excavations.
2	CTP		Kodiak Island	Kodiak	Selief Lane	Reconstruct Selief Road including replacement of city water lines.
3	TRAAK		Kodiak Island	Kodiak	TE: Cape Chiniak World War II Bunker	Phased project will provide a vehicle parking area, pathway system, and interpretation for a World War II bunker.
2	TRAAK		Kodiak Island	Kodiak	TE: Fort Abercrombie Historic Trail	Construct improvements to the entrance road, parking areas, and trailheads for the trail system and historical self guided walking tour of Fort Abercrombie. The project will also install additional interpretive kiosks and landscaping at the trailheads and along the trail.
3	TRAAK		Kodiak Island	Kodiak	TE: Pedestrian Bike System	Construct major portions of the trail system to connect downtown Kodiak with a pedestrian/bike trail that currently ends at East Elementary School. Project will add a second loop by the construction of the Island Lake Creek Trail and its connection with the East Elementary Trail in the vicinity of the Beaver Lake housing complex. The trail expansion will provide for a trail from downtown Kodiak to the community of Womans Bay. An alternative route will be investigated along the Old Pillar Mountain and Burma Roads as a means of providing access to these areas for recreation. This trail will also provide a link to the borough's "natural use area" in Woman's Bay and other remote recreation areas in Monashka Bay. Total length of trails to be constructed is approximately 10 miles
4	CTP		Kodiak Island	Larson Bay	Disaster Shelter Road	Construct a road to access a proposed disaster shelter.

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Priority	Program	Highway	Borough	Location	Name	Description
1	CTP		Kodiak Island	Larson Bay	Harbor Access Road	Construct a 400-foot access road to provide access to a proposed new harbor in Larson Bay.
3	TRAAK		Kodiak Island	Old Harbor	TE: Beaver Lake Trail	Construct 1 mile of trail from a residential site to the picnic area in the Beaver Lake area.
4	CTP		Kodiak Island	Ouzinkie	Hydro Road	Construct 1500 feet of gravel access road from the end of the existing village road to the village's hydroelectric plant.
2	TRAAK		Kodiak Island	Ouzinkie	TE: Trails	Construct 600 feet of boardwalk and trail at Ouzinkie Harbor, and 500 feet of boardwalk and a foot bridge for the Ouzinkie Point-Sourdough Flats trail.
3	CTP		Kodiak Island	Port Lions	Port Lions Local Roads	Rebuild and/or extend the following streets (listed in priority order): 1) Main Street (1500 feet), rebuild existing roadway to improve drainage; 2) Spruce Drive (1800 feet), rebuild existing roadway to improve drainage and extend from Hillside Drive to Bayview Drive; 3) Birch Drive (1200 feet), rebuild existing roadway to improve drainage; 4) Birch Street (1800 feet), rebuild existing roadway to straighten, widen, and improve drainage; 5) Beach Drive (750 feet), rebuild existing Pioneer Roadway; 6) Cove Drive (300 feet), rebuild existing roadway to widen, straighten and improve drainage.
1	CTP		Lake & Peninsula	Chignik	Airport Access Road	Improve the drainage, surfacing, width and erosion protection for a 2.5 mile road between the city and the airport.
4	CTP		Lake & Peninsula	Chignik	Castle Bay Haul Road	Construct road between the rock quarry site and the proposed Chignik Bay Harbor site.
3	CTP		Lake & Peninsula	Chignik	Chignik Area Inter-Village Road System	Construct approximately 20 miles of new road to link the communities of Chignik (Bay), Chiknik Lagoon, and Chignik Lake.
3	CTP		Lake & Peninsula	Chignik	Hydro Plant Access Road	Construct a road to access a proposed hydro plant.
3	CTP		Lake & Peninsula	Chignik	Water Tank Access Road	Construct a road to a proposed water tank site.
3	CTP		Lake & Peninsula	Chignik Lagoon	Packer Creek Bridge Erosion Control	Protect the bridge abutments from erosion.
3	CTP		Lake & Peninsula	Chignik Lake	Weir Access Road	Construct 14,200 feet of new road to access the Chignik River below the weir.
2	CTP		Lake & Peninsula	Egegik	Airport to Dock Access Road	Develop a road between the airport and the new dock. Approximately 4000 feet of road is expected to be required.

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3	CTP		Lake & Peninsula	Egegik	Landfill Access Road	Construct one mile of new road from the airport access road to the proposed new landfill site.
1	CTP		Lake & Peninsula	Iliamna	Iliamna to Nondalton Road	Complete a new road 22.3 miles in length from Iliamna to Nondalton including a bridge across the Newhalen River. The project was initiated in the early 1980's. The roadbed has already been partially completed.
3	TRAAK		Lake & Peninsula	Iliamna	TE: Pathway	Construct 26 miles of surface transportation routes for all-terrain vehicles and bicycles. The existing Iliamna to Newhalen Road right-of-way will be utilized for project.
3	CTP		Lake & Peninsula	Ivanof Bay	Access Road to Stepavok Bay	Construct an 8-mile road from Ivanof Bay to Stepavok Bay.
3	CTP		Lake & Peninsula	Ivanof Bay	Sludge Disposal Site Access Road	Construct a road to a sludge disposal site.
3	CTP		Lake & Peninsula	Levelock	New Residential Area Access Road	Construct a new road to access residential lots.
3	CTP		Lake & Peninsula	Newhalen	Local Roads	Rehabilitate community roads.
1	CTP		Lake & Peninsula	Pedro Bay	Bridge Replacement	Provide a new one-lane bridge over Pedro Creek in Pedro Bay. The new bridge location will be up-stream approximately 200 feet from the existing bridge, which is in a deteriorated condition. A new 24-foot wide graveled road to the bridge will be under construction beginning June 1, 1996. The department has recommended closure of the existing bridge.
3	CTP		Lake & Peninsula	Pedro Bay	Landfill Access Road	Construct approximately .3 mile of new road to access a proposed new landfill.
3	CTP		Lake & Peninsula	Pedro Bay	Local Roads	Rehabilitate existing community roads and construct new community roads.
3	CTP		Lake & Peninsula	Perryville	Local Roads	Rehabilitate community roads.
4	CTP		Lake & Peninsula	Perryville	Tsunami Shelter Road	Construct a road to a proposed tsunami shelter.
3	CTP		Lake & Peninsula	Pilot Point	Dago Creek Access Road	Construct a 6 mile road to connect the City of Pilot Point to Dago Creek.
4	CTP		Lake & Peninsula	Port Alsworth	Airport Access Road	Construct an airport access road.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Lake & Peninsula	Port Heiden	Village Roads	Rehabilitate approximately 6 miles of public village roads.
3	CTP		Lake & Peninsula	Ugashik	Landfill Access Road Construction	Construct 1/4 mile of new road to access a proposed landfill site.
3	CTP		Lake & Peninsula	Williamsport	Williamsport-Pile Bay Road	Rehabilitate a gravel-surfaced haul road from Cook Inlet to Lake Iliamna. Includes bridge replacement or repair of 3 bridges.
4	CTP		Matanuska - Susitna		Abandoned Vehicle Program	Remove 'junked' vehicles from along the public road rights-of-way in the Matanuska-Susitna Borough.
3	CTP		Matanuska - Susitna		Borough Bridges	Rehabilitate three bridges: Bodenburg Creek Bridge (Elk Road), Bodenburg Creek (Dilley Road), and Little Susitna Bridge on Carney Road.
4	CTP		Matanuska - Susitna		Borough Street Lighting	Provide street and intersection lighting at various locations throughout the Matanuska-Susitna Borough, including Talkeetna, Big Lake, Houston, Sutton and Willow.
1	CTP		Matanuska - Susitna		Church Road	Upgrade Church Road from the Parks Highway to Schrock Road including paving. The project will include pedestrian/bike path from the Parks Highway to Spruce Road.
4	CTP		Matanuska - Susitna		Church Road Extension South	Extend south from the Parks Highway to the Wasilla Airport, approximately 7,300 feet. Includes an intersection with the Parks Highway and a crossing of the Alaska Railroad.
4	CTP		Matanuska - Susitna		Clark-Wolverine Road	Rehabilitate/reconstruct from the Huntly Road/Lazy Mountain Road intersection to Clark Road, approximately 1.3 miles. Rehabilitate the road base as needed, improve drainage, realign to straighten the road and provide a paved surface.
3	CTP		Matanuska - Susitna		Edlund Road	Pave Edlund Road, about 2.5 miles.
4	CTP		Matanuska - Susitna		Hatcher Pass Road: MP 14-39	Rehabilitate Hatcher Pass Road from the Motherlode Lodge (MP 14) to Willow Creek.
1	CTP		Matanuska - Susitna		Hatcher Pass Road: MP 7-14	Rehabilitate Hatcher Pass Road between MP 7.0 and 14.0 to meet current standards including paving. Vehicle pullouts will be included in project.
3	CTP		Matanuska - Susitna		Knik River Road Rehabilitation	Rehabilitate from the Old Glenn Highway to MP 8.5, including paving.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Matanuska - Susitna		Knik-Goose Bay Road	Rehabilitate from the Parks Highway (MP 0) to the Goose Bay Airport (MP 20). Improvements include resurfacing, drainage improvements, and intersection improvements as needed. The last two miles (MP 18-20) is gravel and should be paved.
4	CTP		Matanuska - Susitna		Lake Lucille Park Access Road	Upgrade to city street standards, including widening the roadway.
4	CTP		Matanuska - Susitna		Moose Creek Bridge/Oilwell Road	Construct a vehicle bridge over Moose Creek at MP 8 of Oilwell Road.
3	CTP		Matanuska - Susitna		Palmer-Wasilla Highway: Rehabilitation/Upgrade	Rehabilitate and upgrade about 10 mile between the Glenn Highway and the Parks Highway.
1	CTP		Matanuska - Susitna		Petersville Road Rehabilitation/Extension	Rehabilitate/reconstruct Petersville Road from Kroto Creek to Cache Creek and do bridge rehabilitation. New construction will be required from the Peters Creek bridge to a Tokositna Visitor Center site.
4	CTP		Matanuska - Susitna		Pittman Road-Bayview Drive New Connection	Construct a 1.3 mile connection between Pittman Road and Bayview Drive. The connection will be constructed to AASHTO standards and paved.
4	CTP		Matanuska - Susitna		Point Mackenzie Road: North-South Section	Upgrade/reconstruct the existing Point Mackenzie Road to current design standards.
3	CTP		Matanuska - Susitna		Public Transportation Program	Expand, pave, and provide lighting for two existing park-and-ride lots near the intersection of the Glenn and Parks Highways.
2	CTP		Matanuska - Susitna		Seward Meridian Road Upgrade/Extension	Upgrade to flatten grades, improve sight distances, widen the driving surface, and provide turning lanes. Widening to four lanes between the Parks Highway and Bogard Road should be studied.
1	CTP		Matanuska - Susitna		South Big Lake Road	Reconstruct approximately 6 miles of South Big Lake Road.
4	CTP		Matanuska - Susitna		South Big Lake Road Illumination	Provide overhead street lighting on South Big Lake Road in the commercial area of Big Lake.
3	CTP		Matanuska - Susitna		Springer Loop System	Rehabilitate Outer and Inner Springer Loop Roads and the connector road. Improvements include resurfacing and intersection improvements as needed and widening as appropriate.
4	CTP		Matanuska - Susitna		Spruce Avenue	Pave from Wasilla Fishhook Road to Church Street, about 3 miles.
3	TRAAK		Matanuska - Susitna		TE: Borough Schools Pathways	Construct pathways to provide safe access at various school locations in the Matanuska-Susitna Borough.

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Priority	Program	Highway	Borough	Location	Name	Description
3	TRAAK		Matanuska - Susitna		TE: Hatcher Pass Scenic Overlooks and Trailheads	Provide several scenic overlooks with interpretive panels, parking and landscaping.
3	TRAAK		Matanuska - Susitna		TE: Iditarod Trail Pathway	Construct a pathway from Wasilla to Knik along the Knik Goose Bay Road (approximately 13 miles).
3	TRAAK		Matanuska - Susitna		TE: Nancy Lake Pedestrian/Bike	Construct a paved pathway from the Parks Highway to South Rolley Lake along the Nancy Lake Parkway.
3	TRAAK		Matanuska - Susitna		TE: Old Glenn Pathway	Construct a pathway along the Old Glenn Highway from the Matanuska River Bridge to the Knik River.
3	TRAAK		Matanuska - Susitna		TE: Rails to Trails	Construct a pathway along the abandoned railroad right-of-way between Palmer and Sutton.
4	TRAAK		Matanuska - Susitna		TE: Willow Creek Scenic Overlook	Construct roadside scenic viewing areas along Hatcher Pass-Willow Creek Road. Sites will have interpretive panels, landscaping and parking.
4	CTP		Matanuska - Susitna		Transportation/Utility Corridor	Identify and dedicate a transportation utility corridor from Willow to Pt. Mackenzie.
1	CTP		Matanuska - Susitna		Trunk Road	Reconstruct Trunk Road in accordance with current design standards.
3	CTP		Matanuska - Susitna		Vine Road	Upgrade between Knik-Goose Bay Road and the Parks Highway, including paving.
2	CTP		Matanuska - Susitna		Wasilla-Fishhook Road	Rehabilitate from the Main Street intersection (MP 0.0) to the intersection with the Fishhook Willow Road (MP 10.8). The project will make minor realignments, safety and drainage improvements and will resurface the road.
4	CTP		Matanuska - Susitna		Wasilla-Fishhook Road Knik Street Overpass	Improve Knik Street from Nelson Road to Park Avenue in Wasilla and construct a bridge over the Parks Highway and the railroad tracks. A connection between Wasilla-Fishhook Road and Knik Street may also be developed. The bridge should include a pedestrian walkway to improve non-motorized access across the Parks Highway.
4	CTP		Matanuska - Susitna		West Seldon Extension to Church Road	Extend Seldon Road west one mile to connect to Church Road
4	CTP		Matanuska - Susitna		Willow Creek Access Road	Upgrade the sub-base and pave the Willow Creek Access Road between the Parks Highway and the campground.
4	CTP		Matanuska - Susitna		Wolverine Canyon	Install guardrails along Wolverine Road in the Wolverine Creek Canyon area, a distance of approximately one mile.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Matanuska - Susitna	Houston	Beaver Lake Connector	Extend the Beaver Lake Road north to the Parks Highway at MP 56 (approximately two miles).
4	CTP		Matanuska - Susitna	Houston	King Arthur Road	Resurface from the Parks Highway to Magic Avenue, approximately 1.5 miles.
3	TRAAK		Matanuska - Susitna	Houston	TE: Hawk Lane Trailhead Facility	Construct a trail system in the community of Houston.
3	CTP		Matanuska - Susitna	Palmer	Fishhook-Willow Road	Rehabilitate from the Glenn Highway to the Wasilla-Fishhook Road intersection, including resurfacing and intersection improvements as needed.
3	TRAAK		Matanuska - Susitna	Palmer	TE: Independence Mine State Park Building Restoration	Stabilize and restore several historic structures at Independence Mine State Park including two bunkhouses, mess hall, admininstration building, woodframing shop, and portions of the extensive mill complex.
4	TRAAK		Matanuska - Susitna	Palmer	TE: Matanuska Townsite Overlook	Construct a scenic pullout at MP 36.5 of the Glenn Highway. Improvements include parking area, interpretation, and landscaping.
3	CTP		Matanuska - Susitna	Talkeetna	Talkeetna Spur Road	Rehabilitate from the Parks Highway to the Alaska Railroad Station in Talkeetna, approximately 14.4 miles. Make minor safety and driveway improvements and resurface the road.
4	CTP		Matanuska - Susitna	Wasilla	Bogard Road Extension	Provide a 4 mile connection from Lucille Street easterly to the 90 degree corner at the Bogard Road/Lakeview Drive intersection.
4	CTP		Matanuska - Susitna	Wasilla	Bogard/Crusey Street Intersection	Install a traffic signal at Bogard Road and Crusey Street.
4	CTP		Matanuska - Susitna	Wasilla	Edlund Road Extension	Connect Fern Street with Edlund Road (approximately one-half mile of road construction).
3	CTP		Matanuska - Susitna	Wasilla	Hollywood Road	Improve between Vine Road and South Big Lake Road, including paving.
4	CTP		Matanuska - Susitna	Wasilla	Lucus-Nelson Intersection	Upgrade the intersection to current standards, including improving sight distances.
2	CTP		Matanuska - Susitna	Wasilla	Old Matanuska Road	Rehabilitate/reconstruct Old Matanuska Road from the Parks Highway to Fairview Loop Road, approximately 3.1 miles. Rehabilitate the road base as needed, improve drainage, make minor realignments to straighten and reduce the grade of the road and provide a paved surface.
1	CTP		Matanuska - Susitna	Wasilla	Palmer-Wasilla Highway	Extend to connect to Knik Goose Bay Road at Glenwood Avenue.

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Priority	Program	Highway	Borough	Location	Name	Description
3	TRAAK		Matanuska - Susitna	Wasilla	TE: Historic Railroad Depot Restoration	Rehabilitate the historic railroad depot in Wasilla.
3	TRAAK		Matanuska - Susitna	Wasilla	TE: Seward Meridian Pathway	Construct a pathway along Seward Meridian Road from the Parks Highway to Bogard Road.
4	CTP		Matanuska - Susitna	Wasilla	Thomas Street	Connect Thomas Street with Togiak Street which connects to Glenwood Avenue. Extensive fill will be required to cross a small creek. Connection will be approximately 1,300 feet in length.
2	CTP		Matanuska - Susitna	Wasilla	Wasilla-Fishhook Road: Nelson-Bogard Safety Improvements	Rehabilitate and signalize the Wasilla-Fishhook/Nelson/Bogard Road intersection. Sidewalks or pedestrian pathways will also be included in the project due to the concentration of an elementary school, junior high school and high school near this intersection.
3	CTP		North Slope		North Slope Borough Transportation Plan	Develop areawide transportation plan for North Slope Borough. Plan will address feasibility, public support, funding, health and safety, maintenance and operations, trails and recreational access, and economic development.
3	CTP		North Slope	Anaktuvuk Pass	Caribou Street	Extension.
3	CTP		North Slope	Anaktuvuk Pass	Landfill Road	Upgrade 5.5 miles of the Hickel Highway to access new landfill.
4	CTP		North Slope	Atqasuk	Cemetery Road	Construct road to cemetery.
4	CTP		North Slope	Barrow	Browerville Road	Expansion.
3	CTP		North Slope	Barrow	Isatq iq Lagoon Boardwalk and Trail	Construct approximately one mile of boardwalk in vicinity of school, hospital, park, softball field and lagoon.
3	CTP		North Slope	Barrow	Walkpa Gas Field Road	Construct new road to gas field.
4	CTP		North Slope	Kaktovik	Local Roads	Expansions.
3	CTP		North Slope	Nuiqsut	Community Roads	Expansion.
3	CTP		North Slope	Point Hope	Road Extension	Extend water source road.
4	CTP		North Slope	Point Lay	Local Roads	Expansions.
3	CTP		North Slope	Wainwright	Community Roads	Improvements.
3	CTP		Northwest Arctic		Intermodal Transportation Plan	Develop areawide transportation plan for Northwest Arctic Borough. Plan will address feasibility, public support, funding, health and safety maintenance and operations, trails and recreational access, and economic development.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Northwest Arctic	Ambler	Bridge Repair/Replacement	Repair approximately 1000 feet x 8-foot wide road and replace existing bridge.
3	CTP		Northwest Arctic	Ambler	New Access Road	Construct alternate access to airport, subsistance sites, cemetery. Install culvert and clear approximately 250 feet of trees and brush for a road 8 feet wide.
4	CTP		Northwest Arctic	Buckland	Bridge to the Cemetery Site	Install drainage structure.
4	CTP		Northwest Arctic	Buckland	Buckland River Bridge	Bridge from present village site to land for expansion of housing and economic development.
4	CTP		Northwest Arctic	Buckland	Duck Creek Bridge	Bridge across Duck Creek.
4	CTP		Northwest Arctic	Buckland	Local Roads	Improvement and expansion of present roads.
3	CTP		Northwest Arctic	Deering	Inmachuk Road System - Mile 20-26	Road improvements, grading and drainage improvements.
3	CTP		Northwest Arctic	Deering	Inmachuk Road System Bank Stabilization	Mile 5.3 and Mile 9 bank stabilization/protection from erosion.
3	TRAAK		Northwest Arctic	Deering	Inmachuk Road System Planning and Enhancements	Road system plan, and wayside enhancements.
1	CTP		Northwest Arctic	Deering	Sanitation Road	Construct approximately 1/2 mile of road, plus a staging/turnaround area, to the local landfill.
3	CTP		Northwest Arctic	Kiana	Access to Gravel Source	Construct approximately 3 miles of road from the end of the existing landfill road to gravel source.
3	CTP		Northwest Arctic	Kiana	Local Roads	Resurface existing community roads.
3	CTP		Northwest Arctic	Kivalina	City Streets	Construct new streets for community relocation.
3	CTP		Northwest Arctic	Kivalina	Road to Gravel Source	Construct 2-mile-long road to gravel source.
3	CTP		Northwest Arctic	Kivalina	Road to Port Site	Construct 20-mile-long road to connect with Red Dog Mine Road.
1	CTP		Northwest Arctic	Kivalina	Sanitation Road	Construct an access road to a new landfill facility.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Northwest Arctic	Kobuk	Dahl Creek Road Bridge and Erosion	Construct bridge over Dahl Creek on the Kobuk-Bornite road.
2	CTP		Northwest Arctic	Kobuk	Landfill Access Road	Construct road to new landfill
3	CTP		Northwest Arctic	Kobuk	Local Roads	Grading, drainage and surfacing on local streets.
3	CTP		Northwest Arctic	Kotzebue	Shore Avenue Erosion Protection	Continue efforts to protect road embankment along Shore Avenue. Includes approximately 1000 feet between Mission Street and Shore Lane and additional 1200 feet between Shore Lane and Crowley Dock.
4	CTP		Northwest Arctic	Noatak	Bridge	Construct bridge over gully to wood supply.
3	CTP		Northwest Arctic	Noatak	Graveyard Trail	Improve trail.
4	CTP		Northwest Arctic	Noatak	Port Access Road	Road to proposed port approximately 10-20 miles from town.
3	CTP		Northwest Arctic	Noatak	Village Roads	Additional gravel surfacing, grading and drainage improvement.
3	CTP		Northwest Arctic	Noorvik	Airport Road	Upgrade.
3	CTP		Northwest Arctic	Noorvik	Noorvik New Town Roads	Construct approximately two miles of new roads
3	CTP		Northwest Arctic	Noorvik	Noorvik Village Road Improvements	Improve 7.1 miles of existing roads Construct new road from proposed Hotham Peak Road to proposed new airport site
2	CTP		Northwest Arctic	Selawik	Boardwalk Improvement Phase II	Reconstruct approximately 3.5 miles of boardwalk.
1	CTP		Northwest Arctic	Selawik	Landfill Access Improvement	Upgrade the boardwalk access to the local landfill.
1	CTP		Northwest Arctic	Shungnak	Community and Landfill Road	Reconstruct existing 1.5 mile-long access route from the community to the local gravel source, landfill and cemetery.
3	CTP		Northwest Arctic	Shungnak	Front Street Repairs	Approximately 1000 feet of road repair from flooding
4	CTP		Sitka	Sitka	Alternative Lightering Site	Phase I of project will include lightering floats, gangway access, staging area, parking, landscaping and pedestrian facilities at the O'Connell Bridge site.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Sitka	Sitka	By-Pass Road	New construction around north side of town on new alignment from Halibut Point Road to Sawmill Creek Road.
4	CTP		Sitka	Sitka	City Wide Overlay Program	An annual pavement management program being implemented this fiscal year. Overlays of paved city streets will be based on condition and use.
4	CTP		Sitka	Sitka	Granite Creek Road Development	Upgrade road and utilities from Halibut Point Road to the Granite Creek quarry property.
4	CTP		Sitka	Sitka	Green Lake Road Improvements	Storm drainage and slide stabilization. Slide stabilization to correct damage from a 1992 slide that removed approximately 300 feet of road, the only access to the city's Green Lake Hydropower facility.
1	NHS		Sitka	Sitka	Halibut Point Road: Cascade Creek Road to Peterson Street	Reconstruction and paving of roadway, with minor widening for shoulders and sidewalks to increase capacity and safety.
4	CTP		Sitka	Sitka	Harbor Mountain Access Road	Relocated. Relocation eliminates existing safety concerns at Sea and Ski trailer court. Anticipated routing is Halibut Point Road at Channel Club to Harbor Mountain Road.
4	CTP		Sitka	Sitka	Japonski Island Streets and Utilities	Upgrade of streets and utilities to city standards and dedication of right-of-way as required for city assumption of maintenance and operation.
4	CTP		Sitka	Sitka	Jarvis Street Improvements	Reconstruction of sanitary sewer and roadbed for approximately 600 linear feet of Jarvis Street.
4	CTP		Sitka	Sitka	Katlian Bay Road	Construct road connection from the end of Halibut Point Road to the private property at the end of Katlian Bay.
4	CTP		Sitka	Sitka	Lake Street	Modifications to the extension of Lake Street near the High School.
4	CTP		Sitka	Sitka	Lake Street Extension Modification	Realign high school access to Lake Street extension to increase safety at intersection.
1	CTP		Sitka	Sitka	Sawmill Creek Road Shoulders	Widen shoulders and pave from Jamestown Bay to Shotgun Alley to accommodate pedestrians and cyclists.
4	CTP		Sitka	Sitka	Sitka Access-Baranof Warm Springs	New construction of road and tunnels from Silver Bay to Baranof Warm Springs.
4	CTP		Sitka	Sitka	Starrigavan Access Road Improvements	Replace a failing existing log bridge, upgrade storm drainage, and resurface the roadway with sufficient gravel to allow maintenance grading.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Sitka	Sitka	TE: Areawide Bicycle/Pedestrian Improvements	Annual signing and safety improvements to facilitate bicycle/pedestrian travel.
4	CTP		Sitka	Sitka	TE: Areawide Storm Drainage and Safety	Areawide storm drainage/safety improvements.
4	CTP		Unorganized		Western Access Road	Construct new highway from contiguous road system (Nenana) to the Seward Peninsula (Nome).
1	CTP		Unorganized	Akiachak	Sanitation Road	Resurface the community roads in conjunction with the water and sewer project.
3	CTP		Unorganized	Alatna	Boat Landing Access Road Construction	Construct 500 feet of 16-foot-wide gravel road with insulation.
3	CTP		Unorganized	Alatna	Landfill/Cemetery Access Road Construction	Construct 1.5 mile by 24-foot-wide gravel road.
3	CTP		Unorganized	Aleknagik	Local City Street	Reconstruct local streets, which are currently largely pathways.
3	CTP		Unorganized	Aleknagik	North Shore Landfill Road Relocation	Construct 1.5 miles of road to access a proposed new landfill and sewage lagoon.
4	CTP		Unorganized	Aleknagik	South Shore Atsat Subdivision Road	Construct road access to new HUD homes.
4	CTP		Unorganized	Aleknagik	South Shore Foxville Road	Construct a road extension to a boat launch and vehicle parking area.
3	CTP		Unorganized	Aleknagik	Wood River Bridge	Construct a bridge to connect the northern portion of the village of Aleknagik with the road to Dillingham and the southern portion of the village. The village is divided by the Wood River.
3	CTP		Unorganized	Allakaket	Boat Landing Access Road	Construct new 2,100-foot boat landing access road.
3	CTP		Unorganized	Allakaket	Cemetery Trail Improvement	Improve existing trail to cemetery, approximately 2000 feet long by 8 feet wide.
3	CTP		Unorganized	Allakaket	Road Expansion Community Facilities	Expand roads within the community site (approximately 3000 feet).
3	CTP		Unorganized	Allakaket	Road Expansion East Subdivision Site	Expand roads within new subdivision site (approximately 6400 feet).
3	CTP		Unorganized	Allakaket	Road Expansion West Residential Site	Expand road on the west residential site, approximately 2100 feet.
3	CTP		Unorganized	Allakaket	Winter Trail Expansion	Expand the winter trail into a road approximately 1.25 miles.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Unorganized	Angoon	Angoon to Airport Site	Design and construct 10 miles of new road between the community of Angoon and the proposed airport site near Hood Bay.
4	CTP		Unorganized	Angoon	Danger Point Cemetery Access Road	Construct 3/4 miles of new access road.
3	TRAAK		Unorganized	Angoon	TE: Beachfront Staircases	Construct 3 stairways to access the beach, improving loading and unloading of watercraft on the beach.
4	TRAAK		Unorganized	Angoon	TE: Front Street Walkway/Bikepath	Construct independent walkway/bikepath along Front Street.
3	CTP		Unorganized	Aniak	City Roads/Slough Bridge	Provide basic upgrades.
3	CTP		Unorganized	Anvik	Bridge Replacement	Replace bridge #1302 that has deteriorating pilings.
3	CTP		Unorganized	Arctic Village	Old John Lake Road	Construct 21 mile long road to subsistence area.
2	TRAAK		Unorganized	Atmautluak	TE: Boardwalk	Reconstruct the boardwalks on the north end of the village of Atmautluak.
3	TRAAK		Unorganized	Atmautluak	TE: Boardwalk Extension	Extend Atmautluak Road to the clinic and the waterpoint.
1	TRAAK		Unorganized	Bering Straits Villages	TE: Trail Staking	Mark winter trails in the Bering Straits Region including trails from Shishmaref, Gambell, Savoonga and Elim.
3	CTP		Unorganized	Bethel	7th Avenue	Improve between Ridgecrest Drive and Main Street.
3	CTP		Unorganized	Bethel	Akakeek Street	Improve between Ridgecrest Drive and Ptarmagin Street.
3	CTP		Unorganized	Bethel	East Avenue	Improve between Brown Slough Bridge and the Bethel Small Boat Harbor.
3	CTP		Unorganized	Bethel	Fourth Avenue	Rehabilitate and pave from Ridgecrest Drive to Main Street.
3	CTP		Unorganized	Bethel	Main Street	Rehabilitate and pave from 1st to 4th Avenue.
3	CTP		Unorganized	Bethel	Main Street	Rehabilitate from 4th to 7th Avenue.
3	CTP		Unorganized	Bethel	Ptarmigan Street	Improve between Ridgecrest Drive and Tundra Ridge Road.
4	CTP		Unorganized	Bethel	Sewage Lagoon Access Road	Construct improved access to a sewage lagoon.
1	TRAAK		Unorganized	Bethel	TE: Boardwalk	Reconstruct 2,200 feet of dilapidated boardwalk and construct 4,500 feet of new boardwalk.
3	CTP		Unorganized	Bethel	Tundra Ridge Road	Improve between Chief Eddie Hoffman Highway and Ptarmigan Street.
1	CTP		Unorganized	Birch Creek	Landfill Road	New construction.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Unorganized	Brevig Mission	Airport Road Improvements	Eliminate drainage problems, raise grade and resurface the airport access road.
1	CTP		Unorganized	Brevig Mission	Landfill Road	Construct 3/4 mile long road to the proposed landfill.
1	CTP		Unorganized	Central	Dust Control/Paving	Asphalt surface treatment on approximately 2 miles of the Steese Highway and 0.3 miles of the Circle Hot Springs Road.
4	CTP		Unorganized	Central	Harrison Creek Road Upgrade	Upgrade old mining/recreation access road between the Steese Highway, MP 115 and Portage Summit near Circle Hot Springs.
3	CTP		Unorganized	Chalkyitsik	Community Road Improvements	Realignment and safety improvements, including airport road.
3	CTP		Unorganized	Chalkyitsik	O'dik (Big Lake) Trail	Widen and elevate the trail to Big Lake.
3	CTP		Unorganized	Chefornak	Barge Landing Access Road	Improve from the barge landing to the airport access road.
3	CTP		Unorganized	Chefornak	TE: Boardwalk	Improve community boardwalks.
3	CTP		Unorganized	Chevak	Airport Access Road	Construct an access road from the new airport.
3	CTP		Unorganized	Chevak	Local Roads	Construct local road improvements to include Chevak Subdivison western boundary road and new school access road.
3	TRAAK		Unorganized	Chevak	TE: Residential Boardwalks	Develop roads and boardwalks to access new residential developments in Chevak.
1	TRAAK		Unorganized	Chitina	TE: Pedestrian/Bike Facility	Construct one mile of bike path from One Mile Lake to Chitina.
1	TRAAK		Unorganized	Chitina	TE: Visitor Wayside	Construct a visitor wayside near the junction of the Edgerton Highway, McCarthy Road and O'Brien Creek Road.
4	CTP		Unorganized	Chuathbaluk	Chuathbaluk-Aniak Road	Develop a connector road between Chauthbaluk and Aniak, but will not include a bridge across the Kuskokwim River.
3	CTP		Unorganized	Circle City	Dust Control/Paving	Resurface approximately 3 miles of the Steese Highway at Circle City. Work should include a dust pallative or high-float asphalt surfacing.
3	TRAAK		Unorganized	Copper Center	TE: Klutina River Wayside	Construct new wayside with sanitary facilities.
4	TRAAK		Unorganized	Copper Center	TE: Pedestrian/Bike Path	Construct approximately 1/2 mile of bike path between the Old Richardson Highway and Silver Springs School.

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Priority	Program	Highway	Borough	Location	Name	Description
1	CTP		Unorganized	Cordova	Lake Avenue	Replace curb, gutter, sidewalks, utilidor, storm drainage system, new guardrail, culverts and reshape ditches. Replace storm drain inlets with curb and basin inlets.
3	TRAAK		Unorganized	Cordova	TE: Bering River Train Railroad Park	Create railroad park by rehabilitating railroad engine and installing at old railroad; site will be landscaped.
3	TRAAK		Unorganized	Cordova	TE: Copper River Highway/1st Street	Replace sidewalk, curb, gutter and railing from ferry terminal to high school. Install handrail in Odiak Slough area.
3	TRAAK		Unorganized	Cordova	TE: Miles Glacier Viewing Area	Construct turn-off and viewing area at Miles Glacier on the Copper River Highway.
4	TRAAK		Unorganized	Cordova	TE: Prince William Sound Sea Kayak Trail	Enhance trail system for kayak users. Trail will designate 3 communities, Cordova, Whittier, Valdez, as start points. Includes approximately 20 camp sites throughout Prince William Sound.
4	TRAAK		Unorganized	Cordova	TE: Shepard Point Road Turnouts	Construct 2-3 turnouts along route of proposed Shepard Point Road.
3	TRAAK		Unorganized	Cordova	TE: Whitshed Road/Honey Ridge Trail	Construct trail from Whitshed Road at Hartney Bay to Honey Ridge (approximately 4 miles). Includes trailhead parking.
3	CTP		Unorganized	Cordova	Whitshed Road	Replace sections of guardrail from Copper River Highway to Hartney Bay. Realign road on right-of-way, install curb and gutter with sidewalks to baler facility. Surface and install street lights along entire route. Construct turnouts at Three Mile Bay and Hartney Bay with toilet facilities at Hartney Bay.
3	CTP		Unorganized	Craig	8th Street Access to Seaplane Float	Construct 8th Street intersection with the Craig-Klawock Highway and construct a straight and direct access to the new state-owned seaplane float in Craig.
4	CTP		Unorganized	Craig	City Streets Sidewalks and Utilities	Relocate utilities and install sidewalks on city streets.
3	CTP		Unorganized	Craig	Craig-Klawock Highway: School Turn Lane at MP 0.75	Construct a pedestrian crossing, turn lane and a flashing yellow light at the intersection of School Road and the Craig-Klawock Highway at MP 0.75.
4	CTP		Unorganized	Craig	Port St. Nicholas Road Engineering	Provide engineering and design services on 5.5 miles of the city-owned road, from the Craig-Klawock Highway south and east to the end.
4	TRAAK		Unorganized	Craig	TE: Craig-Klawock Highway: Jogging/Bicycle Trail	Provide an 8-foot-wide path within the state right-of-way of the Craig-Klawock Highway from MP 1 to MP 4.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Unorganized	Crooked Creek	Crooked Creek to Iditarod Trail Road	Construct a 50 mile road from Crooked Creek to the Iditarod Trail chockpoint.
4	CTP		Unorganized	Crooked Creek	Crooked Creek to Snow Gulch Road	Construct a road from Crooked Creek to the mine site at Snow Gulch.
3	CTP		Unorganized	Crooked Creek	Upper Village Road	Construct a 1.5 mile road to access a residential development.
4	CTP		Unorganized	Delta Junction	Berm Road	Construct 1/4 mile of new road to connect east with west sections.
3	CTP		Unorganized	Delta Junction	Deltana Corporation Road Improvements	Rehabilitation, paving and drainage improvements to control seasonal flooding.
4	CTP		Unorganized	Delta Junction	Local Roads	Improve driving surface/safety on Tanana Loop, Main Street, Old Nistler, and Spengler Roads.
3	CTP		Unorganized	Delta Junction	Quartz Lake Road	Resurfacing, drainage improvements, minor widening and realignment of 2.5 mile of gravel road.
3	TRAAK		Unorganized	Delta Junction	TE: State Historic Park Museum/Theater	Convert Alaska Road Commission Garage into a museum/theater historic Rika's Roadhouse and ferry crossing on the Tanana River near Delta Junction.
3	TRAAK		Unorganized	Delta Junction	TE: State Historic Park Resource Protection	Provide erosion protection, pave the access road, entrance parking area, RV sanitary dump station loop and pedestrian trails at Rika's Roadhouse and ferry crossing.
2	TRAAK		Unorganized	Delta Junction	TE: Sullivan Roadhouse	Construct parking, access road, landscaping and interpretive exhibits for historic roadhouse in Delta Junction.
3	CTP		Unorganized	Dillingham	Airport Spur Road	Rehabilitate and repave.
4	CTP		Unorganized	Dillingham	Cutback Road	Upgrade a .1 mile road.
4	CTP		Unorganized	Dillingham	Downtown Roads	Rehabilitate and repave 14 roads in downtown Dillingham. Approximately 2.6 miles of road will be improved.
4	CTP		Unorganized	Dillingham	Marten Street	Upgrade a .1 mile road.
4	CTP		Unorganized	Dillingham	Squaw Creek Road	Upgrade a .6 mile road.
4	CTP		Unorganized	Dillingham	Subdivision Road	Resurface 35 subdivision roads in Dillingham for a length of 7.9 miles.
3	TRAAK		Unorganized	Dillingham	TE: Waskov Road Pathway	Construct a pathway along the first two miles of Waskov Road.
2	TRAAK		Unorganized	Dillingham	TE: Wood River Road Pathway	Consruct a 2 mile long pathway along Wood River road from Dillingham Road to Waskov Road.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Unorganized	Dillingham	Wood River Road	Rehabilitate.
4	CTP		Unorganized	Edna Bay	Davidson Avenue	Improvements.
4	CTP		Unorganized	Edna Bay	New Road	1.3 miles of new road.
3	TRAAK		Unorganized	Eek	TE: Boardwalk	Improve deteriorating boardwalks in the community of Eek.
3	CTP		Unorganized	Emmonak	Community Roads	Extend and upgrade existing community roads. Roads to be improved are primarily roads to the new housing area.
3	CTP		Unorganized	Evansville - Bettles	Bettles Local Road Lift	Six inch top coat of gravel (preferably crushed) to be placed on 2.4 miles of roads within City of Bettles.
4	CTP		Unorganized	Evansville - Bettles	Dalton Highway to Bettles Road	New road construction from Dalton Highway to Bettles.
3	CTP		Unorganized	Evansville - Bettles	River Access	Construct an approximately 1/8 mile long access road to boat docking area.
3	CTP		Unorganized	Evansville - Bettles	Subdivision Road	New road to village corporation lands.
4	CTP		Unorganized	Evansville - Bettles	Tobuk Lane Extension	Extend existing roadway 3 miles to provide access to subsistence sites, cemetery site and potential lease lots.
3	CTP		Unorganized	Evansville - Bettles	Tobuk Lane Upgrade	Upgrade approximately one mile of road providing access to community, housing, clinic and airport. Resurface, improve drainage and street lighting.
4	CTP		Unorganized	Evansville - Bettles	Willow Road	Resurface gravel road that provides access to the new solid waste landfill and sewage lagoon sites.
1	CTP		Unorganized	Galena	Campion Road Landfill Access	Resurface the nine mile road to the landfill and relocate a four mile section of the road being threatened by erosion.
3	CTP		Unorganized	Galena	Community Streets	Resurface Codfrey Road and Crow Creek Subdivision Roads and other roads not covered in the last resurfacing project.
3	CTP		Unorganized	Gambell	Streets and Roads	Extension.
3	TRAAK		Unorganized	Glennallen	TE: Glenn Highway Bike Path	Construct bike path from the library to the hub in Glennallen. Includes rest area and toilet facility next to visitor center.
3	CTP		Unorganized	Goodnews Bay	Goodnews Bay to Quinhagak Road	Construct a road from Goodnews Bay to Quinhagak.
2	CTP		Unorganized	Grayling	Sanitation Road	Design and construct sanitation road to proposed landfill.
3	CTP		Unorganized	Gulkana Village	Gulkana Roads Paving	Pave approximately 1 1/2 mile of road at Gulkana Village, including the access road from the Richardson Highway and village streets.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Unorganized	Gustavus	TE: Gustavus Bike and Pedestrian Trails	Construct independent bike/pedestrian trails in Gustavus.
3	CTP		Unorganized	Healy Lake	Landfill Road	Upgrade 1/2 mile landfill road.
4	TRAAK		Unorganized	Hoonah	Bicycle Trails	Construct paved independent biking trails to the cannery and to Spaaski Point.
4	CTP		Unorganized	Hoonah	City Streets Paving	Paving approximately 2.5 miles of city streets like Hill Avenue, Second Street, Hemlock Street, Hemlock Drive, and Douglas Drive to reduce dust and annual maintenance expenses.
1	CTP		Unorganized	Hoonah	Hoonah Terminal Building	Design and construct a new office space and replace the HVAC (heating, ventilation, and air conditioning) in the existing building at the Alaska Marine Highway Terminal.
4	CTP		Unorganized	Hoonah	New Subdivision Access	Construct new access road to city subdivision.
4	CTP		Unorganized	Hoonah	Sanitary Landfill Road Reconstruction	Reconstruction of the 1.8 miles of road from the Gartini Highway to the sanitary landfill site, replacing crushed material and paving.
1	CTP		Unorganized	Hooper Bay	Sanitation Road	Construct approximately 1700-1900 lineal feet of road adequate for a one ton truck to access the proposed sewage lagoon and solid waste site north of the school complex.
3	CTP		Unorganized	Hughes	Landfill/ Cemetery Road	Construct new road to cemetery and proposed landfill.
3	CTP		Unorganized	Huslia	Industrial Site Road	Construct a 1000 foot road and piping alignment for the Huslia Gas and Oil Facility relocation.
3	CTP		Unorganized	Huslia	Landfill Road	Upgrade landfill road 1/2 mile.
4	CTP		Unorganized	Hydaburg	Saltry Point Road	Improvements.
1	CTP		Unorganized	Hyder	Hyder Trestle and Road Surfacing	Replace trestle and apply Bituminous Surface Treatment to road from landing to Canadian border.
3	CTP		Unorganized	Kake	Housing Road Paving	Paving of 1st, 2nd, 3rd and proposed 4th phase housing roads.
4	CTP		Unorganized	Kake	Kake City Streets and Cannery Upgrade	Drainage system accessible to work places needs to be upgraded, as well as upgrading the historical Kake cannery.
1	CTP		Unorganized	Kake	Kake Dolphin and Bridge Replacement	Replace four dolphins and the transfer bridge at the Alaska Marine Highway Terminal.
1	CTP		Unorganized	Kake	Kake Ferry Terminal Building	Design and construct an Alaska Marine Highway Terminal Building.
4	CTP		Unorganized	Kake	New City Streets	Develop new city streets, along with utilities, to ensure accessibility to new home sites and lots recently sold to individuals.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Unorganized	Kake	Petersburg Road Connection	Intertie and road connection to Petersburg for hydroelectric power.
4	CTP		Unorganized	Kalskag	Kalskag to Russian Mission Connector Road	Construct a road to connect the village of Kalskag to the Russian Mission area.
4	CTP		Unorganized	Kaltag	8-Mile Spring/Hatchery Road	Construction.
3	CTP		Unorganized	Kaltag	Landfill Road.	Construct 500 foot access road to proposed landfill.
4	CTP		Unorganized	Kasaan	Inner City Roads	Inner city roads upgrade.
4	CTP		Unorganized	Kasigluk	Sanitation Road	Provide a method of transporting sewage from old Kasigluk to a proposed sewage lagoon near new Kasigluk. Build a bridge across the Johnson River and a road or boardwalk to connect old Kasigluk to the new Kasigluk sewage lagoon.
4	CTP		Unorganized	Kenny Lake	Old Edgerton Highway	Rehabilitation including clearing, grading, drainage improvements and gravel surface.
4	CTP		Unorganized	King Island	Feather River to Sinuk River and East	Construct road to connect the King Island Native community to their lands.
4	CTP		Unorganized	King Island	Sinuk River Route	Construct road to connect the King Island Native community to their lands following the Sinuk River.
4	CTP		Unorganized	King Island	Sinuk River Spur Road	Construct road to connect the King Island Native community to their lands by connecting to the proposed Sinuk River Road.
4	CTP		Unorganized	Kipnuk	Local Streets	Construct improvements to the following local streets in the community of Kipnuk: Lake Section boardwalk, Post Office road, School road, Atmautluak section boardwalk, and Main Town boardwalk.
4	TRAAK		Unorganized	Kipnuk	TE: Boardwalks	Construct additional boardwalks in Kipnuk.
4	TRAAK		Unorganized	Klawock	TE: Bike Trails and Foot Paths	Construct bike trails and foot paths.
3	CTP		Unorganized	Koyuk	City Streets	Resurface city streets.
4	CTP		Unorganized	Koyukuk	Airport Road	Rebuild a portion of the airport access road.
3	CTP		Unorganized	Koyukuk	Local Road Improvements	Resurface local roads.
4	TRAAK		Unorganized	Koyukuk	TE: Huslia Trail	Construct trail to Huslia.
3	CTP		Unorganized	Kwigillingok	TE: Boardwalk	Improve existing boardwalks.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Unorganized	Lake Minchumina	ORV Trail Repair	Repair previously constructed off-road vehicle (ORV) trail. This 3/4 mile road will provide access to the proposed landfill.
4	CTP		Unorganized	ake Minchumina	Sanitation Road	Extend ORV trail to landfill to provide access to additional residents. The total length is about 2.5 miles.
4	CTP		Unorganized	Manokotak	Local Roads	Improve village roads to include Second Lake and Kulukak River Road.
3	CTP		Unorganized	Marshall	Community Roads - Extensions/Upgrades	Upgrade and extend approximately 5 miles of roads.
4	CTP		Unorganized	McCarthy	Community roads	Improvements.
1	CTP		Unorganized	McCarthy	McCarthy Road: Improvement and Resurfacing	Major improvements from Chitina to McCarthy.
1	CTP		Unorganized	McCarthy	McCarthy Road: MP 0-4 Reconstruction	Major improvements from Chitina to MP 4 (top of Kotsina Bluff). Includes widening, resurfacing, and possible major realignment.
3	CTP		Unorganized	McGrath	City Streets	Improve.
3	CTP		Unorganized	Mekoryuk	Airport Access Road	Construct a 3.2 mile road from the village to the airport.
3	CTP		Unorganized	Mekoryuk	City Roads	Improve.
3	CTP		Unorganized	Montasta	Village Access Road	Upgrade and chip seal road and construct bike path from Tok Cutoff to village.
2	CTP		Unorganized	Motlakatla	Purchase one bus	Purchase a bus that meets the needs of the community for the next eight years.
4	CTP		Unorganized	Motlakatla	Waldon Point Road	Design and construct approximately 14 miles of road from the community to Waldon Point/Annette Bay, as well as a new ferry terminal, and a shuttle ferry.
3	CTP		Unorganized	Minto	Cemetery Road	Construct a road between the community and the cemetery.
4	CTP		Unorganized	Minto	Minto Road Improvements	Upgrade the Minto Spur Road from Elliott Highway to Minto (approximately 11 miles).
3	CTP		Unorganized	Mountain Village	Community Roads Improvements	Resurface approximately 2 miles of local roads in Mountain Village. Install culverts as needed.
3	CTP		Unorganized	Mountain Village	Road to St. Mary's	Repair road to St. Mary's.
2	CTP		Unorganized	Nabesna	Nabesna Road Rehabilitation	Minor widening and realignment, resurfacing and drainage improvements.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Unorganized	Napakiak	Napakiak to Bethel Road	Construct approximately 13 miles of new road to connect Napakiak with Bethel.
1	CTP		Unorganized	Napakiak	Sanitation Road	Construct access to the new sewage lagoon.
2	CTP		Unorganized	Napaskiak	Airport Access Road	Complete the road from the airport to the high school.
3	CTP		Unorganized	Nenana	City Streets Resurface - Phase I	Upgrade drainage and chip seal city streets.
3	CTP		Unorganized	Nenana	City Streets Resurface - Phase II	Resurface remaining city streets.
4	CTP		Unorganized	Nenana	Nenana-Totchaket Access	Construct new road west from the Parks Highway at Nenana, including a bridge across the Nenana River.
4	CTP		Unorganized	Nenana	Tanana River/Front Street Erosion	Construct additional erosion control along Tanana River.
2	TRAAK		Unorganized	Nenana	TE Nenana Bike Trail	Construct two miles of bike path to follow city streets and 9th Street.
3	CTP		Unorganized	Nightmute	Airport Access Road	Improve from the airport to the village.
4	CTP		Unorganized	Nome	Bypass Road	Install snow fence between 5th and 6th to protect elementary school playground.
2	CTP		Unorganized	Nome	City Streets - Phase I	Pave 6th Avenue from school to the Recreation Center (1.1 miles); pave 1st Avenue from Bering to Steadman (0.5 miles); pave 4th Avenue (2.5 miles).
3	CTP		Unorganized	Nome	City Streets - Phase II	Pave approximately 20 miles of city streets.
4	CTP		Unorganized	Nome	Council to Ophir Creek Road	Construct road from Council to Ophir Creek.
4	CTP		Unorganized	Nome	Glacier Creek Road Extension	Construct 3.6 miles of new road.
2	CTP		Unorganized	Nome	Glacier Creek Road Realignment	Realign three miles of existing Glacier Creek Road. Install culverts and resurface.
4	CTP		Unorganized	Nome	Nome-Council Road to Bluff	Construct new road from the Nome-Council Road to Bluff.
2	CTP		Unorganized	Nome	Nome-Council Road: MP 4-15	Repair, resurface and raise the grade between MP 4-15. Also includes minor realignment.
3	CTP		Unorganized	Nome	Nome-Council Road: MP 21-27	Correct erosion problems from MP 21 to MP 27 (Molly's Corner to Grandma Minnies).

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Priority	Program	Highway	Borough	Location	Name	Description
2	CTP		Unorganized	Nome	Nome-Council Road: MP 62-69	Reconstruct to current standards.
3	CTP		Unorganized	Nome	Nome-Taylor Road Bridges	Replace the Kuzitrin River bridge at MP 67 and the Kougarak River Bridge at MP 84.
4	CTP		Unorganized	Nome	Nome-Taylor Road Extension	Extend road from Kougarok River approximately 25 miles to Taylor.
2	CTP		Unorganized	Nome	Nome-Taylor Road: MP 21-60	Reconstruct to current standards.
2	CTP		Unorganized	Nome	Nome-Taylor Road: MP 60-84	Reconstruct to current standards.
2	CTP		Unorganized	Nome	Nome-Teller Road: MP 20-40 (Bob Blodgett Highway)	Rehabilitate between MP 20 and 40.
2	CTP		Unorganized	Nome	Nome-Teller Road: MP 40-72 (Bob Blodgett Highway)	Rehabilitate between MP 40 and 72.
4	CTP		Unorganized	Nome	Pilgrim Hot Springs Road	Resurface road from Nome-Taylor Road to Pilgrim Hot Springs (approximately 7 miles).
4	CTP		Unorganized	Nome	Serpentine Hot Springs Road	Construct road from Nome-Taylor Road to Serpentine Hot Springs.
3	CTP		Unorganized	Nome	Street lights	Lighting Seppala to airport terminals, Blodgett Highway to Mile 4.
3	TRAAK		Unorganized	Nome	TE: Bering Sea Coast Boardwalk	Construct approximately 3/4 mile of boardwalk parallel to Bering Sea Coast from Campbell Way to the Nome Bypass Road. Includes rest areas with benches and informative murals.
3	TRAAK		Unorganized	Nome	TE: Nome-Council Road: Waysides	Construct parking lot, picnic areas, sanitary facilities and interpretive exhibits at MP 4, 15, 17, and 20.
4	TRAAK		Unorganized	Nome	TE: Nome-Taylor Road: Kuzitrin River Public Access	Construct a parking area at the Kuzitrin River on the Nome-Taylor Road Includes toilet facilities, picnic tables and interpretive signs.
3	TRAAK		Unorganized	Nome	TE: Nome-Taylor Road: MP 17 Wayside	Construct parking area and interpretive signs.
1	TRAAK		Unorganized	Nome	TE: Rocker Gulch Wayside	Construct a parking area, boardwalk and interpretive signs at the intersection of Beam Road and the Nome Council Highway.

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Priority	Program	Highway	Borough	Location	Name	Description
1	CTP		Unorganized	Northway	Northway Road	Improve nine miles of gravel road from Alaska Highway to the Village of Northway. Erosion problems will also be addressed and two substandard bridges will be repaired or replaced. May include path.
4	CTP		Unorganized	Nulato	New Road	Construction for new townsite subdivision.
3	CTP		Unorganized	Nulato	Road System Improvements	Rehabilitate and resurface 3/4 mile of local roads including 1,700 feet of Front Street and 2,400 feet of North Fork Road.
3	CTP		Unorganized	Nunapitchuk	Airport Access Road	Reconstruct from the river to the village.
4	CTP		Unorganized	Nunapitchuk	Bridge Feasibility Study	New bridge construction.
1	CTP		Unorganized	Nunapitchuk	Sanitation Road	Upgrade the existing boardwalk network in the community to a standard that will accommodate a one-ton sewage haul vehicle.
1	CTP		Unorganized	Pelican	Pelican Ferry Terminal Dolphins	Replace four dolphins at the Alaska Marine Highway Terminal.
4	CTP		Unorganized	Pelican	Salmon Way/Loop Road	Stabilization.
4	TRAAK		Unorganized	Pelican	TE: Tsunami Trail	Construct and/or improve evacuation trail and temporary shelter.
4	CTP		Unorganized	Petersburg	Airport Bypass	Provide an alternate transportation route by-passing the downtown business district and the congested intersection of Nordic Drive and Haugen Drive. The distance is approximately 10,000 feet and includes excavation, backfill, and cover to rural standards.
1	CTP		Unorganized	Petersburg	H Street	Roto-mill a repave from Mitkof Highway to airport.
4	CTP		Unorganized	Petersburg	Mitkof Highway Paving	Pave from Blind Slough to the end of the road.
4	CTP		Unorganized	Petersburg	North Nordic U-turn Route	Construction of a U-turn route from North Nordic Drive to North First Street to alleviate traffic congestion and safety concerns.
2	CTP		Unorganized	Petersburg	Papke's Landing Improvements	Construct a new skiff float and parking area.
4	CTP		Unorganized	Petersburg	Petersburg Streets Upgrade and Paving	Upgrade and pave 11 miles of existing gravel streets.
4	CTP		Unorganized	Petersburg	Petersburg to Telegraph Creek Highway	Upgrade and pave 15 miles of the Mitkof Highway, design and construct a bridge across Dry Straights plus 75 miles of new highway to the community of Telegraph Creek in British Columbia.
4	TRAAK		Unorganized	Petersburg	TE: Ernie Haugen Park Upgrade	Install culverts and brushing of overgrowth.
4	TRAAK		Unorganized	Petersburg	TE: Falls Creek Fish Ladder	Falls Creek Fish Ladder recreation area rehabilitation.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Unorganized	Petersburg	TE: Ohmer Creek Pedestrian Bridge	Construct pedestrian bridge over Ohmer Creek.
1	TRAAK		Unorganized	Petersburg	TE: Petersburg Terminal Visitor Information Sign	Replace visitor information sign at the Alaska Marine Highway Petersburg Terminal.
4	CTP		Unorganized	Poorman	Poorman to Ophir	New road construction.
1	CTP		Unorganized	Port Alexander	Tract B Boardwalk Repairs	Upgrade and repair deteriorating portions of the existing Tract B (west side) boardwalk. Some areas to be replaced with gravel; for others will install treated lumber.
4	CTP		Unorganized	Port Protection	Boardwalk	Repair and rehabilitation.
1	CTP		Unorganized	Prince of Wales Island	Big Salt Lake Road	Realignment and reconstruction of 14.5 miles of road, with base and pavement. Replace bridges on three streams.
4	CTP		Unorganized	Prince of Wales Island	Coffman Cove Road	Upgrade from North Prince of Wales Road to Coffman Cove.
1	CTP		Unorganized	Prince of Wales Island	Hydaburg Highway: Upgrade and Paving	Rehabilitation including surfacing to reduce maintenance costs. BST and spot realign.
3	CTP		Unorganized	Prince of Wales Island	North Prince of Wales Island Road	Reconstruction of 25 miles of logging roads from Coffman Cove Junction to Twin Lakes Junction to accommodate community growth.
1	CTP		Unorganized	Prince of Wales Island	Thorne Bay Road	Regrade and pave Thorne Bay Road from Control Lake junction to Sandy Beach Road to reduce maintenance costs.
2	CTP		Unorganized	Quinhagak	Airport Access Road	Construct 0.75 miles of one-lane gravel road with turnouts from Dock Access Road to the new airport to be built on uplands southeast of the existing airport.
3	CTP		Unorganized	Quinhagak	City Streets	Construct improvements to the following local roads: 1) road to the bridge (150 feet); 2) Tundra Drive to Qanirtuuq Drive/intersection design (200 feet); 3) Access Road to graveyard (200 feet); 4) Arolik Avenue extension (3400 feet); 5) Mission Drive extension (350 feet); 6) Airport or Upriver Road (1500 feet upgrade/1 mile of new road); and 7) Etmilleq Heights upgrade/boardwalk (700 feet).
3	CTP		Unorganized	Quinhagak	Dock Access Road	Construct an access road between the dock facility and Quinhagak fish processing plant.
2	CTP		Unorganized	Quinhagak	Sanitation Road	Construct approximately 1000 feet of road to a proposed sewage lagoon.
4	CTP		Unorganized	Rampart	Eureka to Rampart Road	New road construction from the Elliott Highway to Rampart on the Yukon River.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Unorganized	Ruby	Ruby to McGrath Road	Develop a road to connect Ruby and McGrath.
4	CTP		Unorganized	Ruby	Ruby to McGrath Road	New road construction to connect Ruby and McGrath.
3	CTP		Unorganized	Russian Mission	Local Streets	Repair/rehabilitate approximately 2 miles of local streets. Improvements include application of dust pallative.
4	CTP		Unorganized	Russian Mission	New Housing Roads	New roads for upcoming housing.
4	CTP		Unorganized	Savoonga	Camp Ayvigteq Trail	Develop a trail from Savoonga to Camp Ayvigteq.
3	CTP		Unorganized	Savoonga	Local Streets/Boardwalk	Repair/rehabilitate approximately 2 miles of roads and 1/2 mile of boardwalk in Savoonga.
4	CTP		Unorganized	Savoonga	Tikugha Point Trail	Develop a trail from Savoonga to Tikugha Point.
3	CTP		Unorganized	Shageluk	Airport Access Road	Rehabilitate and realign the 4-mile access road to airport.
4	CTP		Unorganized	Shaktoolik	Airport to Fish Plant	New construction.
4	CTP		Unorganized	Shaktoolik	City Roads	Construct city roads between home lots and ocean front.
3	CTP		Unorganized	Shaktoolik	Town Access	Fix the main road through town (approximately 1 mile).
3	CTP		Unorganized	Sheldon Point	New Boardwalks	Build new boardwalks to newly constructed houses.
3	CTP		Unorganized	Shishmaref	City Streets Paving	Pave city's main streets.
1	TRAAK		Unorganized	Shishmaref	TE: Trail Staking	Mark overland winter trails for winter use from Shishmaref to surrounding communities.
3	CTP		Unorganized	Skagway	Dyea Road	Spot road improvements as needed to increase safety.
4	CTP		Unorganized	Skagway	Local Streets Paving	Pave local streets to reduce dust and reduce maintenance costs.
4	CTP		Unorganized	Skagway	Taiya River Bridge	Replacement.
3	TRAAK		Unorganized	Skagway	TE: Skagway Gold Rush Orientation Walk and Park	Install displays and kiosks along the walk from ferry terminal to downtown Skagway to orient arriving visitors to the history and character of Gold Rush Skagway.
2	TRAAK		Unorganized	Skagway	TE: Skagway River Bridge Widening	Widen the Skagway River Bridge to provide an additional separated pedestrian/bicycle lane on the bridge (370 feet) and the approaches (230 feet).
1	TRAAK		Unorganized	Skagway	TE: Skagway River Footbridge	Foot bridge over Skagway River at south end of runway.
4	CTP		Unorganized	Skagway	West Creek Bridge and Road	Widen.
3	CTP		Unorganized	Solomon	Local Road and Boardwalk	Improve existing road and boardwalk.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Unorganized	St. George	East Rookery Road	Construct a road to the east rookery.
3	CTP		Unorganized	St. George	Harbor Perimeter Access Road	Extend the harbor road 1800 feet to access all waterfront lots and rehabilitate the existing roads. Street lighting is also requested.
4	CTP		Unorganized	St. George	High Bluffs Road	Develop a new road from the existing island road to the high bluffs.
3	TRAAK		Unorganized	St. George	TE: Bird Cliffs Trail	Construct one mile of trail along the cliffs adjacent to the high bluffs.
3	TRAAK		Unorganized	St. George	TE: Garden Cove Trail	Construct a 2 mile trail from the City of St. George to Garden Cove.
1	CTP		Unorganized	St. Mary's	Airport Road	Rehabilitate the 6 mile road from the airport to St. Mary's and the 1.5 mile road from Pitka's Point to the airport road.
3	CTP		Unorganized	St. Mary's	Hillside Road	New construction.
3	CTP		Unorganized	St. Mary's	Tract B Roads	Access for housing and commercial development.
4	CTP		Unorganized	St. Mary's	Tract D Roads	Access to cemetery and housing.
3	CTP		Unorganized	St. Michael	Local Road Expansion	Expand the local road network.
2	CTP		Unorganized	St. Michael	Sanitation Road	Construct a 2. 5 mile year-round access road to the community water source located at Clear Lake.
3	CTP		Unorganized	St. Paul	Sanitation Road	Rehabilitate 3.5 mile of road between the airport and the city's new landfill.
3	CTP		Unorganized	Stebbins	Canal Access Road	Construct access road, parking area, boat launch ramp and storage lot. Road is approximately 1.75 miles long.
3	CTP		Unorganized	Stebbins	North Beach Cape Stevens Road	Construct access road and boat launch. Road is approximately 2,500 feet in length.
1	CTP		Unorganized	Stebbins	Sanitation Road	Construct 1.5 miles of road to Stebbins pump house at Clear Lake.
3	CTP		Unorganized	Stevens Village	Local Roads	Grading, drainage and surfacing on existing communtiy roads.
3	CTP		Unorganized	Tanacross	Tanacross Roads Improvement	Improve and pave Tanacross Roads, including access road from the Alaska Highway and village streets.
3	CTP		Unorganized	Tanana	Upgrade and Extend City Streets	Boghon-L-AA-Geodil subdivision road construction and Third Street extension/road improvement.
4	CTP		Unorganized	Teller	Bridge to Brevig Mission Campsites	Connects Teller with Brevig Mission.
4	CTP		Unorganized	Tenakee Springs	School Access Boardwalk	Design and construct a covered boardwalk from the main trail to the school entrance.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Unorganized	Tenakee Springs	Trails	Trail and boardwalk repair/rehabilitation.
4	CTP		Unorganized	Thorne Bay	Municipal Roads Paving Design	Design phase for paving city streets and installing curb, gutter, drainage, and sidewalks.
4	CTP		Unorganized	Thorne Bay	Sandy Beach Road	Reconstruct 0.25 miles of road from Thorne Bay Road to Freeman Drive, widening and slope reduction.
4	CTP		Unorganized	Thorne Bay	South Thorne Bay Subdivision Road Upgrades - Phase II	Reconstruction of 4700 feet of road connecting the newly reconstructed South Thorne Bay Road with the fire hall and public dock at Davidson Landing.
3	CTP		Unorganized	Toglak	First Street	Pave the road from the airport through the village to the slough.
4	CTP		Unorganized	Tok	River Road	Rehabilitation of existing road.
3	CTP		Unorganized	Tununak	Airport Access Road	Reconstruct the existing airport access road from the airport to the village.
1	CTP		Unorganized	Unalakleet	Landfill/Airport Road	Construct 3 mile road to landfill site and 1/4 mile alternate airport access connecting the airport spur road with the Beach Road.
3	CTP		Unorganized	Unalakleet	Local Roads	Rehabilitate approximately 4 miles of local roads, including dust pallative.
1	CTP		Unorganized	Unalaska	East Point /Ballyhoo Road	Rehabilitate approximately 2.5 miles of road between the Unalaska Marine Center on Ballyhoo Road and the south end of East Point Road. Included is a separated pathway on Ballyhoo Road and, if practical, a pathway along East Point Road.
3	CTP		Unorganized	Unalaska	Local Road Paving	Pave roads that access the business, residential and industrial areas of Unalaska/Dutch Harbor.
3	CTP		Unorganized	Unalaska	Summer Road	Reconstruct the road to the landfill and to the island's only sand source. Armor stone will be placed to protect the road from washouts caused by storm wave action.
1	TRAAK		Unorganized	Unalaska	TE: Airport Beach Road Pathway	Construct approximately 2.4 miles of pathway along Airport Beach Road between the intersections of Captains Bay Road and Ballyhoo Road.
3	TRAAK		Unorganized	Unalaska	TE: Ounalashka Trails	Develop interpretive signing and a brochure for Ounalashka Corporation trails.
1	CTP		Unorganized	Upper Kalskag	Sanitation Road	Construct a sanitation road.
3	CTP		Unorganized	Valdez	Fidalgo Street Rehabilitation	Rehabilitate, improve drainage and pedestrian facilities.

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Priority	Program	Highway	Borough	Location	Name	Description
3	CTP		Unorganized	Valdez	Galena Street Rebuild	Rebuild from Hazelet to Meals.
4	CTP		Unorganized	Valdez	Mineral Creek Canyon Road: Trail Head Parking	Improvements to enhance recreational use of area and increase safety for the users. May include construction of an alternative access road, guardrail, turnouts and sanitation facilities.
1	CTP		Unorganized	Valdez	Mineral Creek Loop Road	Rehabilitate.
3	CTP		Unorganized	Valdez	North Harbor Drive	Reconstruct, delineate parking areas, improve pedestrian access from Meals to Chitina Street.
2	TRAAK		Unorganized	Valdez	TE: Crooked Creek Fish Viewing	Reconstruct fish viewing area.
4	TRAAK		Unorganized	Valdez	TE: Dayville Road Bike Path	Construct a bike path along Dayville Road, from the Richardson Highway to the Alyeska Pipeline Terminal, approximately 6 miles.
3	CTP		Unorganized	Valdez	Valdez Glacier Road	Improve from the Rifle Range to the Valdez Glacier and construct a scenic overlook at the end of the road
1	TRAAK		Unorganized	Various	CE Winter Trail Markings	Mark overland winter trails in the western area of Central Region with permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area.
3	CTP		Unorganized	Venetie	Brush Mountain Trail	Construct new trail to Brush Mountain, approximately 8 miles.
1	CTP		Unorganized	Venetie	Sanitation Road	Construct access road to new landfill facility.
2	CTP		Unorganized	Venetie	Village Streets	Upgrade approximately three miles of local roads.
4	CTP		Unorganized	Wales	Village Creek Bridge	Repair or replacement.
3	CTP		Unorganized	Wales	Village Roads	Rehabilitate approximately 2.5 miles of roads, including road to the airport and Kinginkgin Road.
4	CTP		Unorganized	Whale Pass	Northeast Whale Pass Trail	Construct a six (6) foot wide by two (2) mile long trail from Forest Service Road 3065 easterly, to serve the occupied lots that have no dedicated road access in Whale Passage Subdivision.
4	CTP		Unorganized	Whale Pass	Owens Street	Prepare surface and place 6 inches of crushed rock on existing Owens Street, between Forest Service Road 3065 and end of construction, approximately 1,000 feet.
4	CTP		Unorganized	Whale Pass	Saltery Circle	Prepare surface and place 6 inches of crushed rock on existing road, between Forest Highway #30 and end of construction, approximately 2,000 feet.
1	CTP		Unorganized	Whittier	Access Improvements	Construct improved access from Portage Valley to Whittier. The scope of the project will be determined during preparation of the project's environmental impact statement.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Unorganized	Whittier	Cove Creek Road	Rehabilitate.
4	CTP		Unorganized	Whittier	Depot Road	Rehabilitate.
3	CTP		Unorganized	Whittier	Ferry Access Road	Rehabilitate from Whittier Creek Bridge to the ferry dock.
4	CTP		Unorganized	Whittier	Glacier Drive	Upgrade and pave.
4	CTP		Unorganized	Whittier	Shotgun Cove Road	Construct a road from Whittier to the proposed harbor site near the head of Shotgun Cove.
3	CTP		Unorganized	Wrangell	Bradfield Road	Design and construct a road from the head of Bradfield canal to the Canadian Border, as well as extend the Zimovia Highway from McCormick Creek to Fool's Inlet and institute a shuttle ferry service to Bradfield Canal.
4	CTP		Unorganized	Wrangell	Cassiar Street Reconstruction and Extension	Extension of Cassiar Street and utilities to City limits to a length of 2,125 feet, correct an alignment problem and provide drainage for storm waters.
4	CTP		Unorganized	Wrangell	Post Office Road	Reconstruct from Front Street to Fort Street.
4	CTP		Unorganized	Wrangell	Reid Street Reconstruction	Reconstruct 2,000 feet from Mission Street to Bennett Street
2	TRAAK		Unorganized	Wrangell	TE: Airport Loop Road Path	Pedestrian/bike path - Airport Loop Road from ferry terminal to petroglyphs.
1	TRAAK		Unorganized	Wrangell	TE: Petroglyph Beach Access	Scenic turnout/handicap access to Petroglyph Beach by widening and paving, approximately 1,150 feet.
2	TRAAK		Unorganized	Wrangell	TE: Scenic Turnout Back Channel	Construct a scenic pull-out to provide on off highway opportunity to park and partake of the view.
1	CTP		Unorganized	Wrangell	Zimovia Highway	Reconstruct and widen roadway from Pat's Creek to McCormick Creek and provide a bituminous surface treatment.
3	NHS		Various	Central Region	Areawide Moose-Vehicle Accident Mitigation and Safety Improvements	Implement the recommendations of the department's report "A Mitigation Plan for Moose-Vehicle Accidents on Alaska's Rural Highways." These recommendations include warning signs, public awareness signing, and clearing. Warning signs are to be installed at high accident locations. Existing warning signs are to be removed at low accident locations, or those locations not ranked along the routes listed. Warning signs and special signs are intended to be used in conjunction with media releases of the general information developed by the department's research.

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Priority	Program	Highway	Borough	Location	Name	Description
3	NHS		Various	Central Region	Railroad Grade Crossing Surface Safety Improvements	Reconstruct crossings, providing rubberized surfaces and/or paving the approaches at several locations in the region. The crossings identified in project have been costly to maintain in recent years due to the poor condition of the crossing surface and, in the case of gravel roads, the intrusion of gravel into the rails at the cros ing. Project is intended to lower maintenance costs while providing a desirable and safe riding surface for motorists.
1	CTP		Various	Southeast Region	S.E. Region Surfacing Program	Multi-year program to surface the region's category III roads with an ATB/BST driving surface.
1	TRAAK		Various	Southeast Region	SE Region ADA Improvements	Various ADA improvements throughout the Southeast Region.
2	TRAAK		Various	Southeast Region	TE: SE Region Scenic Viewshed	Various scenic viewshed enhancements throughout the Southeast Region (SAGA).
3	NHS		Various	Various	Destination and Distance Signing	Improve destination and distance signing for interstates and primary arterials designated on the NHS. Major roadway features relating to destination and distancing signing as part of this program include: a) review and modification to designated control cities for destination signing, and; b) review of existing destination, distance, regulatory, and warning signs for conversion to metric units
1	NHS		Various	Various	NHS Capacity Improvements	Capacity improvements on NHS routes for a six-year period.
1	NHS		Various	Various	NHS Highway Safety Improvement Program	Evaluation, design and construction of projects in the Highway Safety Improvement Program (HSIP) on NHS routes, for a six-year period. Projects may include signalization, channelization, striping, railroad crossing upgrades, guardrail, signing, illumination and other safety improvements.
1	NHS		Various	Various	NHS Rehabilitation Program	Projects required for interstate maintenance, bridge rehabilitation and replacement, crack sealing, and pavement rehabilitation on NHS highway routes and for marine highway system rehabilitation for a six-year period.
1	CTP		Various	Various	Safety Projects	Evaluation, design, and construction of projects on Community Transportation Program routes and Economic Development routes to address safety concerns, for a six-year period.
4	TRAAK		Various	Various	TE: Historic Bridge Inventory	Survey bridges and evaluate for eligibility for inclusion in National Register of Historic Places.

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK		Various	Various	TE: Tanana Basin Trail Easements	Reserve historic rights-of-way and acquire easements for trails in the Tanana basin area.
4	TRAAK		Various	Various	TE: Tanana Basin Trail Mapping	Mapping and marking historic hiking trails and other public use access in the basin.
4	TRAAK		Various	Various	TE: Alaska Heritage Resource Survey	Upgrade the current inventory of historic/prehistoric site information from the current format into a more useable format for project planners and administrators.
3	TRAAK		Various	Various	TE: Alaska Heritage Resources Survey	Upgrade current inventory of historic and prehistoric site information to more usable format. Includes data about historic structures, trail systems and archaeological properties along transportation corridors.
2	TRAAK		Various	Various	TE: AMHS Shipboard Visitor Information Kiosks	Design, fabricate and install electronic information systems to be used onboard four Southeast Mainline Alaska Marine Highway vessels.
1	TRAAK		Various	Various	TE: AMHS Vessel Interpretive Displays	Design, fabricate and install interpretive exhibits on four Southeast Mainline Alaska Marine Highway vessels.
2	TRAAK		Various	Various	TE: Central Region Visual Enhancement	Clear brush and trees within existing right-of-way to create scenic views. Areas would be selected based on viewshed quality.
4	TRAAK		Various	Various	TE: Gold Rush Historical Signs	Erect signs along the National Highway System routes. The signs will provide information about the history of the gold rush in Alaska.
2	TRAAK		Various	Various	TE: Watchable Wildlife Signs	Install Watchable Wildlife Signs at various locations along the major highways.
4	CTP		Yakutat	Yakutat	Ankau Road and Bridge Upgrade	Grade, drainage, and surfacing on approximately eight (8) miles of road between downtown Yakutat and the cemetery. The bridge over Ankau Creek needs to be assessed and necessary repairs made.
4	CTP		Yakutat	Yakutat	Areawide Street Lighting	Install local street lighting.
4	CTP		Yakutat	Yakutat	Bayview/Monti Bay Access Improvements	Intersection modifications to improve slope, grade, and alignment at junction of these two main roads.
4	CTP		Yakutat	Yakutat	Council Avenue to Lake Street	Extend road from new Tlingit and Haida subdivision to ASHA housing development.
4	CTP		Yakutat	Yakutat	Courthouse Road	Relocation.
3	CTP		Yakutat	Yakutat	Ophir Creek Culvert Replacement	Replace Alsek Highway/Airport Road culvert at Ophir Creek, which impedes fish passage.
3	CTP		Yakutat	Yakutat	Porter Hill Access Road improvements	Improvements to drainage, width, and grades to assure winter operability by emergency vehicles.

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Priority	Program	Highway	Borough	Location	Name	Description
4	CTP		Yakutat	Yakutat	Post Office Street	Install retaining wall and guardrail, grading and surfacing of existing road, plus construct extension to commercial and residential property.
4	TRAAK		Yakutat	Yakutat	TE: Railroad Trail from the Airport to Situk River.	Convert old railroad roadbed to pedestrian, cyclist, cross country ski facility.
4	CTP		Yakutat	Yakutat	Yakutat Avenue	Reconstruction to correct drainage.
1	NHS	Alaska Highway			MP 1386 to 1398	Reconstruction.
4	TRAAK	Alaska Highway	Unorganized		TE: MP 1264 Chisana River Wayside	Upgrade river access road and boat ramp, build parking area at the Chisana River Bridge, off the Alaska Highway on Northway Road.
4	TRAAK	Alaska Highway	Unorganized		TE: MP 1339 Wayside	Construct a 1/4-mile-long access road from the Alaska Highway near Cathedral Bluffs to the Tanana River. Includes parking areas, sanitary facilities, launch, and informational signs.
4	TRAAK	Alaska Highway	Unorganized		TE: MP 1347 Trailhead	Enlarge Forest Lake trailhead turnout.
1	TRAAK	Alaska Highway	Unorganized		TE: MP 1348 Robertson River Wayside	Construct wayside near the Robertson River Bridge.
4	CTP	Copper River Highway	Unorganized		Completion	Construct approximately 50 miles of road to connect Cordova to the contiguous highway system.
3	CTP	Copper River Highway	Unorganized		Copper River Corridor Restoration	Provide clean-up of debris and materials left over from past construction and maintenance efforts. Recontour and seed disturbed areas.
3	CTP	Copper River Highway	Unorganized		MP 6.5-17 Paving	Repave the Copper River Highway from MP 6.5 to MP 17. Widen to accommodate bikes and pedestrians.
4	TRAAK	Copper River Highway	Unorganized		TE: Copper River Trail	Construct 63-mile trail from Thompson Pass to Copper River Highway and Cordova.
4	TRAAK	Copper River Highway	Unorganized		TE: MP 49 North Mountain Bike Trail	Construct 6 foot wide trail from the Million Dollar Bridge on the Copper River Highway to Chitina, approximately 40 miles

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK	Copper River Highway	Unorganized		TE: Trestle Restoration	Restore wooden trestles at the Uranatina River, Eskilida River and O'Brien Creek along the Copper River and Northwest Railroad route between the Tasnuna River and Chitina.
3	TRAAK	Copper River Highway	Unorganized	Cordova	TE: MP 5.5 - Bridge/Pedestrian Walkway	Attach pedestrian walkway to east side of bridge at MP 5.5 Copper River Highway.
1	NHS	Dalton Highway			Atigun Bridges MP 253 and 273	Repair or replace bridges as necessary.
1	NHS	Dalton Highway			MP 0-9	Reconstruction.
1	NHS	Dalton Highway			MP 9-11	Reconstruction.
1	NHS	Dalton Highway			MP 11-18	Reconstruction.
1	NHS	Dalton Highway			MP 22-37	Reconstruction.
1	NHS	Dalton Highway			MP 37-49	Reconstruction.
2	NHS	Dalton Highway			MP 49-56	Reconstruction.
2	NHS	Dalton Highway			MP 56-90	Reconstruction.
1	NHS	Dalton Highway			MP 111-143	Reconstruction
1	NHS	Dalton Highway			MP 143-174	Reconstruction.
2	NHS	Dalton Highway			MP 209-235	Reconstruction.
1	NHS	Dalton Highway			MP 235-247	Reconstruction.
1	NHS	Dalton Highway			MP 247-274	Reconstruction.
1	NHS	Dalton Highway			MP 274-289	Reconstruction.

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Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Dalton Highway			MP 289-305	Reconstruction.
1	NHS	Dalton Highway			MP 305-335	Reconstruction.
1	NHS	Dalton Highway			MP 335-359	Reconstruction.
2	NHS	Dalton Highway			MP 415-420	Reconstruction.
2	TRAAK	Dalton Highway	North Slope		MP 275 - Galbraith Lake Campground	Includes recreational vehicle and tent camp sites, parking area, restrooms, kiosk, and well.
2	TRAAK	Dalton Highway	North Slope		TE: Deadhorse Wayside	Construct pullout between mile 384 and Deadhorse. Includes interpretive panels and informational signs.
3	TRAAK	Dalton Highway	North Slope		TE: MP 235 - Upper Dietrich River Wayside	Provide a parking area, restrooms, and trash cans for visitors and commercial vehicles.
3	TRAAK	Dalton Highway	North Slope		TE: MP 252 - Spike Creek Camp Wayside	Provide safe, adequate parking.
3	TRAAK	Dalton Highway	North Slope		TE: MP 261-265 - Atigun Valley Wayside	Construct parking sites and interpretive panels between MP 261 and 265.
1	TRAAK	Dalton Highway	North Slope		TE: MP 275 - Galbraith Lake Wayside	Includes parking, toilets, picnic tables, and interpretive signs.
2	TRAAK	Dalton Highway	North Slope		TE: MP 286 - Toolik Lake Overlook	Includes parking area and interpretive panels.
3	TRAAK	Dalton Highway	North Slope		TE: MP 348 - Sag River Overlook	Includes an interpretive panel and adequate, safe parking.
3	TRAAK	Dalton Highway	North Slope		TE: MP 395 - Arctic Coastal Plain Wayside	Includes parking areas on both sides of the highway and interpretive panels.
2	TRAAK	Dalton Highway	Unorganized		MP 57 - Yukon Crossing Intermodal Facility	Planning, design and construction of intermodal facilities at the Yukon River boat/barge landing site. Includes access, storage area and parking.
3	TRAAK	Dalton Highway	Unorganized		MP 60 - Campground	Includes recreational vehicle camping area, a tent camping area, parking area, picnic area, activity field and boat launch area.
3	TRAAK	Dalton Highway	Unorganized		MP 115 - Arctic Circle Campground	Includes development of RV and tent camping sites, sanitary facilities, picnic tables, and information/interpretation kiosk.

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Priority	Program	Highway	Borough	Location	Name	Description
3	TRAAK	Dalton Highway	Unorganized		MP 135 - Prospect Camp	Includes boat ramp, picnic area, sanitary facilities, an interpretive panel and an informational sign.
4	TRAAK	Dalton Highway	Unorganized		MP 167 Middle Fork Koyukuk River Access	Minor upgrade and culvert crossing.
4	TRAAK	Dalton Highway	Unorganized		MP 188.6 Middle Fork Koyukuk River Access	Improve access road, upgrade and enlarge parking area.
2	TRAAK	Dalton Highway	Unorganized		MP 207 - Bettles River Access	Provide parking spaces and improve access to the Dietrich-Bettles Rivers. Improve access to a back country trail.
3	TRAAK	Dalton Highway	Unorganized		TE: MP 0 - Livengood Pullout	Includes two interpretive panels and sanitary facilities.
3	TRAAK	Dalton Highway	Unorganized		TE: MP 20 - Hess Creek Wayside	Includes two interpretive panels.
1	TRAAK	Dalton Highway	Unorganized		TE: MP 56 - Yukon River Overlook	Includes a parking area, an interpretive trail, viewing deck, and 4 interpretive panels. Across from BLM Visitor Contact Station and private visitor facilities.
1	TRAAK	Dalton Highway	Unorganized		TE: MP 57 - Yukon Crossing Wayside/Interpretive Center	Includes road, parking and interpretive exhibits.
3	TRAAK	Dalton Highway	Unorganized		TE: MP 86 - Yukon Flats Overlook	Includes parking spaces, viewing deck and three interpretive signs.
1	TRAAK	Dalton Highway	Unorganized		TE: MP 132 - Solstice Point Recreation Site	Includes parking for sightseeing, interpretation, and hiking.
1	TRAAK	Dalton Highway	Unorganized		TE: MP 150 - Grayling Lake Wayside	Includes parking space for cars and buses, restrooms, trash cans, and interpretive signs.
2	TRAAK	Dalton Highway	Unorganized		TE: MP 165 - Cathedral Lakes Overlook	Includes parking area and trail to provide a watchable wildlife viewing location.
1	TRAAK	Dalton Highway	Unorganized		TE: MP 175 - Coldfoot Wayside Interpretive Center	Includes parking and interpretive exhibits.
2	TRAAK	Dalton Highway	Unorganized		TE: MP 215 - Arctic Loon Ponds Overlook	Create a parking area to provide watchable wildlife and fishing opportunities.
4	TRAAK	Denali Highway	Denali		TE: MP 115 - Nenana River Viewpoint	Provide parking and signing for a viewing and interpretive site.

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Priority	Program	Highway	Borough	Location	Name	Description
2	TRAAK	Denali Highway	Denali		TE: MP 130 - Information and Orientation Wayside	Construct an information and orientation wayside. This site will provide viewing point of Mt. McKinley and a short trail.
1	CTP	Denali Highway	Matanuska - Susitna		MP 80-104 Resurfacing	Rehabilitation including grading, drainage and surfacing improvements from the Susitna River (MP 80) to Brushkana Creek (MP104). After addition of new surface aggregate the surface will either be paved or calcium chloride will be applied to bind the surface.
2	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 36 - MacLaren Summit Wayside	Provide parking space at the summit and interpretation features.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 37 - MacLaren River Wayside and Trailheads	Expand parking, install trailhead kiosk, information signs, entry sign and interpretation feature. Also includes a viewing platform and short walkway.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 40 - Seven Mile Lake Trail	Construct parking area and trailhead structures; kiosk, entry sign.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 41 - Kettle Lakes Wayside	Construct a parking area, interpretive sign and entry sign.
2	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 42 - Geologic Point of Interest	Provide parking, viewing platform and interpretation feature.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 43 - MacLaren Glacier Wayside	Construct a parking area, a short trail and viewing platform and install entry and interpretive signs.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 44 - MacLaren River Road Trailhead	Construct trailhead facility with kiosk and information sign.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 46 - Geologic Point of Interest and Trailhead	Expand parking, construct a small viewing platform and install signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 48 - Wildlife Point of Interest	Construct wayside and interpretive sign regarding beaver.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 50 - Wildlife Point of Interest	Construct wayside to observe waterfowl.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 51 - Moore Camp Trail	Provide trailhead parking and information signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 55 - Clear Water Creek Trail	Improve trailhead parking and install sign for trail information.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 59 - Geologic Point of Interest (Eskor)	Expand the parking at this location and install an entry sign, two interpretive signs, and two promontory signs.

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4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 69 - Osar Creek Trail	Improve trailhead parking and install sign for trail information.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 77 - Geologic Point of Interest (Tadus Slopes)	Construct parking and install interpretive sign, entry sign and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 78 - Windy Creek Trail	Improve trailhead parking. Install sign for trail information plus two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 79 - Valdez Creek Trailhead and Susitna River Wayside	Includes parking and trailhead features, identification sign, information sign, two premonitory signs, and interpretive site.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 80 - Butte Creek and Snodgrass Lake Trailheads	Includes parking and trailhead features, identification sign, information sign and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 80 - Hatchet Lake Trail	Improve trailhead parking. Install signs for trail information and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 83 - Valdez Creek Mine Wayside	Convert abandoned materials site into parking area. Include identification sign, interpretive signs and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 85 - Denali Viewpoint	Convert abandoned materials site into parking area. The project includes parking, an all purpose trail of 600 yards length, and signing.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 89 - Wildlife Point of Interest	Construct parking area and signs for interpreting the wildlife.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 94 - Butte Lake Trailhead	Construct parking area and trailhead improvements. Install identification sign, information sign and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 95 - Monahan Flats Trailhead	Construct parking area and trailhead improvements. Install identification sign, information sign and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 100 - Jim Grimes Trailhead #1	Construct parking area and trailhead improvements. Install identification sign, information sign and two premonitory signs.
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 100 - Jim Grimes Trailhead #2	Construct parking area and trailhead improvements. Install identification sign, information sign and two premonitory signs.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 101 - Botanical Point of Interest/Continental Divide	Construct parking area and install signing for an interpretive turnout.
3	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 105 - Brushkana Creek Trailhead	Parking and trailhead improvements, including identification sign, information sign and two premonitory signs

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK	Denali Highway	Matanuska - Susitna		TE: MP 110 - Seattle Creek Trailhead	Install parking indentification sign, information sign, trailhead features and two premonitory signs.
1	CTP	Denali Highway	Unorganized		MP 21-42 Resurfacing	Rehabilitation including grading, drainage and surfacing improvements and two bridges. This segment extends from the end of the current paving to the McClaren River. After addition of new surface aggregate the surface will either be paved or calcium chloride will be applied to bind the surface.
3	TRAAK	Denali Highway	Unorganized		TE: Denali Highway Interpretive Signs	Construct 2 interpretive kiosks and 20 additional interpretive signs.
3	TRAAK	Denali Highway	Unorganized		TE: MP 6 - Information and Orientation Wayside	Construct information and orientation wayside.
4	TRAAK	Denali Highway	Unorganized		TE: MP 13 - Wrangell Mountain Viewpoint	Improve existing paved turnout. Includes two premonitory signs, an entry sign and interpretive sign, and a short trail.
2	TRAAK	Denali Highway	Unorganized		TE: MP 15 - Tangle Lakes Archaeological District Wayside	Construct wayside with parking and interpretive signs.
3	TRAAK	Denali Highway	Unorganized		TE: MP 17 - Swede Lake Trailhead	Grade abandoned material site, contruct kiosk and signing.
4	TRAAK	Denali Highway	Unorganized		TE: MP 22 - Delta National Wild and Scenic River Wayside and Trailhead	Reconstruct area on south side of the highway currently used as a boat launch and campground. Change to a day use only and designate as trailhead for the Delta National Wild and Scenic River the Gulkana National Wild River.
3	TRAAK	Denali Highway	Unorganized		TE. MP 22 - Landmark Gap Wayside	Construct wayside and interpretive signing.
1	TRAAK	Denali Highway	Unorganized		TE: MP 22 - Tangle Lakes/Delta Wild River Trailhead	Construct an information and orientation wayside.
3	TRAAK	Denali Highway	Unorganized		TE: MP 25 - Landmark Gap Trailheads	Includes parking and trailhead improvements for Landmark Gap Trails North and South. Also includes kiosk and signing.
4	TRAAK	Denali Highway	Unorganized		TE: MP 31 - Glacier Lake Trailhead	Increase size of parking area, add a trail kiosk and identification signs.
1	CTP	Edgerton Highway	Unorganized		Rehabilitation	Rehabilitate the 35 mile long Edgerton Highway from the Richardson Highway to Chitina.
4	TRAAK	Edgerton Highway	Unorganized		TE: Bike Path	Construct an 8-mile long pedestrian/bicycle facility along the Edgerton Highway from the Richardson Highway to Kenny Lake.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Elliott Highway			MP 0-4	Reconstruction.
3	TRAAK	Elliott Highway	Fairbanks North Star		TE: MP 11 - Chatanika Wayside Rehabilitation	Improve the access road, parking area and sanitary facilities and add landscaping and informational kiosks at the Chatanika River Wayside.
4	TRAAK	Elliott Highway	Fairbanks North Star		TE: MP 39 - Grapefruit Rocks Trailhead	Construct 2 highway pull-offs, interpretive and information signs, and trash receptacles; trail enhancement and construction; selective clearing for scenic views.
1	CTP	Elliott Highway	Unorganized		MP 131-137 Reconstruction (Eureka-Baker Creek)	Reconstruction between MP 131 (Eureka Junction) and MP 137 (Baker Creek). Includes reconstruction of the one-lane Baker Creek Bridge at MP 137.
4	TRAAK	Elliott Highway	Unorganized		TE: MP 74-152 Livengood-Manley Scenic Waysides	Construct a wayside on the Elliott Highway between Eureka and Manley including landscaping, parking areas, trails, sanitary facilities and informational and interpretive signs.
4	TRAAK	Elliott Highway	Unorganized		TE: MP 152: Manley Slough Bridge Pedestrian Walkway	Attach a pedestrian walkway to the one-lane Elliott Highway bridge over Manley Slough.
3	NHS	Glenn Highway	Anchorage		South Eagle River Access Interchange	Construct a new interchange at Eagle River Loop Road and Hiland Drive, a new interchange at the Eagle River Loop Road extension and the Glenn Highway, and a 1.5-mile road to connect the two interchanges.
1	NHS	Glenn Highway	Anchorage	Anchorage	Gambell Street to McCarrey Street Reconstruction	Reconstruct from Gambell Street to McCarrey Street, as recommended in the AMATS 1991 long range transportation plan, to meet long-term capacity needs.
3	NHS	Glenn Highway	Anchorage	Anchorage	Muldoon Road-Hiland Road Lighting Safety Improvements	Relocate existing lighting back from the edge of the highway to offset standards. Conduit will be installed at new wiring locations.
3	TRAAK	Glenn Highway	Anchorage	Anchorage	TE: Anchorage Visitors Information Center at Eagle River	Design and construct a new visitors information center adjacent to the Glenn Highway in Eagle River. The center will provide information on local tourist opportunities, traffic and parking, commercial activities, and rest stop facilities.
3	NHS	Glenn Highway	Anchorage	Anchorage	Weigh Stations Facilities Upgrade	Upgrade weigh station facilities on the Glenn Highway in the Anchorage area

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Priority	Program	Highway	Borough	Location	Name	Description
3	NHS	Glenn Highway	Anchorage	Anchorage	Weigh Stations Relocation	Relocate the existing weigh stations south on the Glenn Highway to a site between the new armory and the Fort Richardson interchange. Includes weigh-in-motion equipment and a weights and measures building. The site development will also include a vehicle inspection building to be run by the troopers.
1	NHS	Glenn Highway	Matanuska - Susitna		Eklutna to Parks Highway Advance Right-of-Way	Purchase right-of-way for the intersection of the Glenn Highway and Parks Highway. This acquisition will preserve right-of-way for future interchanges at the Glenn and Parks Highways and the Parks Highway and Trunk Road.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 53-56 Rehabilitation - Moose Creek Canyon	Rehabilitate from MP 53 to MP 56, including replacement of the Moose Creek Bridge.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 56-60 Rehabilitation - Moose Creek/Sutton	Rehabilitate from the end of recent construction at MP 56 to MP 60.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 60-68 Rehabilitation-Sutton	Rehabilitate from MP 60 to MP 68.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 68-84 Rehabilitation-Chickaloon	Rehabilitate from Kings River (MP 68) to just past Bonnie Lake Road (MP 84). The major realignments will be near Fish Lakes Road (MP 72) and the Chickaloon River (MP 78).
1	NHS	Glenn Highway	Matanuska - Susitna		MP 84-92 Rehabilitation-Long Lake	Rehabilitate and realign from approximately MP 85 (Long Lake) to MP 92 (Cascade). Includes enhancements to Long Lake wayside.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 92-97 Rehabilitation-Hicks Creek	Rehabilitate from MP 92 (1 mile west of the Cascade Maintenance & Operations station) to MP 97 (just east of Hicks Creek). Replace the Hicks Creek Bridge (# 0547).
1	NHS	Glenn Highway	Matanuska - Susitna		MP 97-100 Rehabilitation-Pinochle Hill	Rehabilitate and realign about 3 miles of the Glenn Highway from just east of Hicks Creek (MP 97) to 100-Mile Lake.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 100-109 Rehabilitation	Rehabilitate from approximately MP 100 to MP 109. Includes widening the roadway and shoulders, installing guardrails, minor realignments and grade improvements. Relocate the Caribou Creek Bridge (# 0548) downstream of its present location.
1	NHS	Glenn Highway	Matanuska - Susitna		MP 109-118 Rehabilitation-Regional Boundary	Rehabilitate from MP 109 to MP 118. The abandoned alignment between MP 115 and 118 will provide access to the Chickaloon-Knik-Nelchina Trail. Three pulloffs will be included.
4	TRAAK	Glenn Highway	Matanuska - Susitna		TE: MP 120.5 - Interpretive Site	Purchase 40 acre rock quarry and develop into paleontologic interpretive wayside

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Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK	Glenn Highway	Matanuska - Susitna		TE: MP 137 - Little Nelchina Wayside	Improve the access road and parking area at Little Nelchina Rest Stop at MP 137 Glenn Highway.
3	TRAAK	Glenn Highway	Matanuska - Susitna		TE: Knik River Pullout	Improve the Knik River pullout and boat launch on the Glenn Highway.
1	TRAAK	Glenn Highway	Matanuska - Susitna		TE: Matanuska Glacier Scenic Overlook	Improve the existing scenic overlook with pathways, landscaping and viewing decks.
3	TRAAK	Glenn Highway	Matanuska - Susitna		TE: North Anchorage Snowmachine Trail	Construct a continuous snowmachine trail from Anchorage to the Mat-Su Valley.
3	TRAAK	Glenn Highway	Matanuska - Susitna		TE: Palmer Hay Flats State Game Refuge Wayside	Provide two roadside pull-offs for wildlife viewing with parking, viewing decks and interpretation.
3	NHS	Haines Highway	Haines	Haines	"Y" Intersection to Airport Road	Rehabilitate roadway.
1	NHS	Haines Highway	Haines	Haines	Airport Road to Chilkat River Bridge	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations. Reconstruct Chilkat River Bridge to current standards.
1	NHS	Haines Highway	Haines	Haines	Big Boulder Creek to North Mackenzie Loop Road	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.
1	NHS	Haines Highway	Haines	Haines	Chilkat River Bridge to Mosquito Lake Road	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.
1	NHS	Haines Highway	Haines	Haines	Ferry Terminal to Junction with Front Street	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.
1	NHS	Haines Highway	Haines	Haines	Mosquito Lake Road to Muncaster Creek	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.
1	NHS	Haines Highway	Haines	Haines	Muncaster Creek to Little Boulder Creek	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations.
1	NHS	Haines Highway	Haines	Haines	North Mackenzie Loop Road to Canadian Border	Design and reconstruction to uniform 36-foot-wide typical section of roadway, providing increased lane width and shoulders, along with minor realignment as needed to provide 55 mph operations

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Priority	Program	Highway	Borough	Location	Name	Description
1	TRAAK	Haines Highway	Haines	Haines	TE: Haines Highway Eagle Viewing Areas/Turnouts	Construct viewing areas, turnouts, and trails between MP19 and MP 21.
2	NHS	Klondike Highway	Unorganized	Skagway	Dyea Road to Canadian Border	Design and construction of snow and avalanche control structures at various locations adjacent to highway in order to reduce maintenance expenses and ensure safety and useability during the winter months.
1	NHS	Marine Highway			Compliance Monitoring and Communications	Design and implement a computer network aboard the vessels of the fleet and connect the vessel computer networks to the established shore computer network using cellular communications. This integrated computer communications network will be used to monitor regulatory compliance, maintenance management, and inventory, and will provide real time communications.
3	NHS	Marine Highway			Fleetwide Asbestos Abatement	Remove the remaining asbestos from the vessels of the AMHS.
3	NHS	Marine Highway			Fleetwide Lead Paint Abatement	Removing all red lead primer and lead-based paint from the AMHS fleet. All exterior surfaces will be sandblasted to remove lead-based paint and repainted to meet current codes.
3	NHS	Marine Highway			Fleetwide Lounge Conversion	Convert the bar area of the vessels to lounges which can be used for pizza and expresso service or conference areas.
2	NHS	Marine Highway			M/V Aurora Auxiliary/Main Repower	Renew ship service generator sets, rebuild main propulsion engines, and their associated structural, electrical and mechanical systems. Upgrade switchboard and power panel components, enlarge EOS, and blast and paint some tanks.
2	NHS	Marine Highway			M/V Aurora Bridge Deck Renovations	Completely renovate the wheelhouse, staterooms (crew), and passageways on the bridge deck. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, and fixtures. Renew sinks, berths, and lockers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected areas. Update bridge console and modify same to provide better view of forecastle from the conning station. Remove asbestos-containing materials. Renew navigation equipment.
1	NHS	Marine Highway			M/V Aurora Deck Renovation	Preliminary engineering for M/V Aurora deck renovation projects.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
2	NHS	Marine Highway			M/V Aurora Gallery Deck Renovation	Completely renovate the crew's quarters, passageway, and shower, toilet and storage facilities on the gallery deck including renewal of carpet and deck tile, underlayment, bulkhead, ceiling panels, sinks, berths, lockers, and fixtures. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces. Install vanities in lieu of current sinks. Remove all asbestos-containing materials.
2	NHS	Marine Highway			M/V Aurora Prom Deck Renovation	Completely renovate the upper deck including observation lounge, public restrooms, hospital room, foyer and purser's space, midship lounge, crew and officer messes, galley, coffee shop and lounge. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels and fixtures. Renew all piping and upgrade ventilation and wiring, as necessary. Remove all asbestos-containing materials.
1	NHS	Marine Highway			M/V Aurora Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.
1	NHS	Marine Highway			M/V Aurora SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations.
1	NHS	Marine Highway			M/V Bartlett Replacement	Construct a new vessel to service Prince William Sound.
1	NHS	Marine Highway			M/V Bartlett SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations.
3	NHS	Marine Highway			M/V Columbia Galley	Modify the galley, dining room, cafeteria, lounges and other public spaces.
1	NHS	Marine Highway			M/V Columbia Hotel Renovation	Add new cabin spaces, renovate existing cabins, lounges and other public spaces, replace navigation equipment and communication electronics and other machineries.
3	NHS	Marine Highway			M/V Columbia Lifeboat/Liferafts	Add lifeboats, rescue boats, liferafts and escape chutes and other equipment required by Safety of Life at Sea (SOLAS) regulations.
2	NHS	Marine Highway			M/V Columbia Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design was completed as part of the fleetwide Shipboard Waste Handling System project.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Marine Highway			M/V Columbia SOLAS Compliance-Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) regulations.
3	NHS	Marine Highway			M/V LeConte Auxiliary/Main Repower	Replace the main engines, auxiliaries, switchboard, engineers control station and electrical distribution.
2	NHS	Marine Highway			M/V LeConte Deck Renovation	Renovate bridge deck, gallery deck and upper deck.
2	NHS	Marine Highway			M/V LeConte Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.
1	NHS	Marine Highway			M/V LeConte SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations.
3	NHS	Marine Highway			M/V Malaspina DayBoat Conversion	Preliminary engineering and construction for modifications to all spaces on the cabin deck, boat deck, and navigation deck. Install NVIC-required sprinkler system, smoke detection and fire alarm system and fire door indicator system. Replace various deck machineries and navigation equipment.
3	NHS	Marine Highway			M/V Malaspina Main Deck and Auxiliary Systems	Replacement of the main propulsion train (engines, reduction gears, shafting, bearings, propellers, control and alarm system, new engineer operating station, bridge and bridge wing control consoles, new related piping systems and ancillary equipment structural fire protection self-closing doors to machinery spaces). Includes bow thruster refurbishment, replacement of main deck steel and shell plate and elevator refurbishment.
3	NHS	Marine Highway			M/V Malaspina NVIC and Door Modifications	Safety of Life at Sea (SOLAS)-required lifesaving equipment, new vehicle loading doors and monitoring equipment, NVIC (Navigation and Vessel Inspection Circular)-required main deck vent system modifications, structural fire protection, galley exhaust fire extinguishing system and self-contained emergency lighting.
1	NHS	Marine Highway			M/V Malaspina SOLAS	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) fire safety regulations and replace radars.
1	NHS	Marine Highway			M/V Matanuska Deck Renovation	Renovate boat deck, cabin deck forward, cabin deck aft, and sun deck.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Marine Highway			M/V Matanuska Life Boat and Structural Renewal	Remove old life boats and davits and replace with modern gravity davits and semi-enclosed motorized life boats. Remove old life rafts and replace with new life rafts and new stowage/deployment racks. Install new life raft boarding appliance (evacuation chute). Install rescue boat. Replace radars, gyro and repeaters.
1	NHS	Marine Highway			M/V Matanuska Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.
1	NHS	Marine Highway			M/V Matanuska SOLAS Compliance Fire Safety	Construct vessel modifications required by new SOLAS (Safety of Life of Sea) fire safety regulations.
2	NHS	Marine Highway			M/V Taku Auxiliary Repower	Design and develop plans, specifications, and estimates for replacement of generator sets; upgrade switchboards and distribution panels, sandblast and recoat some tanks and voids, and other construction as necessary for prudent asset management.
2	NHS	Marine Highway			M/V Taku Boat Deck Refurbishment	Renovate the boat deck. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, fixtures and piping. Provide appropriate facilities, fixtures and markings for handicapped passengers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces.
2	NHS	Marine Highway			M/V Taku Cabin Deck Renovation	Renovate cabin deck. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, fixtures and piping. Provide appropriate facilities, fixtures and markings for handicapped passengers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces.
2	NHS	Marine Highway			M/V Taku Hotel and Structural Renovations	Renew some structural steel, cosmetically renovate hotel sp s, including carpet.
2	NHS	Marine Highway			M/V Taku Quarters Renovation	Renovate gallery and second deck crew quarters. Rebuild anchor windlass/wildcat and capstans.
2	NHS	Marine Highway			M/V Taku Refurbishment	Renovate the bridge and sun decks. Renew carpet and deck tile, underlayment, bulkhead and ceiling panels, and fixtures. Provide appropriate facilities, fixtures and markings for handicapped passengers. Renew all piping and upgrade ventilation and wiring, as necessary, in affected spaces.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Marine Highway			M/V Taku Steam/Gray Water/Asbestos	Design and develop plans, specifications, and estimates to: install back-up steam source, rebuild auxiliary boiler refractory and controls; reroute grey water drains and provide holding/processing unit, if required; replace asbestos-containing materials, except gallery and second decks; identify, describe, and plan for construction of other necessary work to insure regulatory compliance and prudent asset protection
3	NHS	Marine Highway			M/V Tustumena Car Elevator Overhaul	Major overhaul of the car elevator and cargo handling equipment.
3	NHS	Marine Highway			M/V Tustumena Navigation Equipment and Electronics	Replace the bridge electronics and navigation equipment.
2	NHS	Marine Highway			M/V Tustumena Shipboard Waste Handling System	Construct vessel systems that will comply with regulations for handling the volumes and types of solid and liquid wastes produced aboard ship. Includes garbage and trash, petroleum, chemicals, and sewage wastes. Design completed as part of the fleetwide Shipboard Waste Handling System project.
1	NHS	Marine Highway			Multi-Purpose Replacement Vessel	Construction of a new multi-functional vessel capable of serving the Southwest and Southeast ferry systems, and crossing the Gulf of Alaska. In addition, the vessel will be capable of oil spill response.
3	NHS	Marine Highway			Passenger Accomodation Upgrade	Upgrade the staterooms on the AMHS vessels.
1	NHS	Marine Highway			Prince Rupert Mooring Improvements	Replace marine structures at the Prince Rupert terminal.
1	NHS	Marine Highway			Prince Rupert Uplands Improvements	Pave the Prince Rupert terminal site and replace the perimeter fence
3	NHS	Marine Highway			Shoreside Facilities Condition Survey and Master Plan	Provide a reconnaissance report outlining the work required to extend the usefulness of the shoreside facilities through the next 20 years.
1	NHS	Marine Highway			SOLAS Compliance-Damaged Stability	Construct vessel modifications required by new SOLAS (Safety of Life at Sea) regulations.
1	NHS	Marine Highway	Haines	Haines	Haines Mooring Improvements	Rehabilitation or replacement of sheetpile bulkhead & bulkhead fendering system, and timber catwalks. Construction of new gangway to west tower, replacement for timber dolphin fendering, repower for lift system, and water system to ships

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Marine Highway	Haines	Haines	TE: Haines Ferry Terminal	Design and construct transportation enhancements at Haines ferry terminal, including design, fabrication and installation of an interpretive exhibit in the ferry terminal.
1	NHS	Marine Highway	Juneau	Juneau	Auke Bay Staging Area Expansion	Expansion of the ferry traffic staging area and adding adjacent highway safety improvements.
1	TRAAK	Marine Highway	Juneau	Juneau	TE: Auke Bay Ferry Terminal	Design and construct transportation enhancements at Auke Bay ferry terminal. Includes design, fabrication and installation of an interpretive exhibit in the ferry terminal, as well as improved facilities for pedestrians and bicyclists.
1	NHS	Marine Highway	Kenai Peninsula	Homer	Homer Mooring Improvements	Replace the existing Homer ferry terminal marine structures.
1	NHS	Marine Highway	Kenai Peninsula	Homer	Homer Terminal Building and Park	Design and construct a new terminal building adjacent to the old Homer city dock. Design and construct a park adjacent to the ferry terminal.
2	NHS	Marine Highway	Kenai Peninsula	Seward	Seward Ferry Terminal Improvements	Design a new ferry terminal at Seward.
2	NHS	Marine Highway	Kodiak Island	Kodiak	Kodiak Ferry Terminal	Build a new ferry terminal at Kodiak.
2	NHS	Marine Highway	Sitka	Sitka	Sitka Uplands Improvements	Construct an expanded traffic staging area, including a covered walkway, a bike path, and other transportation enhancements.
1	TRAAK	Marine Highway	Sitka	Sitka	TE: Sitka Walkway	Construct a six foot wide pedestrian walkway, extending from the Sitka Ferry Terminal to the "STARR" project, a cooperative recreational project consisting of a campground, artesian well, hiking trails, and a bird viewing deck.
2	NHS	Marine Highway	Unorganized	Petersburg	Petersburg Mooring Structure Improvements	Upgrade the southern dolphin to load-in turning breasting standard. Upgrade the fender system on the dolphin 198' south of the transfer bridge. Relocate the existing seaplane float currently attached to the transfer bridge approach.
2	NHS	Marine Highway	Unorganized	Petersburg	Petersburg Terminal Building Expansion	Remodel and expand the existing ferry terminal building to provide adequate office space and waiting area.
1	NHS	Marine Highway	Unorganized	Petersburg	Petersburg Uplands Improvements	Acquire right-of-way for an expanded traffic staging area.
2	NHS	Marine Highway	Unorganized	Skagway	Skagway Dock Modifications and Improvements	Modify the Skagway ferry terminal facility to allow stern loading of vessels in Skagway.

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Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Marine Highway	Unorganized	Valdez	Valdez Terminal Replacement	Acquire right-of-way and replace all existing facilities at the Valdez ferry terminal.
4	TRAAK	Parks and Denali Highways	Denali		TE: Nenana River Access Corridor	Construct 4 parking/river access facilities along the Nenana River.
1	NHS	Parks Highway			Geist-Chena Ridge Interchange	Construct new highway interchange at the intersection of the Parks Highway, Geist Road and Chena Ridge Road.
1	NHS	Parks Highway			Hurricane Gulch Bridge #258	Repair.
1	NHS	Parks Highway			Kingfisher Creek Bridge #697	Repair.
3	NHS	Parks Highway			Nenana Canyon Safety/Access Improvements	Design and construct safety and access improvements between milepoints 238 and 240. Improvements may include: improved sight distances, consolidated vehicle access points, consolidated pedestrian crossing points, separated bicycle and pedestrian facilities, frontage roads and additional traffic control devices.
1	NHS	Parks Highway			Nenana River Bridge #1147	Repair.
1	TRAAK	Parks Highway	Denali		TE: Denali Park Pedestrian Access Safety Improvements	Construct pedestrian pathway linking the commerical development in the Nenana Canyon on the Parks Highway with the Denali Park Visitor Access Center.
2	TRAAK	Parks Highway	Fairbanks North Star		TE: MP 305-351: Fairbanks to Nenana Scenic Waysides	Improve existing overlooks between Fairbanks and Nenana including brushing, landscaping and sanitary facilites.
1	NHS	Parks Highway	Matanuska - Susitna		Glenn Highway to Church Street Rehabilitation	Construct a multi-lane facility (four lanes with frontage roads) from the Glenn Highway interchange to Church Street
1	NHS	Parks Highway	Matanuska - Susitna		MP 37-44 Rehabilitation-Seward Meridian Road to Church Street	Upgrade to four lanes with frontage roads.
1	NHS	Parks Highway	Matanuska - Susitna		MP 37-44 Fairview Loop-Gershmer/Hyer Road Interchange	Construct an interchange at the Parks Highway and Fairview Loop Road

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Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Parks Highway	Matanuska - Susitna		MP 37-44 Rehabilitation-Crusey Road to Seward Meridian Road	Upgrade from Crusey Street to Seward Meridian Road to a multi-lane facility (four- and five-lane divided highway with frontage roads are options to be evaluated).
1	NHS	Parks Highway	Matanuska - Susitna		MP 37-44 Seward Meridian Interchange	Construct an interchange at the junction of the Parks Highway and Seward Meridian Road.
3	NHS	Parks Highway	Matanuska - Susitna		MP 52-58 Rehabilitation	Relocate utilities, acquire right-of-way and rehabilitate from MP 52-57 (Big Lake Road to Houston), widen the highway shoulders, resurface the highway, and make minor safety and geometric improvements. Construct a grade-separated railroad crossing at MP 56.5. Rehabilitate the bridge over the Little Susitna River.
3	NHS	Parks Highway	Matanuska - Susitna		MP 58-66 Rehabilitation	Rehabilitate from Houston to MP 66.5 (just south of White's Crossing). Widen the highway to 40 feet and resurface the highway. Includes minor geometric and safety improvements.
3	NHS	Parks Highway	Matanuska - Susitna		MP 66-72 Rehabilitation	Rehabilitate from White's Crossing (MP 66.5) to just north of the Willow Creek Bridge (MP 72). Widen the highway to a 40-foot surface, resurface the highway, and make minor safety and geometric improvements. Construct a highway overpass over the Alaska Railroad at White's Corner (MP 66.6). Rehabilitate the Willow Creek Bridge which will be brought up to current width, seismic and loading standards.
3	NHS	Parks Highway	Matanuska - Susitna		MP 72-83 Rehabilitation	Rotomil and repave two inches from shoulder to shoulder. Apply thermoplastic striping.
3	NHS	Parks Highway	Matanuska - Susitna		Su-Valley High School Intersection	Provide turn lanes and illumination at the Su-Valley High School driveway and Talkeetna Road on the Parks Highway.
1	TRAAK	Parks Highway	Matanuska - Susitna		TE: MP 185 East Fork Wayside	Repairs and improvements including toilets, shelter, parking, pathways and access.
3	TRAAK	Parks Highway	Matanuska - Susitna		TE: Curry Ridge Trailhead	Construct 2 new trailheads at MP 140 and 156 of the Parks Highway. Construct 9 miles of new trail to connect to the Curry Ridge and Kesugi Ridge trails.
1	TRAAK	Parks Highway	Matanuska - Susitna		TE: Denali View South	Construct a roadside scenic viewpoint at MP 135 of the Parks Highway to include parking area interpretation, pathways, landscaping, and restrooms.

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Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Parks Highway	Matanuska - Susitna	Wasilla	MP 37-44 Rehabilitation-Lucus Road to Crusey Street	Rehabilitate the existing five-lane facility from Lucus Road to Crusey Street. Upgrade the Parks Highway from Crusey Street to Seward Meridian Road to a multi-lane facility (four- and five-lane divided highway with frontage roads are options to be evaluated).
1	NHS	Richardson Highway			Egan Drive at Valdez	Resurface, rehabilitate, and restore.
1	NHS	Richardson Highway			Klutina River Bridge #572	Repair.
1	NHS	Richardson Highway			Lowe River Bridge #557	Repair.
1	NHS	Richardson Highway			MP 115-129	Resurface, rehabilitate, and restore.
1	NHS	Richardson Highway			MP 129-148	Resurface, rehabilitate, and restore.
2	NHS	Richardson Highway			MP 148-159	Reconstruction.
2	NHS	Richardson Highway			MP 159-167	Reconstruction.
2	NHS	Richardson Highway			MP 167-173	Reconstruction.
2	NHS	Richardson Highway			MP 173-186	Reconstruction.
2	NHS	Richardson Highway			MP 191-203	Reconstruction.
1	NHS	Richardson Highway			MP 203-206	Reconstruction
1	NHS	Richardson Highway			MP 206-218	Reconstruction.
1	NHS	Richardson Highway			MP 218-235	Reconstruction.
2	NHS	Richardson Highway			MP 235-248	Reconstruction.
2	NHS	Richardson Highway			MP 248-261	Reconstruction.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
2	NHS	Richardson Highway			MP 261-265	Reconstruction.
1	NHS	Richardson Highway			MP 275 North	Erosion control.
1	NHS	Richardson Highway			MP 308-311	Resurface, rehabilitate, and restore.
2	NHS	Richardson Highway			MP 354-357	Access and safety improvements.
1	NHS	Richardson Highway			Salcha River Bridge #527	Repair.
1	NHS	Richardson Highway			Valdez Glacier Stream Bridge #556	Repair.
4	TRAAK	Richardson Highway	Fairbanks North Star		TE: MP 325 Munson Slough Turnout	Enlarge parking area.
4	TRAAK	Richardson Highway	Fairbanks North Star		TE: MP 343 and 342: Piledriver Slough Access	Construct parking areas and pull-offs for 10 to 12 vehicles.
4	CTP	Richardson Highway	Unorganized		MP 200 Fielding Lake Road	Resurfacing.
1	TRAAK	Richardson Highway	Unorganized		TE: MP 127 - Gulkana River Wayside	Construction and landscaping of wayside facilities and trailhead improvements.
4	TRAAK	Richardson Highway	Unorganized		TE: MP 214 Delta River Access	Improve access road to parking area.
4	TRAAK	Richardson Highway	Unorganized		TE: MP 231-232 Turnout	Construct turnout between MP 231 and MP 232, including a parking area, viewing platform, and interpretive signs.
1	TRAAK	Richardson Highway	Unorganized		TE: MP 242 Coal Mine Road Turnout	Enlarge parking area.
4	TRAAK	Richardson Highway	Unorganized		TE: MP 245 Donnelly Lake Trailhead	Enlarge parking area.
3	TRAAK	Richardson Highway	Unorganized		TE: MP 275 - Big Delta/Tanana River Bridge Wayside	Improve river access, add toilet, trash receptacle, telephone, bank reinforcement, improve highway entrance/exit.
4	TRAAK	Richardson Highway	Unorganized		TE: MP 287 - Broken Mammoth Archaeological Site	Analysis of recovered archaeological data from an early prehistoric site located near Shaw Creek.

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FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	TRAAK	Richardson Highway	Unorganized	McCarthy Road	TE: Interpretive Waysides	Includes 48 interpretive signs in 40 locations along the McCarthy Road, Edgerton Highway and Richardson Highway, at several airstrips and in the towns of McCarthy, Kennicott and Chitina and at the Park Visitor Center.
4	TRAAK	Richardson Highway	Unorganized	Valdez	TE: Bike Path from Robe Road to Keystone Canyon	Construct approximately 9 miles of bike path along the Richardson Highway from Robe River subdivision to Keystone Canyon.
2	TRAAK	Richardson Highway	Unorganized	Valdez	TE: MP 8.5 Trailhead Parking	Construct trailhead parking area.
3	TRAAK	Richardson Highway	Unorganized	Valdez	TE: Airport Road Bike Trail	Construct bike trail from the Richardson Highway to the Valdez Airport terminal building.
1	TRAAK	Seward Highway	Anchorage		TE: Bird Creek Pedestrian Underpass	This site, located adjacent to the Seward Highway National Scenic Byway, is in easy view of the traveling public. Work includes trailhead parking area paving; widening, ditching and surfacing of the existing trails; implementing erosion control measures; and constructing new trails along bird creek shoreline. The entire site would be landscaped and interpretation kiosks and signs would be installed. Realign approximately 3/4 mile of Seward Highway and Alaska Railroad.
1	TRAAK	Seward Highway	Anchorage		TE: Bird Point Pathway/Wayside	Construct a trail system and wayside at Bird Point. Included will be an interpretive trail system, parking and restroom facilities, scenic viewpoints, and landscaping. Project will connect to the improvements being constructed by the Seward Highway, Girdwood to Bird Point project.
1	TRAAK	Seward Highway	Anchorage		TE: Girdwood-Bird Point Pathway	Enhance the pathway being constructed as part of Phase IV of the Seward Highway rehabilitation, Girdwood to Bird Point project. Construct scenic viewpoints with interpretive panels, restrooms, parking areas and pavement of selected areas of the pathway.
1	TRAAK	Seward Highway	Anchorage		TE: Potter Marsh Boardwalks/Nature Center	Construct additional parking areas, boardwalk extensions, viewing decks and blinds, interpretive signs, bicycle racks and restrooms.
1	TRAAK	Seward Highway	Anchorage		TE: Potter Marsh-Indian Path	Design and construct a separated pathway from Potter Marsh to Indian. This trail will connect to the southern extension of the Tony Knowles Coastal Trail in Anchorage. This segment is part of a separated trail from Anchorage to Girdwood.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	TRAAK	Seward Highway	Anchorage		TE: Windy Corner Sheep View Point	Project is a combination of a highway safety and transportation enhancement project. Improve the existing pullout and add pedestrian and wildlife viewing and interpretation amenities. This is a popular Dall sheep viewing site which is often crowded and has resulted in a highway safety problem. A kiosk interpreting dall sheep, a pedestrian use area, telescopes and landscaping would be included.
3	NHS	Seward Highway	Anchorage	Anchorage	36th Avenue Intersection Capacity Improvement	Construct a capacity improvement in the northbound direction on the New Seward Highway at 36th Avenue. The existing right turn lane will be extended on the New Seward Highway; the turn radius may be increased.
3	NHS	Seward Highway	Anchorage	Anchorage	36th Avenue to 5th/6th Avenue Rehabilitation	Rotomil and repave road surface.
3	NHS	Seward Highway	Anchorage	Anchorage	36th Avenue to Potter Valley Road Rehabilitation	Pavement rehabilitation.
2	NHS	Seward Highway	Anchorage	Anchorage	Huffman Road to Tudor Road	Project is one of two phases to reconstruct the New Seward Highway from Huffman Road to Chester Creek.
1	NHS	Seward Highway	Anchorage	Anchorage	Huffman to Chester Creek Reconstruction Reconnaisance	Preliminary engineering and reconnaisance to continuously illuminate and widen the New Seward Highway from Huffman Road north to Chester Creek and upgrade the New Seward Highway north from Tudor Road to Chester Creek. Includes a frontage road, and grade separated interchanges at the major crossings of 36th Avenue, Benson Boulevard, Northern Lights Boulevard and Fireweed Lane May include road and pedestrian over-crossings between the east and west frontage roads at International Airport Road, 68th Avenue, 78th Avenue, and 92nd Avenue.
3	NHS	Seward Highway	Anchorage	Anchorage	Potter Valley Road Intersection Capacity Improvement	Construct a capacity improvement for southbound traffic on the New Seward Highway at Potter Valley Road. Widen the highway to accomodate a protected left-turn lane.
1	NHS	Seward Highway	Anchorage	Anchorage	Tudor to Chester Creek Reconstruction	Project is one of two phases to reconstruct the New Seward Highway from Huffman Road to Chester Creek.
1	NHS	Seward Highway	Kenai Peninsula		MP 0-8 (Seward to Grouse Creek Canyon) Rehabilitation	Rehabilitate from MP 0-8 including three bridges.
1	NHS	Seward Highway	Kenai Peninsula		MP 08-13 (Grouse Creek Canyon) Rehabilitation	Widen to include passing lanes, grade changes, and reconstruction of the Grouse Creek Bridge.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Seward Highway	Kenai Peninsula		MP 13-18 (Mile 13 Summit to Snow River) Rehabilitation	Widen to 40 feet, construct a grade-separated railroad crossing just south of Snow River.
1	NHS	Seward Highway	Kenai Peninsula		MP 25-30 (Falls Creek through Moose Pass) Rehabilitation	Rehabilitate including widening, resurfacing, and replacement of the Fall Creek and Trail River Bridges.
1	NHS	Seward Highway	Kenai Peninsula		MP 25-36 Surface Rehabilitation	Rotomil and repave two inches from shoulder to shoulder. Apply thermoplastic striping.
1	NHS	Seward Highway	Kenai Peninsula		MP 30-36 (Moose Pass to Sterling Wye) Rehabilitation	Rehabilitate from MP 30 to MP 36.
1	NHS	Seward Highway	Kenai Peninsula		MP 53.0-59.3 Rehabilitation	Realignment, widening, and reconstruction. The road surface will include 12-foot driving lanes and paved shoulders. Construct a new intersection with Hope Road and a new bridge at Canyon Creek. The new bridge will be between 400-600 feet long and located downstream from the present bridge.
3	NHS	Seward Highway	Kenai Peninsula		MP 65-75 Surface Rehabilitation	Resurface from Bertha Creek (MP 65) to Ingram Creek (MP 75).
1	NHS	Seward Highway	Kenai Peninsula		MP 90-97 Girdwood to Bird Point Reconstruction	The Seward Highway will be relocated to a new alignment along the shoreline of Cook Inlet, seaward of the railroad tracks from Bird Point to the Alyeska Highway intersection. The project will relocate limited sections of the railroad. The roadway will include three driving lanes; one southbound and two northbound. The project will provide a grade separated highway crossing at the railroad tracks near Bird Point. The next phase will continue blasting/hauling/placement of the embankment material, armoring the embankment with rip-rap, relocate the railroad and utilities, and construct a railroad "tube" for the elevated highway crossing. Final work will complete the upper layers of the embankment, pavement, guardrail, signs, public viewpoints, and conversion of the existing road to a trail.
3	NHS	Seward Highway	Kenai Peninsula		MP 97-104 Surface Rehabilitation	Rotomil and repave two inches from shoulder to shoulder. Apply thermoplastic striping.
3	TRAAK	Seward Highway	Kenai Peninsula		TE: Bruhn Ray Mine Historic Restoration	Relocate two buildings from the Seward Highway near Canyon Creek Bridge to a location in Hope.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
3	TRAAK	Seward Highway	Kenai Peninsula		TE: Scenic Byway Day Use Areas	Upgrade two visitor use areas adjacent to the Seward Hig way Scenic Byway, specifically Ptarmigan Creek day use area located at MP 23.1 (Ptarmigan Creek Salmon Viewing area and picnic area) and Moose Creek Trail accessibility upgrade located at MP 32. The Moose Creek Trail provides access to a salmon viewing platform, approximately .2 miles from the byway.
4	TRAAK	Seward Highway	Kenai Peninsula		TE: Scenic Byway Interpretive Sites	Planning, design, and construction of six interpretive sites between MP 18-91 of the Seward Highway Scenic Byway, along with a series of route and site identifier signs along the entire length.
1	TRAAK	Seward Highway	Kenai Peninsula		TE: Turnagain Pass Rest Stop	Provide turn lanes for USFS rest stop/lodge operation. Includes a pedestrian underpass to enable skiers/snowmachine users to cross the Seward Highway to get to USFS concessionaire's facilities.
3	CTP	Steese Highway	Fairbanks North Star		MP 44-45.5 Paving	Extend paving from MP 44 to MP 45.5 (Long Creek).
4	TRAAK	Steese Highway	Fairbanks North Star		TE: MP 11-17 Bike Trail (Fox-Pedro Monument)	Construct 5.5 mile bike/pedestrian facility from Fox to Pedro Monument.
3	TRAAK	Steese Highway	Fairbanks North Star		TE: MP 39 - Chatanika River Wayside Rehabilitation	Improve the Chatanika River State Recreation Site (MP 39) including trailhead parking and sanitary facilities.
1	NHS	Steese Highway	Fairbanks North Star	Fairbanks	3rd Street Intersection	Major reconstruction to include added through lanes and turn lanes on 3rd Street at the intersection with the Steese Highway.
2	NHS	Steese Highway	Fairbanks North Star	Fairbanks	Improvements	Capacity and safety improvements.
2	CTP	Steese Highway	Unorganized		MP 128 Crooked Creek Bridge	Replace the Crooked Creek Bridge at Central.
4	TRAAK	Steese Highway	Unorganized		TE: MP 57: Davidson Ditch Interpretation Displays	Construct interpretation displays and an information kiosk at the Davidson Ditch Historical Site.
1	NHS	Sterling Highway	Kenai Peninsula		MP 36-45	Reconstruct from the intersection with the Seward Highway at the Tern Lake Wye (MP 36) to MP 45 near Kenai Lake. Includes minor realignments, replacement of the Quartz Creek Bridge, drainage improvements, widening and resurfacing the road. The majority of the alignment of the new road will be within the existing right-of-way.

FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
1	NHS	Sterling Highway	Kenai Peninsula		MP 45-60	Provide a new highway around Cooper Landing. The realignment provides construction of a new two-lane highway with 12-foot driving lanes, paved shoulders and climbing lanes where necessary from MP 45 to near the Skilak Road intersection (MP 60). The new highway, referred to as the Juneau Creek alignment, will avoid crossing the Kenai River by its location above and north of the existing highway. Several scenic pulloffs will be constructed along the alignment. The pulloff near Juneau Creek will provide an access point for the Resurrection Pass Trail.
3	NHS	Sterling Highway	Kenai Peninsula		MP 57.5-71 Surface Rehabilitation	Resurface from the Sportsman's Landing (MP 57) to Egumen Lake (MP 71).
3	NHS	Sterling Highway	Kenai Peninsula		MP 157-169 Rehabilitation	Reconstruct between Anchor Point (MP 157) and the top of Homer Hill (MP 169). Construct an improved two-lane highway paralleling the alignment of the existing highway. The facility will be designed to allow two additional lanes to be added at a future date.
1	NHS	Sterling Highway	Kenai Peninsula		MP 169-174 Rehabilitation	Reconstruct five miles of the Sterling Highway from the top of Homer Hill (MP 169) to its intersection with Pioneer Street (MP 174). The highway from West Hill Road to Sterling Loop Road will be constructed with two lanes climbing and two lanes descending. A paved pedestrian sidewalk and curb and gutter will be constructed adjacent to the ascending lane. A paved shoulder will provide for pedestrian travel on the descending lane side of the highway. The existing alignment of the highway will be followed as much as possible. From West Hill Road to Pioneer Street, the highway will be three lanes, using the center lane as a two-way left-turn lane
3	TRAAK	Sterling Highway	Kenai Peninsula		TE: Anchor Point Scenic Interpretive Display	Expand the viewing and interpretive facilities located at the end of the Anchor River Beach Road overlooking Cook Inlet, including improved parking, landscaping and sanitary facilities. Facilities will be designed in accordance with ADA standards. Archaeological excavation and interpretive display(s) will be included.
3	TRAAK	Sterling Highway	Kenai Peninsula		TE: Anchor River Pedestrian Beach Access	Construct a pedestrian pathway from the Old Sterling Highway near the Anchor River Bridge to the beach along the Anchor River Beach Road.
3	TRAAK	Sterling Highway	Kenai Peninsula		TE: Clam Gulch Beach Access	Construct improved vehicular and pedestrian access from the Sterling Highway to the beach area for commercial fishing, beach combing and clam digging. Construction of the pedestrian access will require relocating the existing road to one side of the narrow gulch and channelizing the stream flow

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FEDERAL AID SURFACE TRANSPORTATION NEEDS AND PRIORITIES

Priority	Program	Highway	Borough	Location	Name	Description
4	TRAAK	Sterling Highway	Kenai Peninsula		TE: Footprints Archeological Site Investigation	Excavate several sites along the Sterling Highway in the vicinity of Cooper Landing. Evaluate and interpret materials found.
3	TRAAK	Sterling Highway	Kenai Peninsula		TE: Izaak Walton State Recreation Area Expansion	Expand and upgrade the existing site. Improvements will include access roads, parking area, restrooms, water system landscaping and interpretation.
3	TRAAK	Sterling Highway	Kenai Peninsula		TE: Scout Lake State Recreation Area Expansion	Expand/upgrade the existing site/facility. Improvements will include access road, parking area, restrooms, water system landscaping and interpretive facilities.
3	TRAAK	Sterling Highway	Kenai Peninsula		TE: Sterling to Soldotna Pedestrian Path Construction	Construct a pedestrian/bike path between Soldotna and Sterling along the Sterling Highway, beginning at the intersection of Kenai Spur Highway (Soldotna) and ending at the Moose River Bridge (Sterling).
3	NHS	Sterling Highway	Kenai Peninsula	Ninilchik	Ninilchik River Bridge Curve Safety Improvements	Construct warning lights and signs to slow traffic approaching the curve/bridge.
1	NHS	Sterling Highway	Kenai Peninsula	Soldotna	Soldotna Urban	Rehabilitate about 1.5 mile of the existing Sterling Highway (five lanes) through Soldotna between Kenai Spur Road and Kobuk Street. Beginning at Kobuk Street the project will extend a multi-lane facility (two lanes in each direction plus auxilliary lanes). The project will widen the Kenai River Bridge (#0671) to match the widened highway. The project will also provide intersection improvements at the Kalifornsky Beach Road and Funny River Road intersection. Pedestrian walkways will be provided.
1	CTP	Taylor Highway	Unorganized		MP 23-66 Paving	Extend paving to Chicken at MP 66
1	CTP	Taylor Highway	Unorganized		MP 66 to Border	Rehabilitate and upgrade between MP 66-95 and the Boundary Spur, MP 95 - 105 (Canadian Border).
3	TRAAK	Taylor Highway	Unorganized		TE: MP 36 Mt. Fairplay Wayside	Rehabilitate borrow pit adjacent existing wayside and provide additional interpretation.
4	TRAAK	Taylor Highway	Unorganized		TE: MP 75 South Fork Bridge Wayside	Improve/realign existing trail access to Fortymile River for motorized boats. Includes boat ramp and long term parking and equipment storage area
3	TRAAK	Taylor Highway	Unorganized		TE: MP 82 Walker Fork Wayside Phase I	Construct a wayside adjacent to Walker Fork Campground Includes parking area for large RV and bus traffic, interpretation, covered picnic area, toilet facilities and hiking trails.

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Federal Aid Airport Transportation Needs and Priorities

Airport and Airway Improvement Act

by Location

FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Aleutians East	Cold Bay	Airport Apron Expansion	Expand the terminal apron.
Aleutians East	Cold Bay	Airport Apron Rehabilitation	Rehabilitate the terminal apron.
Aleutians East	Cold Bay	Airport Crosswind Runway	Extend runway 8-26 so the 727 aircraft can operate off of this runway.
Aleutians East	Cold Bay	Airport Runway Overlay	Repave the eastern portion of runway 8-26.
Aleutians East	False Pass	Airport Lighting	Install a lighting system.
Aleutians East	King Cove	Runway Improvements	Resurface the gravel runway and install lighting.
Aleutians East	Sand Point	Airport Fencing	Fence the airport.
Aleutians East	Sand Point	Airport Runway	Extend the runway by 700 feet.
Anchorage	Anchorage	Area General Aviation Master Plan	Develop general aviation master plan for the Anchorage area.
Anchorage	Anchorage International Airport	Environmental Assessment, Cleanup, and Enhancement	Perform environmental assessments, hazardous waste disposal develop cleanup programs, and construct new facilities to meet environmental compliance regulations in air, water, noise, soil, fuel tanks, hazardous materials and pollution prevention programs.
Anchorage	Anchorage International Airport	Operational and Airside Improvements	Projects necessary to operate the airport and expand and maintain the airside areas including: apron/taxiway/runway repair, reconstruction and expansion, facilities and equipment for maintenance and fire rescue functions, wetlands development and mitigation, safety and drainage improvements, etc.
Anchorage	Anchorage International Airport	Terminal Facilities and Landside Improvements	Terminal and landside improvements to preserve existing airport facilities and support growth. Projects include: terminal building code upgrades and maintenance, terminal aircraft parking areas, roadway improvements, etc.
Anchorage	Birchwood	Airport Master Plan Update	Update the airport master plan. Products of this study may include a revised environmental assessment, airport layout plan, and survey and aerial photography.
Anchorage	Girdwood	Airport Apron	Expand the apron and lease area by approximately 200 feet by 1,200 feet with an additional taxiway. Widen and resurface the existing runway to 2,100 feet by 60 feet (extension is probably not feasible), extend the access road behind the lease lots, and evaluate the need for airport lighting and safety of operation in mountainous terrain. No land acquisition is required.
Anchorage	Girdwood	Airport Master Plan	Develop master plan.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Anchorage	Lake Hood	Lake Hood General Aviation Improvements	Construct improvements for general aviation area as recommended in the Airport Master Plan. Improvements include: shoreline stabilization and float slip dredging, roadway/taxiway/trail separation, wells and drainage improvements, floatplane ramp, and minor runway improvements.
Anchorage	Merrill Field	E-2 Apron/Taxiway Improvements-Local Sponsor	Regrade and pave apron and taxiway, reconstruct roadways, construct asphalt pads under aircraft tiedowns, replace electrical conduits.
Anchorage	Merrill Field	E-3 Apron/E-1 Taxiway-Local Sponsor	Regrade and pave apron and taxiway, reconstruct roadways, construct asphalt pads under aircraft tiedowns, replace electrical conduits.
Anchorage	Merrill Field	E-4 Apron/Taxiway-Local Sponsor	Construct additional tiedown spaces.
Anchorage	Merrill Field	Master Plan Update-Local Sponsor	Continue the process of long-range planning by updating the 1991 airport master plan. Plan and design control measures to allow the airport to control storm water runoff and provide Pavement Condition Index and Pavement Management Systems for all pavement surfaces on the airport.
Anchorage	Merrill Field	Obstruction Removal-Orca Street-Local Sponsor	Acquire parcels and demolish, replat and relocate Orca Street properties and provide security fencing, signage, lighting and taxiway access to runway 15-33.
Anchorage	Merrill Field	Public Aviation Facility-Local Sponsor	Construct a 19,000 square foot general aviation terminal on the airport frontage road south of 5th Avenue.
Anchorage	Merrill Field	Runway 6-24 Lighting Rehabilitation-Local Sponsor	Install conduit and new wiring for the runway lighting system.
Anchorage	Merrill Field	Snow Removal Equipment-Local Sponsor	Replace motor graders, dump trucks, front-end loader, sand truck, sweeper, de-icer truck, broom and snow blower. Equipment replacement will be more cost effective than maintaining old equipment.
Anchorage	Merrill Field	Taxiway D-2 and F-1 Construction-Local Sponsor	Construct taxiways D-2 and F-1 as identified in the Merrill Field Master Plan Update.
Bristol Bay	King Salmon	Airport Access Road Realignment	Realign the access road to allow the construction of a parallel taxiway.
Bristol Bay	King Salmon	Airport Auto Parking Lot	Construct an automobile parking area.
Bristol Bay	King Salmon	Airport East Apron Access Road	Rehabilitate the access road to the south and east apron.
Bristol Bay	King Salmon	Airport East Apron Passenger Shelter	Construct a passenger shelter.

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Borough	Location	Name	Description
Bristol Bay	King Salmon	Airport Float Plane Facility	Develop a public float plane dock.
Bristol Bay	King Salmon	Airport Master Plan	Revise and update the master plan.
Bristol Bay	King Salmon	Airport PAPI	Install PAPI guidance control to replace VASI guidance control.
Bristol Bay	King Salmon	Airport Property Acquisition	Acquire the property within the Building Restriction Line (BRL).
Bristol Bay	King Salmon	Airport Runway 11-29	Resurface runway 11-29 and taxiway N.
Bristol Bay	King Salmon	Airport Taxiway	Construct a partial parallel taxiway.
Bristol Bay	King Salmon	Airport Taxiways H and M	Rehabilitate taxiways H and M.
Bristol Bay	King Salmon	Airport West Apron	Expand the west apron.
Bristol Bay	Naknek	Airport Reconstruct/Relocate	Reconstruct/relocate the airport.
Bristol Bay	South Naknek	Airport Crosswind Runway	Design and construct a crosswind runway. Land acquisition will be necessary. Upgrade the existing runway, taxiway, apron and access road.
City & Borough of Juneau	Juneau	Air Carrier Ramp Construction	Expand air carrier ramp to the east.
City & Borough of Juneau	Juneau	Airfield Shop Replacement	Construct equipment storage building to house airport snow removal equipment and materials.
City & Borough of Juneau	Juneau	Duck Creek Relocation	Relocate Duck Creek.
City & Borough of Juneau	Juneau	East End General Aviation Area Development	Develop taxilane access and apron to support General Aviation needs.
City & Borough of Juneau	Juneau	Float Pond Development	Increase float pond parking slips, improve navigation, mooring and launching facilities.
City & Borough of Juneau	Juneau	Floatpond Access Road Completion	Complete floatpond access road.
City & Borough of Juneau	Juneau	Fuel Storage Paving	Pave fuel storage area.
City & Borough of Juneau	Juneau	Interactive Training System	Purchase and install computer/television interactive training system for fire, security, ramp and maintenance personnel.
City & Borough of Juneau	Juneau	Pavement Improvements	Resurface various sections of pavement on airport operational surfaces.
City & Borough of Juneau	Juneau	Perimeter Fencing	Replace and extend perimeter fencing around airport to improve security and safety.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
City & Borough of Juneau	Juneau	Runway Rehabilitation	Rehabilitate runway.
City & Borough of Juneau	Juneau	Runway Sensor Installation	Install runway sensors.
City & Borough of Juneau	Juneau	Runway Swale Patch/Seal Coat	Repair and seal runway swales.
City & Borough of Juneau	Juneau	Snow Removal Equipment	Purchase snow removal equipment.
City & Borough of Juneau	Juneau	Taxiway Lighting Replacement	Replace lighting along parallel taxiway and intersections.
City & Borough of Juneau	Juneau	Taxiway Rehabilitation	Rehabilitate and resurface taxiways and intersections.
City & Borough of Juneau	Juneau	Terminal Hardstand Rehabilitation	Rehabilitate and enlarge hardstands for gates 2,3,4 and 5.
City & Borough of Juneau	Juneau	West End General Aviation Apron and Taxilane Surfacing	Pave west general aviation apron and taxilanes.
City & Borough of Juneau	Juneau	Yandukin Drive Environmental	Environmental assessment.
City & Borough of Juneau	Juneau	Yandukin Drive Land Acquisition	Acquire land for airport expansion.
City & Borough of Juneau	Juneau	Yandukin Drive Relocation	Relocate road.
City & Borough of Sitka	Sitka	Airport Approach Obstruction Removal	Reduce the elevation of Battery Island to support precision instrument approach.
City & Borough of Sitka	Sitka	Airport Apron Expansion	Construct additional apron, taxilanes, and additional lease lots with vehicle access
City & Borough of Sitka	Sitka	Airport Master Plan Update	Update Sitka Airport Master Plan.
City & Borough of Sitka	Sitka	Airport Parking Lot Expansion	Expand vehicle parking lot to provide additional space for rental and long-term parking
City & Borough of Sitka	Sitka	Airport Runway Safety Area Improvements	Widen, extend, and surface portions of runway safety area and investigate installation of aircraft restraining systems
City & Borough of Sitka	Sitka	Airport Runway Safety Area Upgrade to Standards	Extend and widen runway safety area to federal standards

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
City & Borough of Sitka	Sitka	Airport Sand and Chemical Storage Facility	Construct covered shelter for sand storage.
City & Borough of Sitka	Sitka	Airport Seawall Rehabilitation	Rehabilitate the seawall.
City & Borough of Sitka	Sitka	Airport Taxiway Lights Replacement	Replace taxiway lighting system.
City & Borough of Sitka	Sitka	Apron Reconstruction	Reconstruct and expand the terminal apron area.
City & Borough of Sitka	Sitka	Partial Parallel Taxiway Construction	Realign and extend partial parallel taxiway.
City & Borough of Yakutat	Yakutat	Airport Primary Runway Overlay	Overlay, groove, and mark primary runway 11/29, including runway 29 elephant ear.
City & Borough of Yakutat	Yakutat	Airport RPZ Buildings Removal	Remove buildings from runway protection zone.
City & Borough of Yakutat	Yakutat	Airport Runway Object Free Area Obstruction Removal	Clear runway object free area of vegetation and ditch berms
City & Borough of Yakutat	Yakutat	Airport Runways Safety Area Width Upgrade	Widen runway safety areas to federal standards
City & Borough of Yakutat	Yakutat	Airport Terminal Apron Overlay	Replace approximately thirty concrete apron panels or overlay the entire apron.
City & Borough of Yakutat	Yakutat	Airport Water and Sewer System	Construct an airport utility system to provide water and sewer to airport tenants.
City & Borough of Yakutat	Yakutat	ARFF Building	Construct an aircraft rescue and fire fighting equipment building or remodel an existing building in reasonable proximity to the air carrier terminal to house airport fire fighting equipment.
City & Borough of Yakutat	Yakutat	General Aviation Apron Exit Taxiway	Construct an exit taxiway between the general aviation apron and runway 2/20.
City & Borough of Yakutat	Yakutat	General Aviation Apron Paving	Pave general aviation apron.
City & Borough of Yakutat	Yakutat	Master Plan Update	Update Airport Master Plan.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
City & Borough of Yakutat	Yakutat	New Seaplane Float	Construct a new seaplane facility separate from the boat harbor float with four float plane pullouts and dock space to accommodate a fifth float plane. The pullouts should accommodate DeHavilland Beavers. Vehicle access should be provided to the head of the gangway with provision for vehicle turnaround and several parking spaces. Access to the float should be provided by a gangway at least 65 feet in length. The float and gangway should be designed to readily accept a future installation of a private fuel line to the dock face.
City & Borough of Yakutat	Yakutat	Runway 11/29 Blast Pads	Pave 200 feet of safety area beyond the ends of runways 11 amd 29 to provide blast pads.
City & Borough of Yakutat	Yakutat	Runway Light System Rehabilitation	Rehabilitate primary and cross-wind runway lighting systems.
City & Borough of Yakutat	Yakutat	Runway Safety Area Extension	Extend runway safety areas behind the thresholds of runways 11, 29, and 20 and relocate drainage ditches around extended safety areas.
Fairbanks North Star	Fairbanks International Airport	Environmental Assessment and Cleanup	Environmental assessment and cleanup in accordance with state and federal requirements.
Fairbanks North Star	Fairbanks International Airport	Improvements	Projects including passenger terminal expansion, terminal area roadway and parking construction, baggage area construction, east side utilities construction, and Master Plan update.
Fairbanks North Star	Fairbanks International Airport	Operations Improvements and Preservation 1	Projects including Taxilane "D" extension, maintenance facility construction, General Aviation tiedown construction, passenger terminal roof replacement, perimeter road construction, float pond expansion, east side heliport construction, and Taxiway "B" widening.
Fairbanks North Star	Fairbanks International Airport	Operations Improvements and Preservation 2	Projects including East ramp lease lots, University Avenue paving, safety area improvements, drainage improvements, equipment improvements, and Phase I recommendations from the 1995 Master Plan as follows: East side lease lot improvements, Runway 1R-19L extension and widening, and maintenance facility construction.
Fairbanks North Star	Fairbanks International Airport	Runway Extensions	Construction of 750' extensions and associated parallel taxiway and lighting to each end of Runway 1L-19R, the primary instrument runway.
Haines	Haines	Airport Lease Lot Access Taxiway	Construct taxiway access to airport lease lots.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Haines	Haines	Airport Runway Extension	Extend runway an additional 1,000 to 1,500 feet to provide a runway up to 5,500 feet in length.
Kenai Peninsula	Homer	Airport Improvements	Pavement overlay and grooving of the runway, pavement overlay for the east and west aprons, pavement overlay of the general aviation apron and taxiway system, expansion of the east apron, construction of taxiway connector from the general aviation and east apron to the runway, construction of a road from Beluga Lake to the airport taxiway-runway system that is capable of providing floatplane access between the lake and the runway, and other improvements as funding allows.
Kenai Peninsula	Homer	Airport Lighting Replacement	Modifications to the approach lighting system; runway lighting improvements.
Kenai Peninsula	Homer	Airport Sand Storage Building	Construct a sand storage building
Kenai Peninsula	Homer	Airport Snow Removal Equipment	Purchase a truck mounted snow blower.
Kenai Peninsula	Kenai	Grass/Ski Strip Relocation	Relocate grass/ski strip.
Kenai Peninsula	Kenai	Obstruction Removal	Remove obstructions to safe operation of aircraft.
Kenai Peninsula	Kenai	Runway Safety Area Expansion	Expand runway safety area.
Kenai Peninsula	Kenai	Snow Removal Equipment Building	Construct snow removal equipment storage building
Kenai Peninsula	Kenai	Snow Removal Equipment/Sweeper	Purchase snow removal equipment/sweeper for airport
Kenai Peninsula	Kenai	Taxiway Extension	Extend taxiway north to end of the runway
Kenai Peninsula	Nanwalek	Airport Master Plan	Study alternative locations for constructing a new airport to replace the existing airstrip. The study will recommend a preferred alternative
Kenai Peninsula	Nanwalek	Airport Relocation	Construct a new airport and access road
Kenai Peninsula	Port Graham	Airport Reconstruct/Relocate	Construct a new airport and access road
Kenai Peninsula	Seldovia	Airport Master Plan	Provide a master plan for the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative
Kenai Peninsula	Seldovia	Airport Reconstruct/Relocate	Reconstruct or relocate the airport
Kenai Peninsula	Soldotna	Airport Apron Lighting-Local Sponsor	Install lighting for general aviation apron

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Kenai Peninsula	Soldotna	Airport Master Plan-Local Sponsor	Provide a master plan for the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative.
Ketchikan Gateway	Ketchikan	Air Cargo Apron Expansion	Relocate service road and expand cargo apron and lease lot area.
Ketchikan Gateway	Ketchikan	Airport Ferry Terminal Rehabilitation	Rehabilitate or replace Gravina Island Airport Shuttle Ferry Terminal Transfer Facility.
Ketchikan Gateway	Ketchikan	Airport Master Plan Update	Update Airport Master Plan.
Ketchikan Gateway	Ketchikan	Airport New Ferry	Replacement smaller of two airport shuttle ferry vessels.
Ketchikan Gateway	Ketchikan	Airport Parking Lot Expansion	Construct additional vehicle parking at the airport ferry parking lot and the airport terminal.
Ketchikan Gateway	Ketchikan	Airport Rescue Boat	Purchase and equip a small airport search and rescue boat.
Ketchikan Gateway	Ketchikan	Airport Runway 11 Turnaround	Runway 11 turnaround.
Ketchikan Gateway	Ketchikan	Airport Seaplane Float and Ramp Improvements	Replace and expand the existing airport seaplane float to simultaneously provide moorage for up to fifteen single engine deHavilland Otters, provide drive-down vehicle transfer bridge with covered pedestrian walkway, and provide shelter for passengers and baggage on the float. Consider alternative passenger and cargo transfer systems consistent with requirements of Americans with Disabilities Act. Extend airport pullout ramp to accommodate full tidal range and install a ramp float.
Ketchikan Gateway	Ketchikan	Airport Small Boat Dock	Construct small boat dock at airport.
Ketchikan Gateway	Ketchikan	Airport Snow Removal Equipment Building Expansion	Expand the equipment storage building.
Ketchikan Gateway	Ketchikan	Airport Terminal 2nd Jetway	Install a second passenger boarding ramp.
Ketchikan Gateway	Ketchikan	Airport Terminal Improvements	Remodel baggage, cargo, security and passenger boarding areas of the terminal building.
Ketchikan Gateway	Ketchikan	Airport West Taxiway	Construct a west exit taxiway.
Ketchikan Gateway	Ketchikan	Lower Apron Overlay	Pavement overlay of the general aviation apron.
Ketchikan Gateway	Ketchikan	Lower Apron Taxiway Overlay	Pavement overlay of access taxiway to the lower apron.
Ketchikan Gateway	Ketchikan	Murphy's Pull-out Seaplane Float Expansion	Construct an additional eight-ramp seaplane float with separate gangway to provide aircraft parking for locally based seaplanes.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Ketchikan Gateway	Ketchikan	Runway Safety Area Upgrade	Upgrade airport runway safety area to standards.
Kodiak Island	Karluk	Airport Improvements	Extend the runway, widen the runway, resurface the entire surface, expand the existing apron, realign the access road to accommodate the runway extension, construct a snow removal equipment building, install airport lighting and extend power from the village. Land will be acquired for the RPZ east end. The apron will be expanded and the road realigned if possible.
Kodiak Island	Kodiak	Airport Auto Parking	Repave the long-term automobile parking area.
Kodiak Island	Kodiak	Airport Commercial Apron	Repave the commercial apron.
Kodiak Island	Kodiak	Airport Master Plan	Update and revise the Airport Master Plan.
Kodiak Island	Kodiak	Airport Runway 10-28	Repave runway 10-28.
Kodiak Island	Kodiak	Airport Snow Removal Equipment	Purchase snow removal equipment.
Kodiak Island	Kodiak	Airport Snow Removal Equipment/Sand Storage Building	Construct a new sand storage and snow removal equipment building.
Kodiak Island	Kodiak	Airport Taxiway	Resurface taxiways.
Kodiak Island	Kodiak	General Aviation Apron and Access Road	Design and construct an apron and access road.
Kodiak Island	Kodiak	Seaplane Base Expansion	Expand Trident Basin seaplane base.
Kodiak Island	Ouzinkie	Airport Master Plan	Develop a master plan to evaluate the improvement or relocation of the airport.
Kodiak Island	Ouzinkie	Airport Reconstruct/Relocate	Reconstruct/relocate the airport. Construction of the runway to current standards, an aircraft parking apron with connecting taxiway, and an equipment storage building.
Kodiak Island	Port Lions	Airport Master Plan	Develop a master plan for the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis.
Kodiak Island	Port Lions	Airport Reconstruct/Relocate	Construct a new airport and access road to meet current standards.
Lake & Peninsula	Chignik Lagoon	Airport Reconstruct/Relocate	Reconstruct or relocate the airport.
Lake & Peninsula	Iliamna	Airport Crosswind Runway	Lengthen the crosswind runway.
Lake & Peninsula	Iliamna	Airport Master Plan	Provide a master plan for the airport.
Lake & Peninsula	Iliamna	Airport Paving/Fencing	Pave the runways, taxiway and apron.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Lake & Peninsula	Iliamna	Airport Property Acquisition and Seaplane Base Development	Improve the seaplane facilities.
Lake & Peninsula	Ivanof Bay	Airport Construction	Construct an airport.
Lake & Peninsula	Ivanof Bay	Airport Master Plan	Provide an airport master plan.
Lake & Peninsula	Lovelock	Airport Reconstruction/Relocation	Improve or relocate the airport.
Lake & Peninsula	Perryville	Airport Improvements	Reconstruct the airport to current standards.
Lake & Peninsula	Pilot Point	Airport Reconstruct/Relocate	Reconstruct or relocate the airport.
Lake & Peninsula	Port Alsworth	Airport	Construct a public airport at Port Alsworth.
Matanuska - Susitna	Palmer	Airport New N-S Taxiway-Local Sponsor	Construct a north/south parallel taxiway between the north and south aprons.
Matanuska - Susitna	Palmer	Airport South Apron Extension-Local Sponsor	Expand the south apron to the north to accommodate large commercial aircraft.
Matanuska - Susitna	Palmer	Airport South Apron New Taxiway-Local Sponsor	Construct an east/west taxiway from the south apron to the west end of the east/west runway.
Matanuska - Susitna	Palmer	East/West Runway Overlay	Resurface east/west runway.
Matanuska - Susitna	Palmer	North/South Runway Overlay	Resurface north/south runway.
Matanuska - Susitna	Talkeetna	Airport Improvements	Conduct design, title search and utility investigations; construct a partial parallel taxiway with lighting; expand the apron and lease lot area; construct an equipment storage building; acquire snow removal equipment; construct a helipad, reconstruct the airport access road and provide other improvements as funding allows.
Matanuska - Susitna	Wasilla	Airport Fencing-Local Sponsor	Construct perimeter fencing.
Matanuska - Susitna	Wasilla	Airport Floatplane Improvements-Local Sponsor	Construct an access road and taxiway between the Wasilla Airport and Jacobsen Lake.
Matanuska - Susitna	Wasilla	Airport GPS-Local Sponsor	Install a global positioning system (GPS).
Matanuska - Susitna	Wasilla	Airport Lease Lot Expansion-Local Sponsor	Construct a new apron adjacent to the existing apron.
Matanuska - Susitna	Wasilla	Airport Paving-Local Sponsor	Pave runway, apron and taxiway.
Matanuska - Susitna	Wasilla	Airport Taxiway Extension-Local Sponsor	Construct a parallel taxiway from the apron to the east end of the runway.
Matanuska - Susitna	Willow	Airport SRE Building	Construct new snow removal equipment building.
Matanuska-Susitna	Palmer	Airport Apron/Taxiway-Local Sponsor	Resurface the existing general aviation apron.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Matanuska-Susitna	Palmer	Airport Master Plan Update-Local Sponsor	Provide an update for the airport master plan.
Matanuska-Susitna	Skwentna	Snowblower	Purchase a snowblower for the Skwentna Airport.
North Slope	Anaktuvuk Pass	Airport Brush Removal	Remove brush encroaching on active areas of the airport including approaches.
North Slope	Anaktuvuk Pass	Land Acquistion - Phase II	Acquire land for the airport.
North Slope	Anaktuvuk Pass	Runway Rehabilitation	Rehabilitate runway.
North Slope	Barrow	Post/Rogers Memorial Airport Improvements	Safety area expansion, apron and taxi lane paving and improvements.
North Slope	Barrow	Post/Rogers Memorial Airport Runway Overlay	Runway overlay.
North Slope	Chandalar Shelf	Airport Land Acquisition	Acquire the airport.
North Slope	Deadhorse	ARFF and SRE Building	Construct airport rescue and fire fighting and snow removal equipment building.
North Slope	Galbraith	Airport Land Acquisition	Land acquisition reimbursement.
North Slope	Happy Valley	Airport Master Plan	Prepare master plan.
North Slope	Kaktovik	Barter Island (Kaktovik) Runway Resurfacing	Resurface airport runway.
North Slope	Nuiqsut	Runway Lighting Rehabilitation	Rehabilitate runway lighting system.
North Slope	Point Lay	Airport Improvements	Runway and safety area expansion.
North Slope	Wainwright	Runway Resurfacing	Resurface the existing runway and apron area.
Northwest Arctic	Buckland	Airport Improvements	Runway extension.
Northwest Arctic	Buckland	Snow Removal Equipment Building	Construct new snow removal equipment building.
Northwest Arctic	Kiana	Runway Improvements	Resurface runway.
Northwest Arctic	Kivalina	New Airport	Construct new airport.
Northwest Arctic	Kobuk	Airport Improvements	Runway and safety area improvements.
Northwest Arctic	Kotzebue	Airport Improvements	Expand existing runway and safety areas; construct snow removal equipment building.
Northwest Arctic	Kotzebue	Airport Master Plan	Update the airport master plan.
Northwest Arctic	Kotzebue	Snow Removal Equipment (Broom) and Blower	Purchase equipment.
Northwest Arctic	Noatak	Airport Land Acquisition	Land acquisition reimbursement.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Northwest Arctic	Noorvik	Airport Relocation	Relocate airport due to erosion.
Northwest Arctic	Selawik	Lighting and Safety Area Reconstruction	Lighting repairs and safety area reconstruction.
Northwest Arctic	Shungnak	Airport Improvements	Extension, resurface and lighting improvements.
Unorganized	Akiachak	Airport Reconstruction/Relocation	Relocate the airport and construct to current standards, construct a new apron and taxiway, and construct a new snow removal equipment building. Install airport lighting.
Unorganized	Akiak	Airport Improvements	Extend and widen the runway from 2,100 feet to current standards, resurface the entire runway, construct a new apron and snow removal equipment building, extend power from the village and install airport lighting. Land will be acquired for the new apron and RPZ both ends. If possible the property will be widened to 400 feet on both sides.
Unorganized	Alakanuk	Airport Improvements	Construct improvements based on Master Plan recommendations.
Unorganized	Alakanuk	Airport Master Plan	Complete an airport master plan.
Unorganized	Alakanuk	Snow Removal Equipment Building	Upgrade existing or construct new snow removal equipment building.
Unorganized	Alatna	Airport Construction	Construct emergency landing strip 2500 feet by 100 feet.
Unorganized	Aleknagik	Airport Improvements	Improve airport to current standards.
Unorganized	Allakakot	Airport Relocation	Relocate the airport per Master Plan.
Unorganized	Allakakot	Snow Removal Equipment Building	Construct new snow removal equipment building.
Unorganized	Angoon	Angoon Airport	Construct new community airport with a 3,000-foot runway.
Unorganized	Aniak	Airport ARFF Building	Construct a new airport rescue and firefighting building.
Unorganized	Aniak	Airport Crosswind Runway	Construct a crosswind runway.
Unorganized	Aniak	Airport Dike Repair	Repair eroded portions of existing dike; install erosion protection material.
Unorganized	Aniak	Airport Master Plan	Provide a master plan for the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis.
Unorganized	Aniak	Airport Snow Removal Equipment	Acquire snow removal equipment.
Unorganized	Anvik	Airport Improvements	Lengthen and widen runway and safety area; construct taxiway and apron to standards.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Anvik	Snow Removal Equipment Building	Upgrade with insulation, heat.
Unorganized	Arctic Village	Airport Improvements	A master plan will recommend the work required to address long-term development.
Unorganized	Atmautluak	Airport Improvements	Reconstruct the runway, taxiway and apron, install runway lighting, construct a maintenance equipment storage building and purchase snow removal equipment.
Unorganized	Basin Creek	Airport Improvements	Runway and safety area expansion; airport improvements.
Unorganized	Beaver	Airport Improvements	Resurface runway, apron and taxiway; grading and drainage improvements.
Unorganized	Bethel	Airport Air Taxi Apron Expansion	Develop new air taxi apron area
Unorganized	Bethel	Airport Heavy Apron	Construct a new heavy aircraft apron.
Unorganized	Bethel	Airport Master Plan Update	Update and revise master plan.
Unorganized	Bethel	Airport Parallel Taxiway	Construct new parallel taxiway.
Unorganized	Bethel	Airport Replacement Lighting	Replace the runway lighting system
Unorganized	Bettles	Land Use Plan	Prepare a land use plan for the Bettles airport and VOR lake; prepare land occupancy drawings and property plans.
Unorganized	Bill Moore's Slough	Airport	Construct new community airport.
Unorganized	Brevig Mission	Airport Improvements	Construct improvements in accordance with the Master Plan.
Unorganized	Canyon Village	Canyon Village Airport	Construct new community airport.
Unorganized	Chefornak	Airport Improvements	Extend and widen the runway from 2500 feet to current standards, resurface, construct a new apron, construct a new access road, construct a snow removal building and replace the airport lighting. Land will be acquired for the new apron and RPZ south end. If possible the property will be widened to 400 feet on both sides.
Unorganized	Chevak	Airport Improvements	Extend and widen the runway from 2500 feet to current standards, resurface the entire runway, construct a new apron, construct a new access road, construct a snow removal building and replace the airport lighting. Land will be acquired for the new apron and RPZ south end. If possible the property will be widened to 400 feet on both sides. Wind data collection by UAA is in process.
Unorganized	Chisana	Airport Improvements	Upgrade existing runway surface and construct safety areas and apron area.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Chuathbaluk	Airport Improvements	Construct a new primary runway to current standards along the existing airport access road alignment to the southwest or as limited by terrain. Construct a new apron, snow removal equipment building, lighting system, and extend power from the village (about 1 mile). Land will be acquired for the entire airport (BLM lease expires 1998). The department will obtain wind data to evaluate the need for the existing runway to become the crosswind runway.
Unorganized	Circle City	Airport Improvements	Runway and safety area expansion, access road improvements.
Unorganized	Clark Bay	Seaplane Float	Construct a new seaplane facility at Clark Bay ferry terminal on Prince of Wales Island. Provide seaplane float moorage capacity for three single-engine DeHavilland Otters and one pullout for transient aircraft. Provide drive-down vehicle access and/or passenger access between ferry terminal parking lot and seaplane float consistent with requirements of Americans with Disabilities Act. Mitigate impacts to ferry terminal parking lot.
Unorganized	Clark's Point	Airport Reconstruct/Relocate	Reconstruct or relocate the airport.
Unorganized	Cordova	Airport Improvements	Apron and taxiway reconstruction.
Unorganized	Cordova	Airport Master Plan	Update existing master plan.
Unorganized	Cordova	Eyak Lake Airport	Resurface runway and taxiways with asphalt, fill and provide area for helicopter landings, construct float system for float planes.
Unorganized	Cordova	Mudhole Smith Airport Float Plane Basin	Construct improved float plane facility close to Cordova Airport.
Unorganized	Craig	Seaplane Facility Terminal Building Expansion	Expand terminal building to accommodate a third carrier.
Unorganized	Dillingham	Airport General Aviation Crosswind Runway	Construct a crosswind runway to accommodate general aviation aircraft.
Unorganized	Dillingham	Airport Master Plan	Update and revise the airport master plan.
Unorganized	Dillingham	Airport Partial Parallel Taxiway	Construct a partial parallel taxiway.
Unorganized	Dillingham	Airport Rescue and Fire Fighting Equipment	Purchase index "B" fire fighting equipment.
Unorganized	Dillingham	Airport Snow Removal Equipment	Purchase snow removal equipment.
Unorganized	Eagle	Access Road Right Of Way	Acquire right of way.
Unorganized	Eek	Airport Reconstruct	Preliminary engineering, right-of-way and utilities investigations necessary to relocate the Eek Airport to meet current standard.
Unorganized	Elfin Cove	Seaplane Float Rehabilitation	Refurbish or replace seaplane float.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Emmonak	Airport Improvements	Expand the existing apron and taxiway, and resurface and extend the runway.
Unorganized	Emmonak	Snow Removal Equipment Building	Upgrade existing or construct new snow removal equipment building.
Unorganized	Evansville/Bettles	ARFF Station	Construct heated building with large garage doors to handle airport rescue and fire fighting equipment.
Unorganized	Evansville/Bettles	Float Pond	Float basin improvement, parking and ramp area, access road to VOR Lake.
Unorganized	Excursion Inlet	Seaplane Float Rehabilitation	Rehabilitate or replace seaplane facility.
Unorganized	Fort Yukon	Airport Improvements	Expand the apron, taxiway and safety areas.
Unorganized	Fort Yukon	Land Acquisition	Land acquisition reimbursement.
Unorganized	Funter Bay	Funter Bay Seaplane Float Replacement	Refurbish or replace the components of the Funter Bay Seaplane Float and gangway.
Unorganized	Galena	Taxiway and Apron Expansion	Apron and taxiway expansion and reconstruction.
Unorganized	Gambell	Airport Improvements	Erosion protection, expand safety area and construct new apron.
Unorganized	Goodnews Bay	Airport Improvements	Reconstruct airport to meet current standards.
Unorganized	Grayling	Airport Improvements	Runway and safety area expansion.
Unorganized	Gulkana	Float Pond	Construct float basin and access.
Unorganized	Gustavus	Airport ARFF Building	Construct new airport rescue and fire fighting building
Unorganized	Gustavus	Airport ARFF Vehicle	Purchase new aircraft rescue and firefighting vehicle to meet FAA Part 139 Aircraft Rescue and Firefighting Equipment--a vehicle carrying at least 500 pounds of sodium-based dry chemical or Halon 1211, and 3,000 gallons of water, and the commensurate quantity of AFFF for foam production
Unorganized	Gustavus	Airport Float Plane Landing Basin	Construct float plane landing basin.
Unorganized	Gustavus	Airport Lighting	Install runway edge, end, and approach lighting, and install rotating beacon and taxiway lights
Unorganized	Gustavus	Airport MALSR	Install approach lighting.
Unorganized	Gustavus	Airport New Terminal Apron	Construct new terminal apron, access taxiways, lease lots, access road, and relocate terminal building and other structures
Unorganized	Gustavus	Airport Runway 10-28 Overlay	Overlay and groove Runway 10/28
Unorganized	Gustavus	Airport Runway Safety Area Upgrade	Expand runway safety area to federal standards.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Gustavus	Airport Security Fencing	Construct security fencing along the airport perimeter to comply with federal security regulations.
Unorganized	Gustavus	General Aviation Apron Expansion	Expand and overlay the existing apron area.
Unorganized	Gustavus	Remove Buildings	Relocate Federal communications and navigational aids buildings and towers located within the building restriction line for Runway 10/28.
Unorganized	Healy Lake	Airport Improvements	Taxiway and apron improvements.
Unorganized	Holy Cross	Snow Removal Equipment Building	Upgrade with insulation heat.
Unorganized	Hoonah	Airport Perimeter Fence	Construct airport perimeter fencing.
Unorganized	Hoonah	Airport Runway Extension	Extend runway from 3,000 feet to 4,000 feet in length.
Unorganized	Hoonah	Apron Expansion	Construct additional apron for aircraft parking.
Unorganized	Hoonah	Runway M'RL Lighting	Install runway edge, end, approach and obstruction lighting and rotating beacon
Unorganized	Hoonah	Seaplane Float Replacement	Replace float with a larger float and refurbish trestle and gangway.
Unorganized	Hooper Bay	Airport Improvements	Construct protection to prevent beach erosion along the runway embankment.
Unorganized	Huslia	Airport Relocation	Improvements as recommended in the current Master Plan.
Unorganized	Hyder	Seaplane Float	Replace existing seaplane float. Dredge to expand harbor mooring basin to adequately accommodate seaplane float within the small boat harbor.
Unorganized	Kake	Airport Obstruction Removal and PAPI	Acquire land and clear vegetation and terrain obstructions from approach to runway 28 displaced threshold and install PAPI for approach to runway 28
Unorganized	Kake	Airport Obstruction Removal, Phase 2	Acquire land and clear vegetation and terrain obstructions from approach to runway 28 threshold
Unorganized	Kake	Airport Parallel Taxiway	Construct parallel taxiway
Unorganized	Kake	Airport Parking Lot	Construct vehicle parking lot.
Unorganized	Kake	Airport Service Road	Construct approximately 1,000 feet of new paved airport access road as part of a project to expand apron and develop six lease lots with vehicle service road access and apron access.
Unorganized	Kake	Airport Snow Removal Equipment Building	Construct building to house airport snow removal equipment.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Kako	Apron Expansion	Expand apron and develop six lease lots with vehicle service road access and apron access. Construct new apron 300 feet by 300 feet to provide approximately 10,000 square yards of additional paver apron surface for aircraft parking. Construct approximately 1,000 feet of new paved airport access road.
Unorganized	Kako	Runway Extension	Extend runway from 4,000 feet to 5,000 feet in length
Unorganized	Kako	Terminal Building	Construct 2,500 square foot joint use public passenger terminal building and public vehicle parking lot.
Unorganized	Kalskag	Airport Improvements	Widen the existing runway and resurface. Reconstruct the apron for required setback, evaluate existing snow removal equipment building and lighting system. No land acquisition is required.
Unorganized	Kaltag	Airport Land Acquisition	Land acquisition reimbursement
Unorganized	Kaltag	Airport Snow Removal Equipment	Purchase snow removal equipment.
Unorganized	Kantishna	Airport Improvements	Extend and resurface the runway, safety area and apron improvements.
Unorganized	Kasigluk	Airport Improvements	Reconstruct the runway, taxiway and apron; install runway lighting, construct a snow removal equipment storage building; and purchase a loader with blade, bucket and quick disconnect coupler for snow removal.
Unorganized	Kipnuk	Airport Master Plan	Provide an airport master plan. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography, and geotechnical soils analysis.
Unorganized	Kipnuk	Airport Reconstruction/Relocation	Reconstruct the runway, taxiway and apron, install runway lighting; relocate the maintenance equipment storage building and purchase maintenance equipment.
Unorganized	Klawock	Airport Access Road Upgrade	Reconstruct approximately 1,000 linear feet of airport access road to apron grade.
Unorganized	Klawock	Airport ARFF	Purchase aircraft rescue and fire fighting vehicle.
Unorganized	Klawock	Airport ARFF Building	Construct building to house aircraft rescue and firefighting equipment.
Unorganized	Klawock	Airport Expand Terminal Apron	Expand terminal aircraft parking apron.
Unorganized	Klawock	Airport General Aviation Lease Lots Access Taxiway	Construct access taxiway to general aviation lease lots

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Klawock	Airport MALSR	Install approach lighting.
Unorganized	Klawock	Airport Parallel Taxiway	Construct parallel taxiway.
Unorganized	Klawock	Airport Perimeter Fencing	Construct airport perimeter fence to meet federal security regulations.
Unorganized	Klawock	Airport Seaplane Float and Pull-out	Construct access road, aircraft pull-out ramp, and seaplane float with six pull-outs sized to accommodate float aircraft up to a deHavilland Beaver in size.
Unorganized	Klawock	Seaplane Float Replacement	Replace weathered and damaged seaplane float.
Unorganized	Klawock	Terminal Building	Construct 2,500 square foot passenger terminal building, parking lot (100 square feet) and raise approximately 1,000 linear feet of airport access road to apron grade.
Unorganized	Klawock	Terminal Parking Lot	Construct vehicle parking lot.
Unorganized	Kongiganek	Airport Improvements	Reconstruct and extend the runway safety area, reconstruct the taxiway, construct a new 150 feet by 400 feet apron, install runway lighting, relocate the maintenance equipment storage building, and purchase snow removal equipment.
Unorganized	Koyukuk	Airport Resurfacing	Resurface, grading and drainage improvements.
Unorganized	Koyukuk	Snow Removal Equipment Building	Upgrade, insulate and heat existing building.
Unorganized	Kwethluk	Airport Master Plan	Develop, evaluate and present alternative concepts to reconstruct or relocate the Kwethluk Airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative.
Unorganized	Kwethluk	Airport Reconstruct\Relocate	Reconstruct or relocate the airport, including a new apron and taxiway and snow removal equipment building. Install airport lighting.
Unorganized	Kwigillingok	Airport Improvements	Reconstruct and extend the runway and safety area, construct a new apron, construct a taxiway and access road, purchase snow removal equipment, renovate the existing equipment storage building, and install a lighting system.
Unorganized	Lake Louise	Airport Reconstruction	Airport improvements.
Unorganized	Lake Minchumina	Airport Improvements	Reroute access road, runway resurfacing.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Lime Village	Airport Master Plan	Develop, evaluate and present alternative concepts to reconstruct or relocate airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative.
Unorganized	Lime Village	Airport Reconstruct/Relocate	Reconstruct or relocate the airport, including a new apron and taxiway and snow removal equipment building. Install airport lighting.
Unorganized	Marshall	Airport Relocation	Improvements as recommended in the Master Plan.
Unorganized	May Creek	Airport Master Plan	Prepare master plan.
Unorganized	McCarthy	No. 1 Airstrip	Airport improvements.
Unorganized	McGrath	Airport Air Carrier Apron	Construct a terminal/air taxi apron, develop new lease lots, construct a helipad, and runway approach surface clearance in accordance with the master plan. Installation of additional security fencing to comply with part 107 requirements.
Unorganized	McGrath	Airport Master Plan	Provide a master plan for the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography, and geotechnical soils analysis.
Unorganized	McGrath	Airport Runway	Reconstruct the runway and replace the airport lighting system. Runway work will include an additional base course and repavement.
Unorganized	Mekoryuk	Airport Crosswind Runway	Construct a crosswind runway.
Unorganized	Metlakatla	Annette Island Airport Plan	Develop an airport master plan for Annette Island Airport.
Unorganized	Metlakatla	Seaplane Float Terminal Building	Construct multi-carrier passenger terminal building and parking lot at Metlakatla Seaplane Facility.
Unorganized	Minto	Airport Improvements	Improvements as recommended in Master Plan.
Unorganized	Mountain Village	Airport Improvements	Runway and safety area expansion and reconstruction.
Unorganized	Napakiak	Airport Improvments	Extend and widen the airport to current standards, construct a new apron and taxiway, construct a snow removal equipment building and upgrade the existing airport access road. Install new airport lighting.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Nelson Lagoon	Airport Improvements	Reconstruct the existing runway, taxiway and apron. May also construct an equipment storage building, purchase snow removal equipment and install lighting.
Unorganized	New Stuyahok	Airport Improvements	Evaluate a new crosswind runway with an east-west alignment, probably overlaying the existing taxiway. A road, snow removal equipment building and lighting for the new runway will be included. Land will be acquired for the new runway. If the current site will not support a crosswind runway of at least 2,000 feet, this airport will be recommended for a master plan to select a new site. Wind data collection by the UAA is in process.
Unorganized	Newtok	Airport Master Plan	Develop, evaluate and present alternative concepts to relocate the airport upon relocation of the community. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative. Relocation of the airport will be coordinated with the relocation of the community.
Unorganized	Nightmute	Airport Improvements	Extend and widen the runway, resurface the entire runway, construct an apron and snow removal equipment building and replace the airport lighting. Land will be acquired for the entire airport (lease expires in 1998). Wind data collection by UAA is in process.
Unorganized	Nikolai	Airport Improvements	Extend and widen the runway from 2,300 feet to current standards. Resurface the entire runway, construct a new apron and snow removal equipment building, and evaluate the airport lighting system for replacement. Land may need to be acquired for the RPZ at the east end for easements to clear trees.
Unorganized	Nome	Apron and Taxiway Paving	Pave existing aprons and taxiways including subsurface repair, grading, drainage, stripping and signage.
Unorganized	Nome	ARFF Building	Construct airport rescue and fire fighting building.
Unorganized	Nome	Runway 2-20 Safety Area Expansion	Widen and extend safety area on runway 2-20, construct parallel taxiway with connecting taxiways to runway 9-27.
Unorganized	Nome	Snow Removal Equipment Building	Construct new snow removal equipment building.
Unorganized	Northway	Airport Improvements	Runway and apron repair, resurfacing and grading.
Unorganized	Nulato	Airport Improvements	Rehabilitate runway and safety area erosion problems.
Unorganized	Nulato	Snow Removal Equipment Building	Upgrade, insulate and heat existing building.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Pelican	Seaplane Float Expansion	Construct a new seaplane float to provide seaplane float moorage capacity for three single-engine DeHavilland Otters and one pullout for transient aircraft.
Unorganized	Petersburg	Airport Bypass Road	Relocate road between airport terminal and Sandy Beach.
Unorganized	Petersburg	Airport East Apron Expansion	Construct additional apron between the existing apron and the new equipment building and construct a taxiway along the existing apron.
Unorganized	Petersburg	Airport General Aviation Taxiway	Construct light aircraft exit taxiway.
Unorganized	Petersburg	Airport Parking	Construct additional vehicle parking in terminal area.
Unorganized	Petersburg	Airport Runway 4 Turnaround	Construct aircraft turnaround on Runway 4.
Unorganized	Petersburg	Airport Runway Safety Area Upgrade	Extend and widen runway safety area to federal standards.
Unorganized	Petersburg	Airport Terminal Roadway	Reconstruct roadway through airport terminal area
Unorganized	Petersburg	West Apron Expansion	Construct west apron to expand available aircraft parking and lease lots.
Unorganized	Pilot Station	Airport Improvements	Construct improvements pending Master Plan recommendations.
Unorganized	Pilot Station	Airport Lighting	Install airport lighting, beacon and windcone.
Unorganized	Platinum	Airport Master Plan	Develop, evaluate and present alternative concepts to reconstruct or relocate the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative.
Unorganized	Platinum	Airport Reconstruct/Relocate	Reconstruct or relocate the airport. Construct a 3,000 feet by 60 feet runway, a new apron and taxiway, and construct a new equipment storage building. Install airport lighting.
Unorganized	Prospect Creek	Airport Land Acquisition	Acquire land for the airport.
Unorganized	Qunhagak	Airport Reconstruct/Relocate	Relocate or improve the airport in accordance with the findings of the airport master plan
Unorganized	Rampart	Airport Improvements	Reconstruct the runway and safety area
Unorganized	Rampart	Snow Removal Equipment Building	Upgrade, insulate and heat existing building.
Unorganized	Red Devil	Airport Improvements	Resurface the existing runway, reconstruct the apron, construct a new equipment storage building and install airport lights
Unorganized	Russian Mission	Airport Improvements	Extend and widen existing runway

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Russian Mission	Snow Removal Equipment Building	Upgrade, insulate and heat existing building.
Unorganized	Savoonga	Airport Improvements	Expand the existing apron, raise the grades on the apron and taxiway, realign the access road and upgrade the lighting system.
Unorganized	Savoonga	Snow Removal Equipment Building	Construct new snow removal equipment building
Unorganized	Shageluk	Airport Improvements	Runway and safety area expansion.
Unorganized	Shaktoolik	Airport Relocation	Expand the runway and apron area. Improve the runway, taxiway and apron area. Install lighting.
Unorganized	Sheldon Point	Airport Improvements - Phase 2	Surface and lighting improvements.
Unorganized	Sheldon Point	Snow Removal Equipment Building	Construct a heated snow removal equipment building.
Unorganized	Shishmaref	Airport Erosion Protection	Erosion protection of airport.
Unorganized	Skagway	Airport Land Acquisition	Acquire property to support construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.
Unorganized	Skagway	Airport New Apron	Construct a new terminal apron at the south end of the runway on the waterfront and reconstruct the existing apron, as a component of construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.
Unorganized	Skagway	Airport New Runway	Construct a new runway approximately 105 feet west of the existing runway, as a component of construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.
Unorganized	Skagway	Airport PAPI'S	Install PAPI's as a component of construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.
Unorganized	Skagway	Airport Parallel Taxiway	Construct a full parallel taxiway, as a component of construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.
Unorganized	Skagway	Airport Runway Lights	Install runway lights as a component of construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.
Unorganized	Skagway	Airport Terminal Building	Construct a new terminal building, as a component of construction of a new Skagway Airport complete with a new runway, full parallel taxiway, apron, and terminal building.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Sleetmute	Airport Improvements	Resurface the existing runway, expand the apron, repair or replace the equipment storage building, and evaluate extension of the runway.
Unorganized	Sleetmute	Motor Grader	Purchase a motor grader for the Sleetmute Airport.
Unorganized	St. George	Airport Bird Hazard Mitigation	Birds present a severe hazard at this airport. Filling in the existing lake near the airport and development of an alternative roosting area is the recommended course of action.
Unorganized	St. Mary's	Airport Improvements	Airport lighting, rehabilitation grading, drainage and resurfacing.
Unorganized	St. Michael	Right-of-Way Reimbursement	Land acquisition reimbursement.
Unorganized	St. Paul	Airport Paving	Pave the airport.
Unorganized	St. Paul	Airport Snow Removal Equipment	Acquire snow removal equipment.
Unorganized	Stevens Village	Airport Relocation	Construct a new airport and purchase a grader.
Unorganized	Stony River	Airport Improvements	Reconstruct the runway, apron, and taxiway. Resurface the runway with crushed aggregate.
Unorganized	Takotna	Airport Master Plan	Develop, evaluate and present alternative concepts to reconstruct or relocate the airport. Products of this study will include an airport master plan, an environmental assessment, an airport layout plan, design level surveying, controlled aerial photography and geotechnical soils analysis of the preferred airport alternative.
Unorganized	Takotna	Airport Reconstruct/Relocate	Relocate or improve the existing airport to meet current airport design standards. The choice between relocation or improvement of the existing airport will be based on the Airport Master Plan.
Unorganized	Tanana	Airport Apron Improvements	Construct apron, taxiway and access road improvements.
Unorganized	Tanana	Snow Removal Equipment Building	Construct a new snow removal equipment building.
Unorganized	Tazlina	Airport at MP 156	Upgrade and extend runway.
Unorganized	Teller	Airport Road Reconstruction	Approach improvements.
Unorganized	Tetlin	Airport Improvements	Improvements as recommended in the Master Plan
Unorganized	Togiak	Airport Improvements	Pave the taxiway, apron, and runways and fence airport property.
Unorganized	Tok	Airport Improvements	Construct crosswind runway and extend existing runway.
Unorganized	Toksook Bay	Airport Reconstruct/Relocate	Relocate or improve the existing airport to meet current airport design standards. The choice between relocation or improvement of the existing airport will be based on the Airport Master Plan.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Tuluksak	Airport Reconstruct/Relocate	Reconstruct or relocate the airport.
Unorganized	Tuntutuliak	Airport Improvements	Reconstruct or relocate the airport.
Unorganized	Tununak	Airport Improvements	Expand and resurface the existing runway and construct a crosswind runway.
Unorganized	Unalakleet	Airport Snow Fencing	Snow fencing.
Unorganized	Unalakleet	Snow Removal Equipment Building	Construct new snow removal equipment building.
Unorganized	Unalaska	Airport Apron	Pave the airport apron.
Unorganized	Unalaska	Airport Runway	Repave the runway.
Unorganized	Unalaska	Airport Sand Storage Building	Construct a sand storage building
Unorganized	Unalaska	Airport Search and Rescue Boat/Boat Launch	Purchase a rescue boat and construct a boat launch ramp.
Unorganized	Unalaska	Airport Terminal Expansion	Expand the terminal building to adequately serve projected passenger volume.
Unorganized	Valdez	Airport ARFF Building	Construct an airport rescue and fire figh uilding.
Unorganized	Valdez	Airport Improvements	Runway safety area construction; apron repaving.
Unorganized	Valdez	Airport Master Plan	Update the airport master plan.
Unorganized	Valdez	Airport Rescue and Fire Fighting Vehicle	Acquire rescue vehicle.
Unorganized	Valdez	Airport Sand Storage Building	Construct sand storage building.
Unorganized	Venetie	Airport Improvements	Improvements in accordance with Master Plan recommendations.
Unorganized	Wrangell	Airport Access Road Realignment	Relocate access road through terminal area.
Unorganized	Wrangell	Airport East Apron Expansion	Construct new general aviation apron and reconstruct sections of the existing apron to provide additional heavy aircraft apron designed to contain fuel spills and support cargo movements and additional apron for light aircraft. Construct hardstand and overlay the existing apron.
Unorganized	Wrangell	Airport Parking	Construct additional vehicle parking in the terminal area.
Unorganized	Wrangell	Airport Runway 27 Turnaround	Construct aircraft turnaround on runway 27.
Unorganized	Wrangell	Airport Runway Overlay	Overlay, groove, and re-stripe runway.
Unorganized	Wrangell	Airport Runway Safety Area Upgrade	Extend and widen runway safety area to federal standards.
Unorganized	Wrangell	Airport Sand and Chemical Storage Facility	Construct shelter for sand and chemical storage.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Wrangell	Airport Seaplane Pull-out	Construct new seaplane pull-out ramp to provide airport access over full tidal range and to relocate existing pull-out from area of future runway safety area expansion.
Unorganized	Wrangell	Airport West Apron Expansion	Expand cargo apron westward to provide additional cargo staging area.
Unorganized	Wrangell	ARFF Building and Water/Sewer	Construct a new building to house airport aircraft rescue and fire fighting response equipment and materials. Extend city water and sewer lines to airport ARFF building and airport tenants.
Unorganized	Wrangell	ARFF Vehicle	Purchase new aircraft rescue and firefighting vehicle to meet FAA Part 139 Aircraft Rescue and Firefighting Equipment Index C requirements--a vehicle carrying at least 500 pounds of sodium-based dry chemical or Halon 1211, and 3,000 gallons of water, and the commensurate quantity of AFFF for foam production.
Unorganized	Wrangell	Light Aircraft Taxiway Widening	Reconstruct and widen to standards a light aircraft exit taxiway.
Various	Southeast Alaska	SE Airports Smart Key Security System	Purchase smart key security system to replace Dedicated Ramp Observer (DRO) for Ketchikan, Petersburg, Wrangell, Sitka, Juneau, and Yakutat Airports. A smart key system is a lock key system controlled by an airport computer controlling individual access by time and date.
Various	Southeast Alaska	SE Airports Snow Removal Equipment	Purchase snow removal equipment for Petersburg, Wrangell, and Yakutat Airports.
Various	Various	Airport Emergency and Other Contingency Projects	Airport improvements and emergency repairs.
Various	Various	CE Airport Layout Plan Update	Update Central Region Airport Layout Plans.
Various	Various	CE Airport Snow Removal Equipment	Acquire snow removal equipment for Central Region airports identified by Maintenance and Operations' priority list.
Various	Various	CE Airport Wind Data Collection	Conduct wind data collection at airports in Central Region. Aerial photography may also be carried out at Central Region airports under this program.
Various	Various	Northern Region Airports	Deferred maintenance.
Various	Various	Northern Region Communication Equipment	Acquire multichannel radio equipment for vehicles working on active runways.
Various	Various	Northern Region Right-of-Way	Airport land expense reimbursement.

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FEDERAL AID AIRPORT TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Various	Various	Northern Region Snow Removal Equipment	Acquire snow removal equipment for various locations.
Various	Various	Northern Region Snow Removal Equipment Buildings Upgrade	Upgrade existing snow removal equipment buildings to include insulation and heating systems.

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Ports and Harbors Projects

Corps of Engineers Program and State Funded

by Location

PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
54.0	Aleutians East	Akutan	Small Boat Harbor	Construct.	6,200,000
30.0	Aleutians East	Cold Bay	Breakwater and Small Boat Harbor	Construct breakwater and floats for small craft and transient fishing vessels.	7,000,000
43.0	Aleutians East	Cold Bay	Dock Electrification	Install approximately 2,150 feet of three-phase conductor between the existing feeder and the dock outer terminal, which will provide electricity on the Cold Bay Public Dock.	
55.0	Aleutians East	False Pass	Public Dock Improvement	Improve the dock (175' x 40" by adding dolphins and catwalk to allow larger ships and the new ocean-class state ferry and floating seafood processors to dock.	1,000,000
47.0	Aleutians East	King Cove	Outer Harbor	Construct new harbor adjacent to new dock in conjunction with Corps of Engineers breakwater and navigation improvement. Moorage for 25 vessel in excess of 80 feet and transient moorage for up to 40 more. Funding would provide for match and local costs.	2,900,000
55.0	Aleutians East	Sand Point	Harbor Expansion	Expand harbor for local and transient commercial fishing vessels.	7,000,000
68.0	Anchorage	Anchorage	Cook Inlet Navigation Improvements	Complete navigational improvements to Cook Inlet.	2,000,000
57.0	Bristol Bay	Naknek	Fisherman's Dock/Harbor	Design and construct a dock and trestle, mooring boom, boat repair grid, staging area, storage area, vehicle parking and highway access.	2,500,000
57.0	Bristol Bay	Naknek	Freight Dock	Expand the Borough's existing commercial freight dock and their acquisition and development of additional upland area for staging and container storage. Improve drainage and base material that is better able to handle the heavy containers and traffic.	500,000
44.0	City & Borough of Juneau	Juneau	Auke Bay Breakwater	Construct additional breakwater at Auke Bay.	
	City & Borough of Juneau	Juneau	Auke Bay Facilities	Investigate feasible alternatives for providing 150 parking spaces.	30,000
24.0	City & Borough of Juneau	Juneau	Aurora Harbor ADA Improvements	Construct ADA improvements, ramp to float system.	250,000
6.0	City & Borough of Juneau	Juneau	Aurora Harbor Reconstruction	Reconstruct inger floats at A-A-06 and A-07 to 70 to 100 feet.	300,000
6.0	City & Borough of Juneau	Juneau	Aurora Harbor Uplands Improvements	Construct restrooms and showers.	100,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
27.0	City & Borough of Juneau	Juneau	Douglas Dock	Reconstruct dock, approach, hoist, and bulkhead.	150,000
18.0	City & Borough of Juneau	Juneau	Douglas Harbor Expansion	Maintenance dredge existing basin. Dredge turning basin and moorage basin; construct new floats.	2,000,000
6.0	City & Borough of Juneau	Juneau	Douglas Harbor Uplands	Construct public restrooms.	75,000
6.0	City & Borough of Juneau	Juneau	Harris Harbor Uplands	Construct public restrooms.	75,000
27.0	City & Borough of Juneau	Juneau	Tee Harbor Launch Ramp and Parking Lot	Construct a new approximately 12' x 180' boat launch ramp, 6' x 225' launch ramp float and parking lot.	1,000,000
6.0	City & Borough of Sitka	Port Alexander	Inner Harbor Rehabilitation	Reinforce main floats with fendered dolphin piling or other suitable means.	120,000
46.0	City & Borough of Sitka	Sitka	Boat Ramp Beautification Project	Boat launch ramp beautification at MP 7.5 Halibut Road.	25,000
56.0	City & Borough of Sitka	Sitka	Crescent Harbor ADA Upgrade	Upgrade existing facilities to ADA standards to accomodate the significant number of lightered passengers from cruise ships.	200,000
65.0	City & Borough of Sitka	Sitka	Harbor Repairs	Construct inner-harbor repairs of existing facilities at Thomsen, Cresent and Sealing Cove.	200,000
75.0	City & Borough of Sitka	Sitka	Thomsen Harbor Expansion (Inner Harbor Floats)	Construct inner harbor facilities within newly constructed breakwater for up to 378 vessels including transient capacity.	2,500,000
39.0	City & Borough of Yakutat	Yakutat	Upgrade Yakutat Harbor Electrical System	Reduce height of service panels; clean and paint service panels, service meter bases, and main distribution panel; clean and treat all wire terminations for corrosion; correct code violations, replace broken parts, provide new ground rod; replace the power meter heads on shore tie pedestals; repair aerial cable connections at pilings; and repair luminaries. Provide water service on floats.	100,000
	Fairbanks North Star	Fairbanks	Chena River Watershed	Provides matching funds for Corps of Engineers feasibility study.	200,000
21.0	Haines	Haines	Haines Portage Cove Harbor Restrooms	Build a 24' x 24' public restroom on fill created adjacent to the boat harbor approach dock.	73,000
54.0	Haines	Haines	Harbor Repairs	Repair or replace old boat grid, old concrete ramp, and water lines, and install a new gangway.	300,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
94.0	Haines	Haines	Letnikof Cove Repairs	Repair approach float and replace launching ramp and replace floats and coatings.	300,000
48.0	Haines	Haines	Lutak Dock and Fender	Replace fender system.	385,000
27.0	Haines	Haines	New Boat Launch Ramp	Construct new launching ramp and float.	250,000
18.0	Haines	Haines	Portage Cove Boat Harbor Parking Lot	Expand.	1,000,000
47.0	Haines	Haines	Portage Cove Harbor Expansion	Relocate Portage Cove breakwater and expand float system.	4,000,000
35.0	Kenai Peninsula	Anchor Point	Harbor Feasibility Study	Determine feasibility of navigation and harbor improvements. Construct launching ramp and moorage basin with seasonal use floats.	150,000
57.0	Kenai Peninsula	Homer	Dock Bulkhead (Wharf)	Construct wharf bulkhead.	1,000,000
52.0	Kenai Peninsula	Homer	Harbor Approach, Gangways and Grid	Design and replace an aged grid system with new grid. Construction will consist of bulkhead, backfill, new grid caps, and bents and piles, water and electrical service, and crane installation.	400,000
77.0	Kenai Peninsula	Homer	Harbor Float Repairs	Harbor float replacement of remaining post-1964 earthquake float systems (EFG) complete with electrical and water service.	3,600,000
	Kenai Peninsula	Homer	Spit Storm Erosion	Construct revetment on beach below Homer Spit Road.	2,070,000
84.0	Kenai Peninsula	Ninilchik	Harbor Sheetpile Bulkhead	Construct a sheet pile bulkhead along the west side of the Harbor (600').	2,500,000
57.0	Kenai Peninsula	Seldovia	Harbor Basin Dredging	Dredge portions of the harbor.	250,000
25.0	Kenai Peninsula	Seldovia	Jakolof Bay Float	Acquisition of 1.5 acres of uplands at Jakolof Bay.	100,000
16.0	Kenai Peninsula	Seldovia	Restrooms	Construction of restrooms at harbor.	120,000
85.0	Kenai Peninsula	Seward	Harbor Improvements and Float Replacement	Provide electrical system repairs to the existing float system, replace severely damaged floats, general float repairs and provides two handicapped accessible ramps to the float system.	2,000,000
57.0	Kenai Peninsula	Seward	North Dock Extension and Breakwater	Construct an extension of the North Dock at Seward Marine Industrial Complex. The extended dock will connect to a proposed breakwater to be constructed as a Corps of Engineers project.	2,000,000
50.0	Kenai Peninsula	Seward	Small Boat Harbor	Expand harbor.	6,000,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
59.0	Kenai Peninsula	Williamsport	Channel Dredging and Barge Landing	Dredge channel and construct dock at end of Williamsport-Pile Bay road. Project includes match for $1,100,000 federal Corps of Engineers project construction funds.	2,000,000
15.0	Ketchikan Gateway	Ketchikan	Airport Small Boat Dock Construction	Construct small boat dock for rescue craft and transient moorage at airport.	100,000
56.0	Ketchikan Gateway	Ketchikan	Bar Harbor North Dredging	Maintenance dredge to original basin limits.	300,000
6.0	Ketchikan Gateway	Ketchikan	Bar Harbor North Uplands	Construct restrooms, showers and marine pollution regulations services.	150,000
6.0	Ketchikan Gateway	Ketchikan	Bar Harbor Parking Lot Expansion, Preliminary Engineering	Identify expansion area for harbor parking; develop plans and estimate costs.	50,000
6.0	Ketchikan Gateway	Ketchikan	Bar Harbor South Uplands	Construct restrooms, showers and marine pollution regulations services.	150,000
39.0	Ketchikan Gateway	Ketchikan	Boat Launch Ramp Repair Bar Harbor	Repair launch ramp.	150,000
6.0	Ketchikan Gateway	Ketchikan	City Float Uplands	Develop plans and estimate costs to construct parking lot and upland improvements. Improvements include restroom and shower facilities, marine pollution regulations services and transient moorage.	50,000
36.0	Ketchikan Gateway	Ketchikan	Knudson Cove Launch Ramp Reconstruction	Construct an additional 12'x 160' boat launching ramp at Bar Harbor or replace the existing 16' X 200' launch ramp at Knudson Cove. Other alternatives may also be considered.	190,000
6.0	Ketchikan Gateway	Ketchikan	Lewis Reef Industrial Complex Design	Engineering design for barge bridge facility.	50,000
15.0	Ketchikan Gateway	Ketchikan	Mt. Point Restrooms and Parking Expansion	Construction of restrooms and expansion of the parking lot.	200,000
54.0	Ketchikan Gateway	Ketchikan	Thomas Basin Grid Replacement and Parking Lot Expansion Design	Develop plans and cost estimate to replace existing grid and fill upland area to construct new parking lot.	50,000
29.0	Ketchikan Gateway	Ketchikan	Tongass Narrows South Harbor Reconnaissance	Local matching funds for Corps of Engineers reconnaissance study of potential new boat harbor facility south of the USCG Base.	200,000
45.0	Ketchikan Gateway	Loring	Breakwater Float	Construct heavy duty float to replace existing.	150,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
81.0	Kodiak Island	Kodiak	City Float	Reconstruct floatation, docking and piles, construct water, lights and power to berths.	150,000
79.0	Kodiak Island	Kodiak	New Harbor Facilities	Construct inner harbor improvements following completion of Corps of Engineers breakwater in 1995.	2,000,000
98.0	Kodiak Island	Kodiak	St. Herman's Inner Harbor	Deferred maintenance on fire protection system, water and electrical systems and construct new launching ramp, marine pollution regulations services and restroom and shower facilities.	500,000
10[illegible]	Kodiak Island	Kodiak	St. Paul Harbor	Replace/repair floats C and D, repair water and electrical system, repair launch ramp. Complete partial rehabilitation of the Inner Harbor. Dredge to original basin limits.	1,500,000
89.0	Kodiak Island	Larsen Bay	Inner Harbor	Construct the float system and causeway and dredge the basin for the float system. Note: This project includes $1,020,000 for improvements required by the Larsen Bay Village. The improvements will widen the bridge/causeway so that trucks can access the harbor. Without those improvements the harbor cannot adequately serve the existing fleet.	1,020,000
89.0	Kodiak Island	Larsen Bay	Small Boat Harbor Breakwater	Fund match for the Corps of Engineers project to construct breakwater, entrance channel and basin dredging project prior to construction of inner harbor facilities.	1,200,000
66.0	Kodiak Island	Old Harbor	Dock Improvements	Complete improvements.	405,000
57.0	Kodiak Island	Old Harbor	Launching Ramp	Construct a launch ramp.	150,000
69.0	Kodiak Island	Old Harbor	Small Boat Harbor	Construct grid, utilities and parking.	250,000
24.0	Kodiak Island	Old Harbor	Wharf	Construction.	1,500,000
89.0	Kodiak Island	Ouzinkie	Inner Harbor	Construct inner harbor facilities in conjunction with Corps of Engineers breakwater and channel dredging, and inner harbor dredging. Provides safe moorage for approximately 50 vessels in a 1.3 acre basin.	1,700,000
89.0	Kodiak Island	Ouzinkie	Small Boat Harbor Breakwater	Provides match and local share for Corps of Engineers project to construct breakwater channel and basin dredging. Provides safe moorage for approximately 50 vessels in a 1.3 acre basin.	1,200,000
69.0	Kodiak Island	Port Lions	Dock Repairs/Improvement	Make repairs after storm damage. Replace damaged concrete float sections, bull rail and deteriorated electrical system.	120,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
55.0	Kodiak Island	Port Lions	Electrical Replacement	Replace all abraded elect ical power wiring along floats A, B, C and D. Replace all lighting fixtures throughout the harbor. Replace main breakers and shelter main breaker power panels.	250,000
35.0	Kodiak Island	Port Lions	Harbor Fire Protection System	Install fire protection system.	125,000
31.0	Kodiak Island	Port Lions	Harbor Water for Floats	Install water system on floats.	100,000
57.0	Kodiak Island	Port Lions	Launching Ramp	Construct launch ramp.	150,000
16.0	Kodiak Island	Port Lions	Restrooms and Showers	Construct in vicinty of harbor.	120,000
93.0	Kodiak Island	Port Lions	Spur Breakwater	Construct a rubble-mound breakwater and heavy-duty float to protect harbor from southwest-winds generated wave. Includes additional protection to attenuate waves entering the harbor around the shore end of the breakwater.	3,000,000
95.0	Lake & Peninsula	Chignik	Inner Harbor	Construct inner harbor facilities to accommodate 105 vessels. Funding will be used for non-federally eligible costs.	2,200,000
41.0	Lake & Peninsula	Chignik	Public Dock Construction	Construct a 50' x 200' public dock in Chignik to service the local and transient fishing fleet, Alaska Marine Highway System and other vessels.	2,500,000
95.0	Lake & Peninsula	Chignik	Small Boat Harbor Breakwater	Construct breakwater, dredge navigation channel and inner harbor basin in advance of constructing inner harbor facilities to accommodate 105 vessels.	2,600,000
52.0	Lake & Peninsula	Iliamna Village	Public Dock Modifications	Modify Iliamna public dock.	100,000
42.0	Lake & Peninsula	Kokhanok	Small Boat Harbor Feasibility Study	Conduct feasibility study	50,000
57.0	Lake & Peninsula	Levelock	Public Dock	Construct a public dock.	1,500,000
42.0	Lake & Peninsula	Perryville	Public Dock	Construction of public dock	3,500,000
42.0	Lake & Peninsula	Pilot Point	Public Dock	Construct a new and upgraded public dock at Dago Creek. This funds a design phase.	100,000
57.0	Lake & Peninsula	Ugashik	Public Dock	Conduct a feasibility study to construct a public dock.	100,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
63.0	North Slope	Barrow	Point Barrow Harbor Proposal Phase I	Prepare engineering reconnaisance and feasibility study for 300 boats with up to 100 moored at one time and providing a boat ramp capable of simultaneous landings Phase II would support a commercially viable port authority and improvements like a fuel dock, hoist, storage area, parking and access improvements. Provides access for bulk petroleum product barges and lightering activity.	200,000
	Northwest Arctic	Buckland	Dock and Erosion of River Bank	Preliminary engineering and cost feasibility study for docking facility for use of villagers. Shore up all places where erosion is taking place.	100,000
	Northwest Arctic	Buckland	Streambank Erosion	Preliminary engineering and cost feasibility study for streambank protection along 750 feet of Buckland.	100,000
	Northwest Arctic	Deering	Emergency Bank Protection	Provide funding to match Corps of Engineers project that provides bank protection to road that parallels the Inmachuk River.	150,000
	Northwest Arctic	Kivalina	Docking Facility	Preliminary engineering and cost feasibility study for full off-load port facility.	100,000
	Northwest Arctic	Kotzebue	Deep Water Port	Preliminary engineering and cost feasibility study for the construction of deep-water ocean port associated with access roads, tank farms and freight storage areas.	200,000
	Northwest Arctic	Kotzebue	Swan Lake Boat Harbor	Dredge existing harbor shallow areas, place spoils and extra fill in a center finger peninsula in order to create more shoreline moorage area.	100,000
15.0	Unorganized	Angoon	Angoon Launch Ramp	Construct launch ramp facility in Kootznahoo Inlet.	250,000
65.0	Unorganized	Angoon	Harbor Repairs	Repair existing harbor deficiencies. Spalled concrete deck, broken finger floats, grid repairs.	50,000
57.0	Unorganized	Aniak	Dock and Harbor Facility Improvement	Provide for dock and harbor improvements. Project feasibility.	100,000
	Unorganized	Aniak	Erosion Damage Protection	Corps of Engineers investigation of flood damage protection project	250,000
42.0	Unorganized	Bartlett Cove	Glacier Bay Park Float	Extend existing dock to deeper water and provide additional floating dock space. Construct public use boat launching ramp near the dock. Provide boat moorage space for visiting public use.	1,500,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
	Unorganized	Bethel	Bank Stabilization	Construct rock blanket slope protection in front of town on the Kuskukwim River. Funding for non-federal match costs.	1,500,000
35.0	Unorganized	Coffman Cove	Coffman Cove Float Expansion	Expand harbor float system to provide up to fifteen additional stalls.	500,000
67.0	Unorganized	Cordova	Inner Harbor Boat Launch Ramp Replacement	Replaces the existing 12'x128' concrete launch ramp located between the grid and the Fish and Game dock.	150,000
10.0	Unorganized	Cordova	North Containment Dock Cathodic Protection System	Provides adequate cathodic protection for the north containment dock.	50,000
42.0	Unorganized	Cordova	Old Tidal Grid Replacement	Replaces the 20'x184' tidal grid no. 1 located adjacent to the Forest Service Dock. Any remaining funds will be used to complete repairs to the 6'x56' grid no. 2 located adjacent to the boat launch ramp.	150,000
59.0	Unorganized	Cordova	Shepard Point Dock Oil Spill Response Project	Construct a deep water dock facility.	6,000,000
	Unorganized	Cordova	Small Boat Harbor Expansion	Expansion of harbor.	
81.0	Unorganized	Cordova	Small Boat Harbor Repairs	Major repairs or replacment of oldest section of floats replacing flotation, decking, bullrails and stringers as required. Electrical and water system renovations.	500,000
66.0	Unorganized	Craig	City Dock and Grid	Dolphin piling construction.	180,000
36.0	Unorganized	Craig	North Cove Grid	Construct new grid in North Cove.	150,000
51.0	Unorganized	Craig	North Cove Harbor Breakwater Spur Construction	Design and construct an 800' rubble-mound breakwater on the west side of the expanded North Cove Boat Harbor.	400,000
6.0	Unorganized	Craig	North Cove Upland Improvements	Construct harbor office, restrooms, showers and parking.	250,000
42.0	Unorganized	Craig	South Cove Harbor Breakwater, Preliminary Engineering	Preliminary engineering and design of a new breakwater for South Cove Boat Harbor.	50,000
26.0	Unorganized	Craig	South Cove Improvements	Provides new slips for small craft at less than 21' and 21'-30'.	
6.0	Unorganized	Craig	South Cove Uplands	Provides harbor office, restrooms, shower, boat storage and parking.	350,000
	Unorganized	Dillingham	Erosion Phase II	Construct 1200' of bulkhead near the boat dock.	400,000
	Unorganized	Dilling	Erosion Phase III	Erosion control near Squaw Creek.	
36.0	Unorganized	Edna Bay	Breakwater and Floats	Construct 250 rubble-mound breakwater, 2000 square feet of float with approach and gangway.	1,250,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
77.0	Unorganized	Elfin Cove	Inner Harbor	Construct new stall floats.	500,000
	Unorganized	Elim	Erosion Control	Erosion control along beach near bridge.	
	Unorganized	Emmonak	Control Dike	Construct erosion control dike.	500,000
	Unorganized	Gambell	Erosion Control	Preliminary engineering and cost feasibility study for erosion control project.	100,000
83.0	Unorganized	Gustavus	Breakwater, Moorage Floats and Launch Ramp	Construct breakwater, moorage floats and a launch ramp.	1,500,000
50.0	Unorganized	Gustavus	Float Expansion	Add 2 new 9' x 100' sections of float to the end of the existing float system at dock.	350,000
41.0	Unorganized	Hoonah	Boat Harbor Expansion	Construct 18 new stalls for boats between 30 and 65 feet.	400,000
9.0	Unorganized	Hoonah	Boat Lift	Construct a marine travel lift to remove boats for maintenance and winter storage.	250,000
51.0	Unorganized	Hoonah	Grid Reconstruction	Reconstruct grid at current location or relocate to accomodate parking expansion needs.	150,000
65.0	Unorganized	Hoonah	Maintenance Dredging	Maintenance dredge harbor in conjunction with Corps of Engineers project.	100,000
90.0	Unorganized	Hoonah	Repairs	Repair spalling concrete decks in harbor and wood floats at city float. Replace grid at city float or new location.	265,000
50.0	Unorganized	Hoonah	Tour Ship Dock	Design engineering for tour ship dock between ferry terminal and log dock.	100,000
15.0	Unorganized	Hoonah	Uplands Improvements	Make off-highway parking available at city float.	75,000
15.0	Unorganized	Hydaburg	City Dock Breakwater, Preliminary Engineering	Construct breakwater to protect city dock.	50,000
	Unorganized	Hydaburg	Harbor Breakwater	200' rubble-mound breakwater.	800,000
69.0	Unorganized	Hydaburg	Harbor Grid Replacement	Replace the 18' x 88' grid.	150,000
	Unorganized	Hydaburg	Launch Ramp	Construct launching ramp, turn around and parking.	150,000
6.0	Unorganized	Hydaburg	Upland Improvements	Construct 5-10 off-street parking stalls, restrooms, showers, and marine pollution regulations services.	150,000
101.0	Unorganized	Kake	Portage Cove Harbor Breakwater and Expansion	Provides a 1300' protective breakwater, relocation of existing 510' floating breakwater to protect 87 existing vessels and provide expansion for 90 additional permanent moorings and 27 transient spaces. Provides match for federal funds to construct the required inner harbor improvements.	3,200,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
71.0	Unorganized	Kasaan	Kasaan Dock Replacement/Repair	Dock replacement/repairs. Construct a small grid and provide utilities if possible.	125,000
35.0	Unorganized	Klawock	Boat Harbor Expansion, Preliminary Engineering	Preliminary engineering and design for new harbor facilities to provide moorage for an additional 50 boats.	50,000
34.0	Unorganized	Klawock	Harbor Deferred Maintenance	Construct breakwater to stop ice flows into harbor, reconstruct floats and grid, and install additional electrical meter plug-ins.	900,000
59.0	Unorganized	Koyuk	Small Boat Harbor Feasibility Study	Feasibility study.	100,000
	Unorganized	Koyukuk	Koyukuk River Erosion	Preliminary engineering and assessment on river erosion.	100,000
56.0	Unorganized	Kupreanof	Float Improvements	Reconstruct and extend capacity of float.	50,000
	Unorganized	Kuskokwim	River Study	Corps of Engineers study.	
57.0	Unorganized	Manokotak	Igushik River Dock	Construct a dock on the Igushik River at the city of Manokotak.	
57.0	Unorganized	Manokotak	Weary River Dock	Construction of dock at Weary River.	
50.0	Unorganized	Metlakatla	Barge Ramp Renovation and Improvements	Preliminary engineering for site development of a new barge ramp behind old breakwater.	3,000,000
6.0	Unorganized	Metlakatla	Boat Harbor Haul-Outs Renovation and Improvements	Improvements and renovation of breakwater haul-outs.	200,000
70.0	Unorganized	Metlakatla	Boat Harbor Launch Ramp Repair/Replacement	Replace existing launch ramp.	150,000
36.0	Unorganized	Metlakatla	Grid	Construct new grid for two boats up to 75 feet and 200 tons each.	400,000
9.0	Unorganized	Metlakatla	Uplands	Construct new 1500 square-foot harbor office.	150,000
12.0	Unorganized	Metlakatla	Work Float	Construct new 5000 square-foot work float at city float.	250,000
	Unorganized	Nome	Port Projects	Port causeway bridge repair, waterlines to dock 1 and 2, Dock 2 fuel header replacement. Extend and complete causeway.	
60.0	Unorganized	Nome	Small Boat Harbor	Construct a small boat harbor for approximately 80 vessels and adjacent fishing industrial space to support processing plants, fuel dock, boat haul-out, repair and storage for commercial, subsistence and recreational use. Site is locally referred to as "turning basin" at the lower end of the Snake River. Project can be phased.	5,000,000

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Score	Borough	Location	Name	Description	Cost Estimate
94.0	Unorganized	Nome	Small Boat Harbor Repairs	Fender system, utilities, restrooms and oil collection facilities. Install security fencing around the harbor and along the causeway. Basin survey.	250,000
18.0	Unorganized	Pelican	Harbor Water and ADA Gangway	Construct new ADA gangway and water services.	50,000
90.0	Unorganized	Petersburg	Middle Boat Harbor Float Replacement	Major renovation of old floats, piling and utility systems, maintenance dredging to original basin limits.	1,300,000
92.0	Unorganized	Petersburg	North Boat Harbor Float Replacement	Replace North Boat Harbor floats and pilings, grid and utility systems.	1,800,000
77.0	Unorganized	Petersburg	Papke's Landing Rehabilitation	Extend float, add moorage, install lights and expand parking.	500,000
60.0	Unorganized	Petersburg	South Boat Harbor Expansion	Enlarge basin by dredging adjacent tidelands and install additional boat moorage floats to provide an additional 100-150 boat stalls, including 100 stalls for boats 40 feet long or longer. Construct new grid.	3,500,000
41.0	Unorganized	Petersburg	Tour Ship Dock Construction, Preliminary Engineering	Preliminary engineering to locate and develop plans and cost estimates for construction of a new cruise ship dock.	50,000
12.0	Unorganized	Point Baker	Float Improvements	Install a cargo hoist on float. Add 12 finger floats for small boats of less than 21 feet.	200,000
57.0	Unorganized	Quinhagak	Dock	Construct dock.	
9.0	Unorganized	Skagway	Basin Dredging	Dredge basin to original basin limits, increase navigation and turning depth area to -12 feet MLLW depth.	100,000
19.0	Unorganized	Skagway	Harbor Improvements	Install pumpout, add 14 water connections and repair damaged floats, renovate and strengthen grid.	70,000
45.0	Unorganized	Skagway	Roadway/Harbor Retaining Wall, Preliminary Engineering	Provides preliminary engineering and cost estimates to replace approximately 400 feet of roadway retaining wall adjacent to harbor.	50,000
57.0	Unorganized	St. George	East Landing Boat Ramp	Remove existing ramp. Dig back into shore about 300' l x 100' w x 15' d. Will be behind a rock formation that acts like a breakwater. Install a heavy-duty ramp that will accomodate a trailered vessel of 40' or less	500,000
79.0	Unorganized	St. Paul	Harbor	Channel dredging (from -24 feet to -37 feet MLLW) to deepen and enlarge basin (from 18-26 feet deep to -32 feet MLLW). Maneuvering basin would be 415 feet by 830 feet long. The dock would be extended 35 feet wide by 200 feet long. Project funds sponsor cost of the estimated $11 million project.	4,718,000

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Score	Borough	Location	Name	Description	Cost Estimate
	Unorganized	Tanana	Docking Facilities	Feasibility study for floating dock and permanent ramp suitable for loading passengers, freight, a spill-containment device and other mandated improvements for fuel transport.	100,000
55.0	Unorganized	Tatitlek	Inner Harbor Construction	Construct inner harbor for 32 vessels after construction of a breakwater by the Corps of Engineers.	1,350,000
51.0	Unorganized	Tenakee Springs	Harbor Repairs/Improvements	Add cargo hoist to dock, replace float D and provide harbor office and fire protection. Reconstruct grid.	100,000
33.0	Unorganized	Tenakee Springs	Skiff Float Installation	Provide float suitable for handling 8 skiffs, attach to either ferry dock or the seaplane float for better access to town.	100,000
57.0	Unorganized	Thorne Bay	Davidson Landing Boat Float Replacement	Replace and expand the approach and moorage floats at Davidson Landing at South Thorne Bay.	250,000
15.0	Unorganized	Thorne Bay	Dock	Pile supported 40 x 100 general purpose dock with cargo crane for local and small cargo transfers.	500,000
6.0	Unorganized	Thorne Bay	Harbor Expansion	Extend breakwater, finger floats and utilities.	2,350,000
33.0	Unorganized	Thorne Bay	Harbor Grid Construction	Construction of grid.	125,000
41.0	Unorganized	Unalaska	Iliuliuk River Skiff Float	Construct an 8' x 300' pin-piled, floating dock facility along Iliuliuk River. Facility would be constructed on the NW side of river just upstream of the Alyeska fuel tanks. At least 3 ramps would be constructed from shore to the floating dock facilities. Facility would be able to accomodate vessels up to 18 feet. Project includes cleanup and removal of existing old floats, pilings and abandoned skiffs.	100,000
46.0	Unorganized	Unalaska	Small Boat Harbor	Construct a new small boat harbor facility. Facility would initially provide 150 boat slips but could be expanded to 270, a 1,500' working wall, supported by small cranes and a travelift, a central operations office for the harbormaster, storage lockers, and public facilities. Any roadway and trail improvements necessary to upgrade the landside connection to Unalaska's transportation system would be constructed. Facility would be located along the south end of Amaknak Island.	15,600,000
93.0	Unorganized	Unalaska	Small Boat Harbor Expansion	Expand the existing small boat harbor facility. The existing floating dock facility would be extended 1020 feet.	600,000
39.0	Unorganized	Unalaska	Spit Dock	Extend the existing pin-piled floating dock an additional 400 lineal feet to the south.	3,600,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
39.0	Unorganized	Valdez	Boardwalk and Guardrail Improvements	Replace 500 feet of the existing timber boardwalk with a new concrete apron, handrails and 300 feet of new steel guardrail.	235,000
6.0	Unorganized	Valdez	Boardwalk Extension	Extend 1,000' of boardwalk along South Harbor Drive. The boardwalk will extend over the water supported by a pile foundation.	235,000
20.0	Unorganized	Valdez	Float Extension	Install a 8' x 100' concrete float and anchor piles; remove timber fenders.	830,000
25.0	Unorganized	Valdez	Harbor Illumination	Install four high mast lights (125'+/-)	480,000
19.0	Unorganized	Valdez	Oil/Water Separators Installation	Install two storm drains that separate oil and water.	125,000
10.0	Unorganized	Valdez	Restroom Facility Construction	Construct new restroom facilities.	180,000
6.0	Unorganized	Valdez	Retaining Wall Extension	Construct a timber faced geotextile wall, modify approach dock and gangways and build a concrete apron with handrails.	1,295,000
57.0	Unorganized	Whale Pass	Boat Float Replacement	Replace community boat float.	300,000
21.0	Unorganized	Whale Pass	Boat Launch Ramp Construction	Construct boat launch ramp.	500,000
87.0	Unorganized	Whittier	Harbor	Construct boat harbor expansion of the Whittier Harbor.	6,000,000
81.0	Unorganized	Whittier	Harbor	Make general repairs.	200,000
45.0	Unorganized	Wrangell	Deep Draft Harbor Expansion	Provide a new harbor facility ideally located in a natural harbor close to Wrangell's downtown. The Cemetery Point Harbor location is adjacent to an expansion of the Reliance Harbor. To be designed for deep draft commercial vessels and barges. Increase Wrangell's commercial and industrial land base by approximately 12 acres.	16,000,000
61.0	Unorganized	Wrangell	Fish and Game Float Electrical	Expand electrical system.	35,000
78.0	Unorganized	Wrangell	Float Relocation and Upgrade	Relocate upgrade seaplane float to south side of harbor entrance. Construct large vessel transient moorage on the north side to accomodate vessels in the 120' to 150 foot range.	1,200,000
42.0	Unorganized	Wrangell	Inner Harbor	Maintenance dredge to original limits (est. 2400 cy.). New 70' ramps for more accessibility. Enlarge parking area.	400,000

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PORTS AND HARBORS NEEDS AND PRIORITIES

Score	Borough	Location	Name	Description	Cost Estimate
47.0	Unorganized	Wrangell	North/South Summer Float	Upgrade the existing float and add a new finger along the inside of the north end of the dock. The south side of the City Dock would be configured in the same manner, with a float extending along the south side of the dock approach and a finger along the inside of the south end of the dock. A new ramp to access the new south floats would also be constructed.	368,000
9.0	Unorganized	Wrangell	Port Fill	Fill behind dike at port.	355,000
45.0	Unorganized	Wrangell	Reliance Harbor	Extend dock by 60 x 100 feet and 600 lf. of stalls for more capacity. Construct new harbor office with restrooms, showers for fishermen and cruise boat users.	1,000,000
64.0	Unorganized	Wrangell	Standard Oil Float Phase II	Upgrade and expand Reliance Harbor. Dredge harbor in vicinity of existing dock and add 8 new finger piers providing another 16 moorings for vessels to 30 feet.	125,000
42.0	Unorganized	Wrangell	Travel Lift and Boat Haul-out Facility	Construct boat haul-out (150 ton) and repair facility.	945,000
80.0	Unorganized	Wrangell	Upgrade in-Town Pullout and Adjoining Dock	Design and construct in-town pullout at Reliance. Launch ramp and float with some transient capability.	445,000
	Unorganized	Yukon River	Yukon River Small Boat Harbor	Conduct a reconnaisance and cost study to determine type of protection needed and the feasibility of constructing a small boat harbor on the Yukon River.	100,000
130.0	Various	Various	Corps of Engineers (COE) Program	Provides match for state and locally sponsored federal projects administered by the U.S. Army Corps of Engineers. Funds will be used for feasibility and planning studies, and for administering the program.	1,000,000
130.0	Various	Various	Harbor Major Repairs	Maintenance and repair for DOT&PF-owned harbors in Central and Northern Regions for work not covered by maintenance provisions of harbor operating agreements. Major repairs to flotation, decking, rails, piling, hinges and other components such as cross bracing, fenders and decking would be programmed and completed on an annual basis.	250,000
130.0	Various	Various	Statewide Deferred Maintenance	Deferred maintenance on ports and harbors statewide.	1,035,000
130.0	Various	Various	Statewide Harbors Pre-Construction	Conducts condition surveys on existing facilities, performs preliminary engineering and analysis on proposed projects in the next fiscal year and prepares final plans, specification and estimates on legislatively approved projects. Provides other technical assistance to communities.	500,000

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Other State Funded Transportation Needs and Priorites

by Location

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
		Alaska Marine Highway System Improvements/Overhaul	Annual vessel and terminal maintenance.
Aleutians East	Cold Bay	Maintenance Station	Move building, expand building, roof and siding repair.
Anchorage	Anchorage	Aviation Building	Fire alarm and sprinkler upgrade.
Anchorage	Anchorage	Aviation Building	Rebuild gas line.
Anchorage	Anchorage	Aviation Building	Recaulk exterior windows.
Anchorage	Anchorage	Aviation Building	Replace carpet.
Anchorage	Anchorage	Aviation Building	Repair parking lot and electrical lighting.
Anchorage	Anchorage	Careage House	Redesign and roof replacement.
Anchorage	Anchorage	Careage House	Install perimeter drainage system.
Anchorage	Anchorage	Chemical Storage Building	Replace building.
Anchorage	Anchorage	Communications Building	Repair ceiling and sheet rock from roof leakage.
Anchorage	Anchorage	Communications Building	Correct major fire and mechanical code problems.
Anchorage	Anchorage	Communications Building	Generator repair.
Anchorage	Anchorage	Courthouse	Reroof over entry ways.
Anchorage	Anchorage	Courthouse	Purchase heat exchanger for generator.
Anchorage	Anchorage	Courthouse	Repair boiler.
Anchorage	Anchorage	Courthouse	Miscellaneous painting and patching.
Anchorage	Anchorage	Courthouse	Minor electrical and plumbing repairs.
Anchorage	Anchorage	Courthouse	Exterior brick acid wash.
Anchorage	Anchorage	Courthouse	Replace carpet.
Anchorage	Anchorage	Courthouse	Redesign roof drains.
Anchorage	Anchorage	Courthouse	Overhaul and weatherstrip window; caulk exterior.
Anchorage	Anchorage	Courthouse	Insulate exterior walls more efficiently.
Anchorage	Anchorage	Courthouse	Replace exisiting master clock systems.
Anchorage	Anchorage	Courthouse	Replace wall vinyl.
Anchorage	Anchorage	Large Vehicle Warm Storage	Repair roof and flood coat.
Anchorage	Anchorage	Large Vehicle Warm Storage	Repair flooring and install grading.
Anchorage	Anchorage	Materials Lab	Repair roof and flood cost.

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OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Anchorage	Girdwood	Shop	Overhead door replacement.
City & Borough of Juneau	Juneau	Alaska Office Building Lighting Replacement	Replace all office lighting fixtures and associated wiring and switches with modern, energy-efficient fixtures in the Alaska Office Building
City & Borough of Juneau	Juneau	Archives and Records Center	Repair structural damage caused by differential settling
City & Borough of Juneau	Juneau	Archives and Records Center	Repair structural damage caused by differential settlement of the west end of building to maintain structural integrity and safety of building
City & Borough of Juneau	Juneau	Community and Regional Affairs Building Roof Replacement	Roof replacement
City & Borough of Juneau	Juneau	Dimond Courthouse	Restore the weathertightness of the building curtainwall system and replacement of roof waterproofing membranes, etc
City & Borough of Juneau	Juneau	Glacier Avenue Building Roof Replacement	Roof replacement on 1591 Glacier Avenue building
City & Borough of Juneau	Juneau	Southeast Region Complex	Complete rehabilitation of existing roof waterproofing system at DOT&PF Southeast Region Complex.
City & Borough of Juneau	Juneau	State Facilities	Replace existing deteriorated carpet at the Archives and Records Center and at the Community and Regional Affairs Building
City & Borough of Juneau	Juneau	State Office Building Parking Structure Repairs	Patch the top deck of parking structure, improve drainage, repair concrete ramps, clean interior, and continue renovation of the facility's lighting.
City & Borough of Yakutat	Yakutat	Maintenance Shop	Complete roof removal and replacement on DOT&PF maintenance shop at Yakutat Airport
Fairbanks North Star	Fairbanks	Peger Road Equipment Warm Storage Building	Construct new equipment warm storage building
Fairbanks North Star	Fairbanks	Peger Road Shop/Warehouse Facility	Construct new building adjacent to existing Peger Road Complex
Kenai Peninsula	Cooper Landing	Cooper Landing-Quartz Creek Maintenance Station	Expansion
Kenai Peninsula	Homer	Airport ARFF Building	Paint interior and exterior
Kenai Peninsula	Homer	Equipment Storage	Renovate and enlarge building
Kenai Peninsula	Homer	Maintenance Station	Paint interior

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OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Kenai Peninsula	Moose Pass	Maintenance Station	Demobilize station/site cleanup (coincidental with expansion of the Quartz Creek station).
Kenai Peninsula	Seward	Maintenance Station	Relocate maintenance station.
Kenai Peninsula	Soldotna	Maintenance Station	New construction.
Ketchikan Gateway	Ketchikan	Court and Office Building	Roof repairs.
Kodiak Island	Kodiak	Combined Facility	Repair and replace roof.
Kodiak Island	Kodiak	Combined Facility	Interior painting.
Kodiak Island	Kodiak	Combined Facility	Exterior painting.
Kodiak Island	Kodiak	Combined Facility	Mechanical upgrades.
Kodiak Island	Kodiak	Griffen Building	Replace roof.
Kodiak Island	Kodiak	Griffen Building	Paint interior.
Kodiak Island	Kodiak	Highway Shop	Flood coat roof.
Kodiak Island	Kodiak	Regional Office Building	Apply exterior finish and coating.
Kodiak Island	Port Lions	Heavy Equipment	Purchase heavy equipment.
Lake & Peninsula	Chignik Lagoon	Airport	Construct minor airport improvements and resurface the runway.
Matansuka-Susitna	Parks Highway	East Fork Shop Replacement	Construct new highway maintenance facility to replace temporary dirt floor shop structure which has been in use for many years on the Parks Highway south of Cantwell.
Matanuska - Susitna	Cascade	Maintenance Station	Building expansion.
Matanuska - Susitna	Cascade	Shop	Overhead door replacement.
Matanuska - Susitna	Talkeetna	Maintenance Station	Construct storage building for highway equipment.
Matanuska - Susitna	Wasilla	Maintenance Station	Prepare site, construct equipment storage/shop building and storage yard.
Matanuska - Susitna	Willow	Maintenance Station	Construct storage building for highway equipment.
North Slope	Dalton Highway	Chandalar Shop Replacement	Construct new shop to replace temporary shop structure at Chandalar Maintenance Station on the Dalton Highway.
Unorganized	Aniak	Maintenance Shop	Repair roof.
Unorganized	Aniak	Maintenance Shop	Replace well and miscellaneous repairs.
Unorganized	Bethel	Combined Facility	Purchase and install new boiler.
Unorganized	Bethel	Maintenance Station	Roof and foundation repairs.

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OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Unorganized	Bethel	Old Shop	Add interior insulation.
Unorganized	Bethel	State Buildings	Paint interior of six state buildings.
Unorganized	Chenega	Airport	Extend electrical power to M&O building and install electricity and heat in building.
Unorganized	Dillingham	Maintenance Shop	Replace doors, vents and readylines.
Unorganized	Dillingham	Maintenance Shop	Add insulation and repair siding.
Unorganized	Dillingham	Maintenance Station	Flood coat roof.
Unorganized	McGrath	Maintenance Shop	Paint exterior.
Unorganized	Whittier	Airport	Brush cutting and general repair.
Various	Central Region	State Facilities	Replace compressors.
Various	Central Region	State Facilities	Code upgrades.
Various	Central Region	State Facilities	EPA drain upgrades.
Various	Northern Region	Aggregate Stockpiles	Procure adequate quantities of crushed aggregate materials needed for road and airport maintenance.
Various	Northern Region	Asphalt Patching and Leveling	Repair deteriorated pavement surfaces on state maintained roads and airports.
Various	Northern Region	Bike Path Repairs	Repair bike path surfacing, drainage and embankments.
Various	Northern Region	Bridge Repairs	Painting and repair of bridge structures.
Various	Northern Region	Code Upgrades	Upgrade lighting, electrical, mechanical and structural systems in state buildings to meet current building codes.
Various	Northern Region	EPA Water Separator Systems	Install storm water runoff treatment systems along highway and airport facilites in accordance with Enviromental Protection Agency requirements.
Various	Northern Region	Facilities Life, Health and Safety Upgrades	Projects necessary to address an immediate life, safety or health issue at a facility.
Various	Northern Region	Facilities Renewal and Replacement	Scheduled replacement of worn-out major building components, and the retrofitting or replacement of obsolete and/or inefficient building systems.
Various	Northern Region	Facilities Renovation and Remodeling	Modifications to a facility to adapt to changing programs and new technology.
Various	Northern Region	Gravel Road Chip Seals	Apply asphalt and chips to selected unpaved state maintained roads.

DATE: 11/14/95

OTHER STATE FUNDED TRANSPORTATION NEEDS AND PRIORITIES

Borough	Location	Name	Description
Various	Northern Region	Gravel Road Dust Control	Apply dust pallative to selected state maintained gravel roads and highways.
Various	Northern Region	Gravel Surface Repairs	Spot repairs of deteriorated gravel roads and airports.
Various	Northern Region	Highway and Airport Brushcutting	Control vegetation growth along state roads and airports to improve sight distance and protect embankments.
Various	Northern Region	Highway and Airport Drainage Repairs	Repair ditches and culverts that have become blocked to protect road and airport embankments.
Various	Northern Region	Highway and Airport Paint Striping	Repaint pavement markings on highways and airports.
Various	Northern Region	New Maintenance Equipment	Purchase new maintenance equipment.
Various	Northern Region	Roadside Sanitation Facilities	Install and maintain trash receptacles and dumpsters at selected waysides to reduce litter. Clean and maintain toilet facilites at DOT&PF rest stops.
Various	Northern Region	Sand Storage Facilities	Construct facilites for dry storage of highway sanding materials.
Various	Northern Region	Sign Repair and Replacement	Repair or replace damaged or obsolete signs along state maintained roads.
Various	Northern Region	Underground Storage Tanks	Removal and upgrades.
Various	SE Region	SE Region - Underground Storage Tank Removal	Part of a multi-year project to remove leaking and overage gasoline and diesel underground storage tanks at highway and aviation maintenance.
Various	Various	Deferred Maintenance	Deferred maintenance on public facilities statewide.
Various	Various	Deferred Maintenance	Deferred maintenance on highways statewide.
Various	Various	Deferred Maintenance	Deferred maintenance on airports statewide.
Various	Various	DOT&PF Facilities Upgrade	Heating, ventilation, and air conditioning (HVAC) upgrades.
Various	Various	Underground Storage Tanks	Removal and upgrade of underground storage tanks.

DATE: 11/14/95

Project Evaluation Criteria

Appendix A

Rural and Urban Streets and Roads on the Contiguous or AMHS System but Not on the NHS* Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Economic benefits following construction. Weighting: 2	Supports significant new, identifiable, permanent economic opportunities or benefits statewide or interstate.	Supports moderate new, identifiable, permanent economic opportunities or benefits regionally or locally.	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	n/a	n/a
2. Health and Quality of Life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 1	This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor.	This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
3. Safety. Weighting: 5	60% - 80% =4 80% - 100% =5	5% - 20% = 1 20% - 40% =2 40% - 60% =3	Less than 5% of project addresses safety.	n/a	n/a
4. Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Would clearly reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or greatly improves the connection between modes for travelers or freight	May reduce the need for capital investment in another mode and result in a reduction in operating costs by reducing redundancy in our system or would moderately improve the connection between modes for travelers or freight.	Does not impact other mode requirements	May increase demand on another mode possibly requiring additional capital expenditure.	Will increase demand on another mode requiring additional capital expenditure.

* This category may also be used to score roads of a similar character not on the contiguous system such as Nome-Council.

Rural and Urban Streets and Roads on the Contiguous or AMHS System but Not on the NHS Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
5. Local, other agency or user contribution to fund project development. Weighting: 4	Contribution provides state match, design, right-of-way, and materials.	Contribution provides any two: state match, design, right-of-way, or materials.	Contribution covers no capital costs; contributes nothing.	n/a	n/a
6. Departmental M&O costs and priority and local, other agency or user contribution to fund O&M costs. Weighting: 5	Very high M&O priority; or a local government will assume ownership if currently a DOT&PF facility; or sponsor will assume ownership of another DOT&PF facility of similar M&O cost	Moderate M&O priority, or a local government will assume full M&O responsibility; or sponsor will assume full M&O of another DOT&PF facility of similar M&O cost	Not an M&O priority; little affect on M&O costs; sponsor contributes nothing.	Not an M&O priority, would increase M&O costs moderately.	Not an M&O priority; would increase M&O costs significantly.
7. Public Support for the Project? Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans	Majority of public record shows support for project, and nominally supported in official state/local plans	Public record is divided or unc umented toward project	Majority of public record shows opposition to project, and not supported in official state/local plans.	Preponderance of public record shows oppo ition to project including a resolution from the local elected body and contravenes official state/local plans
8 Environmental Considerations Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement	Environmental approval extremely difficult 50/50 chance	Environmental approval unlikely
9 Surface Rehabilitation Weighting: 4	Primarily 3-R and a PMS recommendation for rehab within 2 years, or a gravel surface badly deteriorated or serious surface deformation	Primarily 3-R, a portion of the project addresses serious foundation problems	Primarily major reconstruction; addresses longer-range rehabilitation	n/a	-n/a

Rural and Urban Streets and Roads on the Contiguous or AMHS System but Not on the NHS Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
10. Cost, length, AADT evaluation. Divide project cost by length and further divide result by Avg. Annual Daily Traffic Weighting: 4	Between: 0 - 55¢ =5 55¢ - 80¢ =4	Between: 80¢ - $1.10 =3 $1.10 - $1.50 =2 $1.50 - $2.50 = 1	Between: $2.50 - $3.00 = 0	Between: $3.00 - $4.00 = -1 $4.00-$6.00 =-2 $6.00 - $10.00 = -3	Between: $10.00 - $54.00 = -4 $54.00 - ∞ = -5
11. Deficient bridges. Weighting: 3	Deficient bridge needing replacement.	Deficient bridge eligible for repair/replacement.	No bridge deficiencies	n/a	n/a
12. Deficient width/grade/alignment Weighting: 3	Significantly deficient w/g/a relative to standards	Moderately deficient w/g/a relative to standards	No w/g/a deficiencies	n/a	n/a
13. Functional Classification Weighting: 2	Major Arterial = 5 Minor Arterial = 4	Major Collector or Urban Collector	Minor Collector	Local Roads/Streets	n/a
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	n/a	n/a

Remote Roads and Trails
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Economic benefits following construction. Weighting: 3	Supports economic benefits; endorsed as an economic development project by governmental agency or representative group.	Supports capacity or new access specifically built to support regional or local industrial, commercial or resource development	Supports minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	n/a	n/a
2. Health and Quality of Life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 4	This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor	This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor.	Project will have no affect either positive or negative on quality of life issues	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
Examples: Access to basic sanitation = 5; dust control =4; access to medical facility=3.					
3. Safety Weighting: 5	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern	Project's primary objective is not safety	n/a	n/a
4. Improves intermodal transportation or lessens redundant facilities Weighting: 2	Greatly improves the connectivity between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode	Moderately improves the connectivity between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes	Moderately decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode	Greatly decreases the connectivity between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode
5 Local, other agency or user contribution to fund project development Weighting: 4	Contribution provides state match, design, right-of-way, and materials	Contribution provides any two: state match, design, right-of-way, or materials	Contribution covers no capital costs, contributes nothing	n/a	n/a

Remote Roads and Trails
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
6. (Use for non-DOT&PF facilities or facilities DOT&PF is unsuited to long-term ownership). Local, other agency or user contribution to fund operations and maintenance (O&M) costs. Weighting: 5	Contributions = 100% and assumption of ownership. (Assumption of like facility OK.)	Contributions cover __% of O&M costs. One point for each 25%	Contributions cover < 25% to >10% of O&M costs.	Contributions cover <10% to > 1% of O&M cost.	Contributions cover <1% of O&M cost.
or 6 A. (Use for facilities which only DOT&PF is logical owner) Departmental M&O priority Weighting: 5	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority, would increase M&O costs moderately.	Not and M&O priority; would increase M&O costs significantly.
7 Public Support for the Project[1] Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project, and nominally supported in official state/local plans	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans
8 Environmental Considerations Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement	Environmental approval extremely difficult 50/50 chance	Environmental approval unlikely

Remote Roads and Trails
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
9. Will project provide new access to the noted uses: water sources, landfills, sewage lagoons/honey bucket sites, health care, airports, or subsistence sites? Weighting: 5	Three or more uses = 5.	Two uses = 3. One use = 1.	None of uses listed.	n/a	n/a
10. System Preservation. Weighting: 3	Major purpose of project is to extend the life of existing facility by 10 or more years.	Secondary purpose of project is to extend life of existing facility by 10 or more years	Preservation is not significant purpose of the project	n/a	
11. Is this a joint project with ADEC, BIA or PHS? Weighting: 4	n/a	Yes	No	n/a	n/a
12. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated	Project exhibits no innovation, creativity or unique benefits not otherwise rated	n/a	n/a

Transit Projects
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Health and Quality of Life (Neighborhood continuity, access to basic necessities) Weighting 1	Project provides significant contribution to improved health or quality of life.	Project provides moderate contribution to improved health or quality of life.	Project will have no effect, either positive or negative, on quality of life issues.	Project provides a moderate degradation to health or quality of life.	Project provides a significant degradation to health or quality of life.
2. Safety Weighting 4	Addresses demonstrated safety problem of significance.	Addresses demonstrated safety problem of moderate nature or there is a record of public concern.	Project has no effect on safety.	n/a	n/a
3. Improves intermodal transportation or reduces redundant facilities Weighting 1	Greatly improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves connectivity between modes and coordination and integration of passenger systems and/or would clearly reduce the need for capital investment in another mode.	Minimal to no effect on transportation system connectivity, or coordination and integration of passenger systems and services, and does not change the requirement for investment in other modes.	Moderately decreases the connectivity between modes, or decreases coordination and integration of passenger systems and services and/or results in redundant investments.	Greatly decreases the connectivity between modes or coordination and integration of passenger systems, and/or results in redundant investments.
4. Local, other agency or user contribution to fund project development Weighting 4	Local or user contributions fund ___% of local match for capital costs. (One point for each 20% of local match.)	(see to left)	Local or user contributions fund none of the capital costs.	n/a	n/a
5. Local contribution to fund operations and maintenance (O&M) costs. Weighing 5	Local or user contributions cover 100% of O&M costs, and include ownership of facility.	One point for each 20% of local support of O&M costs.	Local or user contributions cover none of O&M costs.	n/a	n/a
6. Public Support for the Project? Weighting 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project, and nominally supported in official state/local plans.	Public record is divided or undocumented toward project.	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.

Transit Projects
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
7. Environmental Considerations Weighting 1	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance	Environmental approval unlikely
8. System continuity and maintenance (vehicles). Weighting 5	Project replaces currently operating vehicles that are at or beyond FTA replacement standards	Project provides vehicles to expand service	Vehicles will neither replace currently operating vehicles nor expand service		
9. Is the project listed in State Air Quality Implementation Plan? Weighting: 2	Yes, a required element	Yes, a contingency element = 4 No, but qualifies for CMAQ funds = 2-3	Not listed in plan, does not qualify for CMAQ funds, no significant air quality impacts	No, and project will have moderate negative air quality impacts	No, and project will have significant negative air quality impacts
10. Has local agency exhausted FTA/other funding sources? Weighting 3	Yes, including filing of FTA Section 3 application	Yes, excluding Section 3	No, but FTA funding unlikely	No, and FTA funding a possibility	No, and FTA funding a strong possibility
11. Does project support private-non-profit providers? Weighting 3	Yes, will replace existing PNP agency vehicle which scored above __ on Sec 16 ranking	Yes, new vehicle for PNP provider which scored above __ on Sec 16 ranking	No		
12. Will project support coordinated service or brokerage? Weighting 4	Yes, with 5 or more agencies participating	Yes, with 3 agencies participating	No	No, even though coordinated system/brokerage is in operation in community	
13. Increased mobility for the disadvantaged ? Weighting 3	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is major benefit of project, and/or necessary for existing facility or system to comply with ADA	Increased mobility for elderly, persons with disabilities, or economically disadvantaged is moderate benefit of project	Meets ADA requirements but has limited benefits for mobility disadvantaged	Will require substantial cost to meet ADA requirements	No intention/ impossible to meet ADA requirements

Transit Projects
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
14 Other factors not specified Weighting 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated	Project exhibits no innovation, creativity or unique benefits not otherwise rated	Project includes liabilities not otherwise rated	n/a

AMHS
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Economic benefits following construction. Weighting: 3	Significant economic benefits, endorsed as an economic development project by local, borough or state government.	Expanded capacity or new access specifically built to support regional or local industrial, commercial or resource development	Provides minimal, speculative or temporary economic opportunities or benefits or provides non-crucial benefit to existing economic activity.	n/a	n/a
2. Health Quality of Life Weighting: 3	Project's primary objective is passenger public health.	Project's secondary objective is passenger public health	Project's objective is not public health.	n/a	n/a
3. Safety. Weighting: 4	Project's primary objective is passenger safety	Project's secondary objective is passenger safety	Project's objective is not safety	n/a	n/a
4 Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Greatly improves the connection between modes and coordination and integration of passenger and freight systems and services and/or would clearly reduce the need for significant capital investment in another mode.	Moderately improves the connection between modes and enhances coordination and integration of passenger and freight systems and/or would clearly reduce the need for moderate capital investment in another mode	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger and freight systems and services and does not change the requirement for investment in other modes	Moderately decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for moderate capital investment in another mode	Greatly decreases the connection between modes or decreases coordination and integration of passenger and freight systems and/or would clearly require the need for significant capital investment in another mode
5. Local, other agency or user contribution to fund construction costs Weighting: 1	Contributions covers all of the following: state match, design, right-of-way and materials	Contributions covers two of the following: state match, design, right-of-way and materials	No contribution	n/a	n/a
Note: State is considered sponsor of highways and AMHS routes serving inter-borough function					
6. Local, other agency or user contribution to fund operations and maintenance (O&M) costs. Weighting: 3	Contributions = 100% and assumption of ownership (Assumption of ownership of like facility OK.)	Contributions cover __% of O&M costs. One point for each 25%	Contributions cover < 25% to >10% of O&M costs	Contributions cover <10% to > 1% of O&M cost	Contributions cover <1% of O&M cost
Note: State is considered sponsor of highways and AMHS routes serving inter-borough function					

AMHS
Evaluation Process Objectives and Scoring Standards

	Scoring Standards				
Objectives	(5)	(3)	(0)	(-3)	(-5)
7. Public Support for the Project? Weighting 3	Preponderance of public record shows support for project and fully supported in official state/local plans	Majority of public record shows support for project; and nominally supported in official state/local plans	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project and contravenes official state/local plans
8. Environmental Considerations Weighting 2	Environmental approval likely with Categorical Exclusion or already complete	Environmental approval likely with Environmental Assessment or draft document circulated	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
9. System continuity and maintenance facilites or vessels Weighting 4	Project replaces currently operating facilities or vessels that are or beyond useful life	Project provides facilities or vessels to expand service	Project will neither replace currently operating facilities or vessels nor expand service.	n/a	n/a
10. Does this project make significant improvements in level of service or capacity? Weighting 3	Yes, major reason for project. Existing facilities or services currently at capacity	Yes, major reason for project. Existing facilities or services rapidly approaching capacity	Not a major reason for project	No, existing facilities or services are adequate for current and projected use.	No, existing facilities or services are currently significantly underutilized
11. Would improvements reduce M&O costs, address M&O priority? Weighting 4	Yes, M&O priority a major reason for project, significant M&O cost reduction, or local organization will assume full maintenance	Yes, M&O priority a partial reason for project, moderate M&O cost reduction, or local organization will assume partial maintenance	Not an M&O priority negligible positive or negative affect on M&O costs.	New facility or vessel; would increase M&O costs moderately; no assumption of maintenance by local organization.	New facility or vessel; would increase M&O costs significantly, no assumption of maintenance by local organization
12. What is current utilization factor of the terminal or service? Weighting 3	Volume/capacity ratio or traffic volume in top third of eligible projects.	Volume/capacity ratio or traffic volume in middle third of eligible projects.	Volume/capacity ratio or traffic volume in bottom third of eligible projects.	New facility or service. No established traffic volume. Traffic projections support project	New facility or service. No established traffic volume. Traffic projections do not support project.
13. Is the project required to comply with regulatory requirements? Weighting 4	Yes		No		

AMHS
Evaluation Process Standards and Scoring Standards

	Scoring Standards				
Objectives	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
14. Other factors not specified. Weighting: 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated.	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated.	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	n/a	n/a

Stand-Alone TRAAK Projects
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
1. Health and Quality of Life (Air and water quality, neighborhood continuity, access to basic necessities) Weighting: 1	This project provides a significant contribution to improved health or quality of life through reduction or removal of existing negative factor.	This project provides a moderate contribution to improved health or quality of life through reduction or removal of existing negative factor.	Project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
2. Safety. Weighting: 4	Addresses demonstrated safety problem of significance	Addresses demonstrated safety problem of moderate nature or there is a record of public concern	Project does not have a safety component.	Project will have a minor adverse affect on safety.	Project will have a major adverse effect on safety
3. Improves intermodal transportation or lessens redundant facilities. Weighting: 2	Greatly improves the connection between modes and coordination and integration of passenger systems and services and/or would clearly reduce the need for significant capital investment in another mode	Moderately improves the connection between modes and enhances coordination and integration of passenger systems and/or would clearly reduce the need for moderate capital investment in another mode.	Minimal or no affect on transportation system connectivity, or coordination and integration of passenger systems and services and does not change the requirement for investment in other modes.	Moderately decreases the connection between modes or decreases coordination and integration of passenger systems and/or would clearly require the need for moderate capital investment in another mode	Greatly decreases the connection between modes or decreases coordination and integration of passenger systems and/or would clearly require the need for significant capital investment in another mode
4. Local, other agency or user contribution to fund construction costs. Weighting: 2	Contributions covers all of the following: state match, design, right-of-way and materials	Contributions covers two of the following: state match, design, right-of-way and materials	No contribution.	n/a	n/a

Stand-Alone TRAAK
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
5. (Use for non-DOT&PF facilities or facilities DOT&PF is unsuited to long-term ownership). Local, other agency or user contribution to fund operations and maintenance (O&M) costs. Weighting: 3	Contributions = 100% and assumption of ownership (Assumption of like facility OK.)	Contributions cover __% of O&M costs. One point for each 25%.	Contributions cover < 25% to >10% of O&M costs.	Contributions cover <10% to > 1% of O&M cost.	Contributions cover <1% of O&M cost.
or 5 A (Use for facilities which only DOT&PF is logical owner). Departmental M&O priority Weighting: 3	Very high M&O priority.	Moderate M&O priority.	Not an M&O priority.	Not an M&O priority; would increase M&O costs moderately.	Not and M&O priority, would increase M&O costs significantly.
6. Public Support for the Project? Weighting: 3	Preponderance of public record including a resolution from the local elected body shows support for project and fully supported in official state/local plans.	Majority of public record shows support for project, and nominally supported in official state/local plans.	Public record is divided or undocumented toward project	Majority of public record shows opposition to project; and not supported in official state/local plans.	Preponderance of public record shows opposition to project including a resolution from the local elected body and contravenes official state/local plans.
7. Environmental Considerations Weighting: 1	Environmental approval likely with Categorical Exclusion or already complete.	Environmental approval likely with Environmental Assessment or draft document circulated.	Environmental approval likely with Environmental Impact Statement.	Environmental approval extremely difficult 50/50 chance.	Environmental approval unlikely.
8. Project bridges gap or removes barrier between existing trail systems or provides interpretive center or rest area continuity Weighting: 3	Project provides an important connection at modest cost	Project provides a modest connection or has high cost.	No gaps bridged or barriers removed but does connect to existing networks	Project is isolated from existing networks	n/a

Stand-Alone TRAAK
Evaluation Process Standards and Scoring Criteria

	Scoring Criteria				
Standards	**(5)**	**(3)**	**(0)**	**(-3)**	**(-5)**
9. Project is tied to a recreational, educational or tourism event? This project would strongly support/sustain this event? Weighting 2	Event is of statewide significance and well known/long standing. Yes to both (5), yes to one (4).	Event is regional/local and well known/long standing. Yes to both (3) or yes to one (2) Event is new but growing in importance (1).	Event is local and not growing.	--	--
10. Any of the six intrinsic qualities: scenic, historic, cultural, natural, archaeological, recreational. Weighting 3	One point for each one; maximum 5.	(See to left.)	None.	--	--
11 Anticipated Annual Visitor Volume Weighting 2	>2,000	>1,000	>500	>200	<200
12 Other factors not specified. Weighting 2	Project exhibits significant innovation, creativity or unique benefits not otherwise rated	Project exhibits moderate innovation, creativity or unique benefits not otherwise rated	Project exhibits no innovation, creativity or unique benefits not otherwise rated.	NA	NA

Proposed Project Name: _____

Rater: _____
Date: _____
Total Score: _____

	Standards	Scoring Criteria					Raw Score	Weight	Weighted
		5	3	0	-3	-5			
1.	**Safety**	Project is needed for critical safety reasons. Correcting hazards and deficiencies, or harbors of refuge that will reduce loss of life in the Alaska Peninsula, Aleutian Chain region.	Project improves safety of facility by reducing potential hazards and personal injury claims.	Project has no impact on safety	n/a	n/a		5	0
2.	**Maintenance Cost Impact**	Deferred maintenance projects that substantially reduce maintenance cost to the State, or local government. New projects that provide substantial protection to existing facilities in exposed locations having a history of high damage and maintenance cost.	Deferred maintenance project that moderately reduces maintenance costs to State or local government. New projects that provide moderate breakwater protection to existing facilities in exposed locations.	Project will increase maintenance cost to State, local government.	n/a	n/a		3	0
3.	**Operational Importance of harbor component to be repaired, rehabilitated, constructed.** (No score for new projects in this category.)	Component critical to operation of facility such as approach, gangway and floats	Important, but not critical, components such as grids, water, electrical system, capacity improvements. Improvements that change function and provide more capacity.	Upland facilities (work floats, restrooms, harbor master offices, parking lots.) Improvements that change function but do not add moorage capacity.	n/a	n/a		8	0
4.	**Effective Service Life of repaired, rehabilitated, or constructed component.**	Greater than 15 years	Between 15 and 10	Between 5 and 10	less than 5 years	n/a		1	0
5.	**Deficiency as percentage of replacement cost of facility being repaired.**	Deficiency rating higher than 20%	Deficiency rating higher than 5%	Deficiency rating less than 5%	n/a	n/a		6	0
6.	**New Harbor Capacity.**	Project will increase capacity to meet waiting list demand(over 10% of existing community capacity). No existing facility in community.	Project will increase capacity to meet waiting list demand (10 or 15% of existing community harbor capacity.)	Project will not increase harbor capacity	n/a	Project will reduce harbor capacity.		4	0
7.	**Economic Impacts of project.**	Supports significant new, identifiable, permanent economic opportunities or benefits statewide. Predominantly a commercial harbor. Improvement projects that preserve significant economic benefits. COE calculated B/C ratio of 1.5 or greater	Supports moderate new, identifiable, permanent economic opportunities or benefits regionally or locally. More than 10% commercial. Preserves economic benefits. COE calculated B/C ratio of 1.0 or greater.	Supports minimal, speculative or temporary economic opportunities or benefits. Provides or preserves nominal benefits.	n/a	n/a		3	0
8.	**Local interest in project.**	Resolution of support from local government, project and in official state/local plans. Desire for local ownership and operation included in resolution if a state owned facility. Commitment of substantial financial participation in project.	Letter(s) from local or borough government in support of project; may be in state/local plans and includes a commitment for local management and operation.	Projects with no indication of support.	n/a	n/a		2	0
9.	**Environmental and project development.**	Project has or is likely to receive a FONSI, or has a permit in place; is likely to to be covered by the nationwide permit for maintenance, or a completed environmental impact statement indicating project has advanced beyond concept and feasibility	Project is in feasibility but not advanced enough to distinguish environmental status. Repair and replacement project that changes basic activity at facility but likely to be found acceptable.	New project with little or no environmental information available.	Project likely to have minor issues that may or may not be mitigated and found acceptable.	Project likely to have major issues that may or may not be mitigated and found acceptable.		3	0
									0

Federal Aid Surface Transportation Needs and Priorities

Intermodal Surface Transportation Efficiency Act

Illustrative Six-Year Program of Projects

Draft National Highway System Program

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
	Anchorage	Minnesota/International Airport Road Interchange	2,3,4							22,300.0
	Anchorage	Port Access: Ocean Dock Rehabilitation/Rail Rack	2,3,4	100.0		2,500.0				
	Fairbanks	3rd Street Intersection Improvements	2,3,4						900.0	4,600.0
	Fairbanks	Airport Way Corridor Capacity and Safety Improvements	2,3,4							4,600.0
	Fairbanks	Cowles Intersection Improvements	3,4		500.0					
	Fairbanks	Steese Expressway Capacity & Safety Improvements	2,4							6,900.0
	Juneau	Brotherhood Bridge at Mendenhall River	2,3,4				330.0		3,300.0	
	Juneau	Brotherhood Bridge to Riverside Drive	2,3,4					110.0		1,100.0
	Juneau	Egan Drive Riverside to Main	2,3,4						1,650.0	16,500.0
	Juneau	North Mendenhall Loop Road to Junction Engineer's Cutoff Road	2,3,4							4,840.0
	Ketchikan	Madison Street to Junction Water Street	2,3,4	2,900.0		10,500.0			9,600.0	
	Ketchikan	Water Street to Junction Grant Street	2,3,4			1,548.0		11,300.0		
	Kodiak	Rezanof-Gibson Cove Realignment Safety Improvements	3,4,7			4,100.0				
	Sitka	Cascade Creek Road to Peterson Street	2,3,4				330.0		3,300.0	
	Statewide	NHS Capacity Improvements	2,3,4	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
	Statewide	NHS Highway Safety Improvement Program	2,3,4	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	6,000.0
	Statewide	NHS Rehabilitation Program	2,3,4	2,600.0	2,600.0	8,000.0	2,600.0	2,600.0	2,600.0	15,600.0
Alaska Highway		MP 1386 to 1398 Reconstruction	4		9,900.0					
Dalton Highway		Atigun Bridges at MP 253 and MP 273	2,3,4	400.0		4,500.0				
Dalton Highway		MP 0 to 9 Reconstruction	2,3,4			900.0		350.0	9,000.0	
Dalton Highway		MP 11 to 18 Reconstruction	2,3,4					425.0		4,400.0
Dalton Highway		MP 111 to 143 Reconstruction	4			9,300.0				
Dalton Highway		MP 143 to 174 Reconstruction	4		9,300.0					
Dalton Highway		MP 209 to 235 Reconstruction	2,3,4							6,550.0
Dalton Highway		MP 22 to 37 Reconstruction	2,3,4					900.0		9,650.0
Dalton Highway		MP 235 to 247 Reconstruction	2,3,4			750.0		150.0	7,500.0	
Dalton Highway		MP 247 to 274 Reconstruction	2,3,4			400.0		6,750.0		
Dalton Highway		MP 274 to 289 Reconstruction	2,3,4		400.0		50.0	4,500.0		
Dalton Highway		MP 289 to 305 Reconstruction	2,3,4		400.0		50.0		5,200.0	
Dalton Highway		MP 305 to 335 Reconstruction	2,3,4			500.0	50.0	10,000.0		
Dalton Highway		MP 335 to 359 Reconstruction	2,3,4	500.0	150.0		7,000.0			
Dalton Highway		MP 37 to 49 Reconstruction	2,3,4	100.0		8,000.0				
Dalton Highway		MP 415 to 420 Reconstruction	2,3,4							6,300.0
Dalton Highway		MP 49 to 56 Reconstruction	2,3,4							4,550.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Draft National Highway System Program

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Dalton Highway		MP 56 to 90 Reconstruction	2,3,4							6,400.0
Dalton Highway		MP 9 to 11 Reconstruction	2,3,4				160.0	150.0		3,200.0
Elliot Highway		MP 0 to 4 Reconstruction	2,3,4					150.0		1,500.0
Glenn Highway		Eklutna to Parks Highway Advance Right of Way Acquisition	3	415.3						
Glenn Highway		Gambell to McCarrey Reconstruction	2,3,4						1,000.0	46,400.0
Glenn Highway		MP 100 to 109 Rehabilitation	2,3,4		1,000.0	2,000.0	35,000.0			
Glenn Highway		MP 109 to 118 Rehabilitation, to Regional Boundary	3,4,7	15,100.0						
Glenn Highway		MP 53 to 56 Rehabilitation, Moose Creek Canyon	2,3,4				800.0		300.0	8,800.0
Glenn Highway		MP 56 to 60 Rehabilitation, Moose Creek to Sutton	3,4	1,000.0		7,600.0				
Glenn Highway		MP 60 to 68 Rehabilitation, Sutton	4		8,000.0					
Glenn Highway		MP 68 to 84 Rehabilitation, Chickaloon	2,3,4	1,300.0		1,300.0		12,000.0		
Glenn Highway		MP 84 to 92 Rehabilitation, Long Lake	2,3,4		1,400.0		22,500.0			
Glenn Highway		MP 92 to 97 Rehabilitation, Hicks Creek	2,3,4	1,000.0		10,000.0				
Glenn Highway		MP 97 to 100 Rehabilitation, Pinochle Hill	3,4		5,500.0					
Haines Highway		Airport Road to Chilkat River Bridge	2,3,4			1,650.0		8,250.0	8,250.0	
Haines Highway		Big Boulder Creek to North Mackenzie Loop Road	2,3,4			440.0		4,400.0		
Haines Highway		Chilkat River Bridge to Mosquito Lake Road	2,3,4		550.0		5,500.0			
Haines Highway		Ferry Terminal to Junction Front Street	2,3,4			550.0		5,500.0		
Haines Highway		Mosquito Lake Road to Muncaster Creek	2,3,4		440.0		4,400.0			
Haines Highway		Muncaster Creek to Little Boulder Creek	2,3,4			600.0			6,600.0	
Haines Highway		N. Mackenzie Loop Rd. to Canadian Border	2,3,4					660.0		6,600.0
Klondike Highway		Dyea Road to US/Canada Border	2,3,4							3,630.0
Marine Highway		Auke Bay Staging Area Expansion	2,3,4				6,786.0			
Marine Highway		Haines Ferry Terminal Enhancements	2,4	82.0						
Marine Highway		Haines Mooring Improvements	4			1,260.5				
Marine Highway		Homer Terminal Building	2, 1	817.0						
Marine Highway		Homer Mooring Improvements	4					275.0		5,503.7
Marine Highway		Kodiak Ferry Terminal	2,3,4							6,389.0
Marine Highway		Petersburg Mooring Improvements	4							1,210.8
Marine Highway		Petersburg Terminal Building Expansion	4							385.3
Marine Highway		Petersburg Uplands Improvements	3,4			550.4		2,202.0		
Marine Highway		Prince Rupert Mooring Improvements	2,4			220.1		5,063.0		
Marine Highway		Prince Rupert Uplands Improvements	4			423.7				
Marine Highway		Seward Terminal Improvements	2,4							1,447.8
Marine Highway		Sitka Uplands Improvements	4							500.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Marine Highway		Skagway Dock Modifications and Improvements	2,4							2,662 0
Marine Highway		Valdez Terminal Replacement	2,4						743 1	9,606 0
Marine Highway		Aurora Deck Renovation	2					1,181 2		
Marine Highway		Aurora Auxiliary/Main Repower	4							2,135.4
Marine Highway		Aurora Bridge Deck Renovations	4							1,926 3
Marine Highway		Aurora Gallery Deck Renovation	4							1,541 1
Marine Highway		Aurora Prom Deck Renovation	4							6,197 1
Marine Highway		Aurora Shipboard Waste Handling System	4			300 0				
Marine Highway		Aurora SOLAS Compliance Fire Safety	4		705 0					
Marine Highway		Bartlett Replacement	2 4					1,000 0		33,021 0
Marine Highway		Bartlett SOLAS Compliance Fire Safety	4		705 0					
Marine Highway		Columbia Hotel Renovation	4				3,632 0			
Marine Highway		Columbia Shipboard Waste Handling System	4							605 4
Marine Highway		Columbia SOLAS Compliance Fire Safety	4	2,300 0						
Marine Highway		Compliance Monitoring and Communications	2 4	798 6						
Marine Highway		LeConte Deck Renovation	2 4							10,071 6
Marine Highway		LeConte Shipboard Waste Handling System	4							300 0
Marine Highway		LeConte SOLAS Compliance Fire Safety	4		705 0					
Marine Highway		Malaspina SOLAS	2 4		5,000 0					
Marine Highway		Matanuska Deck Renovation	2					2,893 5		30,942 0
Marine Highway		Matanuska Life Boat And Structural Renewals	4	2,642 9						
Marine Highway		Matanuska Shipboard Waste Handling System	4			605 4				
Marine Highway		Matanuska SOLAS Compliance Fire Safety	4	2,300 0						
Marine Highway		Multi-Purpose Replacement Vessel	4	11,400 0	42,888 0	14,846 0				
Marine Highway		SOLAS Compliance Damaged Stability	4			5,604 0				
Marine Highway		Taku Refurbishment	2							2,803 1
Marine Highway		Taku Auxiliary Repower	4							2,861 9
Marine Highway		Taku Boat Deck Refurbishment	4							10,842 2
Marine Highway		Taku Cabin Deck Renovation	4							17,171 5
Marine Highway		Taku Hotel and Structural Renovations	4							1,920 3
Marine Highway		Taku Quarters Renovation	4							2,928 0
Marine Highway		Taku Steam Gray Water Asbestos	4			1,100 7				
Marine Highway		Tustumena Shipboard Waste Handling System	4							605 4
Parks Highway		Geist-Chena Ridge Interchange	4	11,900 0						
Parks Highway		Hurricane Gulch Bridge # 258	2 4		50 0	350 0				
Parks Highway		MP 238 Kingfisher Creek Bridge #697	2,4			350 0				
Parks Highway		MP 237 Nenana River Bridge #1147	2,4			900 0				
Parks Highway		Parks Highway and Glenn Highway Interchange	2 3 4				1,300 0			33,600 0

Phases: 2-design; 3-right of way; 4-construction

DATE 11/14/95

Draft National Highway System Program

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Parks Highway		MP 37-44, Crusey Street to Seward Meridian Road Rehabilitation	2,3,4	1,100.0		2,500.0	13,400.0			
Parks Highway		MP 37-44, Fairview Loop to Gerstmer/Hyer Rd Interchange	2,3,4					800.0	3,100.0	10,600.0
Parks Highway		MP 35-37 Glenn Highway to Church Street Reconstruction	2,3,4		750.0				7,500.0	
Parks Highway		MP 37-44, Lucus Road to Crusey Street Rehabilitation	2,3,4			200.0		200.0		3,200.0
Parks Highway		MP 37-44, Seward Meridian Interchange	2,3,4						700.0	9,600.0
Parks Highway		MP 37-44, Seward Meridian Road to Church Street Rehabilitation	2,3,4	1,300.0		2,500.0		16,100.0		
Richardson Highway		at Egan Drive	2,3,4		1,880.0					
Richardson Highway		Klutina River Bridge #572	2,4		20.0	280.0				
Richardson Highway		Lowe River Bridge # 557	2,4		100.0	800.0				
Richardson Highway		MP 115 to 129 Rehabilitation	2,3,4			4,990.0				
Richardson Highway		MP 129 to 148 Rehabilitation	2,3,4		240.0		3,860.0			
Richardson Highway		MP 148 to 159 Reconstruction	2,3,4							7,800.0
Richardson Highway		MP 159 to 167 Reconstruction	2,3,4							8,800.0
Richardson Highway		MP 167 to 173 Reconstruction	2,3,4							5,500.0
Richardson Highway		MP 173 to 186 Reconstruction	2,3,4							6,600.0
Richardson Highway		MP 191 to 203 Reconstruction	2,3,4							13,800.0
Richardson Highway		MP 203 to 206 Reconstruction	3,4						2,200.0	
Richardson Highway		MP 206 to 218 Reconstruction	2,3,4					2,600.0		14,600.0
Richardson Highway		MP 218 to 235 Reconstruction	2,3,4						2,550.0	16,850.0
Richardson Highway		MP 235 to 248 Reconstruction	2,3,4							12,100.0
Richardson Highway		MP 248 to 261 Reconstruction	2,3,4							14,600.0
Richardson Highway		MP 261 to 265 Reconstruction	2,3,4							3,500.0
Richardson Highway		MP 275 North Erosion Control	2,4			550.0		6,050.0		11,600.0
Richardson Highway		MP 308 to 311 Rehabilitation	2,3,4			1,600.0				
Richardson Highway		MP 354 to 357 Access & Safety Improvements	4							1,900.0
Richardson Highway		Salcha River Bridge #527	2,4		50.0	850.0				
Richardson Highway		Valdez Glacier Stream Bridge #556	2,4	25.0	375.0					
Seward Highway		Huffman to Chester Creek Reconstruction	2,3	500.0	500.0					
Seward Highway		Huffman to Tudor Rd	2,3,4							31,250.0
Seward Highway		MP 18 to 25 Snow River to Falls Creek	2,3,4			750.0		500.0	7,750.0	
Seward Highway		MP 0 to 8 Seward to Grouse Creek Canyon	2,3,4					500.0		4,500.0
Seward Highway		MP 13 to 18, the Summit to Snow River	2,3,4	250.0	500.0	250.0	6,000.0			
Seward Highway		MP 25 to 30 Falls Creek to Moose Pass	2,3,4					500.0		3,500.0
Seward Highway		MP 30 to 36 Moose Pass to Sterling Wye	2,3,4						300.0	2,700.0

Phases: 2-design; 3-right of way, 4-construction

DATE: 11/14/95

Draft National Highway System Program

Highway Name	Location	Project Description	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg > 6 Years
Seward Highway		MP 53.0 to 59.3, Rehabilitation	3.4	35,100.0						
Seward Highway		MP 8 to 13, Grouse Creek Canyon	2,3,4	250.0	750.0	500.0	500.0	500.0	10,000.0	
Seward Highway		MP 90-97, Girdwood to Bird Point Reconstruction	2,3,4	11,000.0	23,000.0					
Seward Highway		Tudor to Chester Creek	2,3,4						3,000.0	69,000.0
Sterling Highway		MP 36 to 45, (3R)	2,3,4	400.0	600.0		250.0		16,150.0	
Sterling Highway		MP 45 to 60, (3R)	2,3,4				1,000.0		500.0	50,000.0
Sterling Highway		MP 169 to 174 Rehabilitation	3,4	12,400.0						
Sterling Highway		Soldotna Urban	2,3,4,7			500.0	500.0	11,500.0		
Tok Cutoff		Gakona River Bridge #646	2,4							7,800.0
Tok Cutoff		MP 110 to 124 Reconstruction	2				825.0		5,775.0	
Tok Cutoff		MP 30 to 38 Reconstruction	2,4		500.0		6,600.0			
		Program Total		121,980.8	121,458.0	120,178.8	125,423.0	122,059.7	121,468.1	

Phases: 2-design; 3-right of way; 4-construction

DATE 11/14/95

Illustrative Schedule for Community Transportation Program

Rank	Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg. > 6 Years
Projects Scheduled for Construction 1996								
Allakaket: Landfill Road	4	274.8						
Atka Dock Bridge/Road Rehabilitation	4	1,000.0						
Beaver: Landfill Road	4	384.7						
Bethel: Ridgecrest Drive Rehabilitation	4	2,000.0						
Chena Hot Springs Road: MP 0-7 Reconstruction	4	17,038.6						
Chevak Sanitation Access Road Construction	4	1,000.0						
Chignik Lagoon Incinerator Site Access Road	4	499.9						
Cordova Ferry Terminal Building	4	865.3						
Cordova Ferry Terminal Staging Area-Phase B	4	1,000.0						
Cottonwood Lane Bridge Replacement	4	439.7						
Dillingham- Alognagik Road MP0-8 Rehabilitation	4		4,654.5					
Dot Lake: Community Road Improvements, Phase II	4	192.4						
Elliott Highway: Manley Slough-Tanana River Rehabilitation	4	769.5						
Emmonak: Airport Road and Erosion Control	4	1,209.2						
Fairbanks: Holmes Road Drainage	4	384.7						
Haines: Klukwan Road	4	439.7						
Homer: Lake Street Rehabilitation & Pioneer Avenue-Lake Street Intersection Safety Improvements	4	1,700.0						
Hoonah Ferry Terminal Ramp/Apron Upgrade	4	325.3						
Igiugig Landfill Access Road Construction	4	578.6						
Kenai Spur/Intersection Lake Sight Distance & South Miller Loop Safety Improvements	4	500.0						
Kenai: Fort Kenay Mission Street Improvements	4	287.7						
Kenney Lake/Willow Loop Road	4	219.9						
Ketchikan: Herring Cove & Ketchikan Creek Bridges	4	769.5						
Kiana: Landfill Road	4	186.9						
Kodiak-Rezanof Drive Safety Improvements/Otmeloi Way	4	167.3						
Kodiak: Chiniak Highway: Kalsin Hill Hazard Removal	4	1,000.0						
Kodiak: Rezanof Drive 'Y' Intersection Improvement	4	1,000.0						
Koyuk: Gravel Source Road	4	1,099.3						
Kwigillingok Airport Access Road Improvements	4	800.0						
Metlakatla Ferry Terminal Pontoon Replacement	4	350.0						
Minto: Sanitation Road	4	219.9						
Noorvik: Hotham Peak Road	4		3,297.8					

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	Req'd Fndg. > 6 Years
	Old Glenn Highway-Matanuska River Bridge Replacement	4	6,900.1						
	Petersburg-Haugen Drive/Nordic Drive Emergency Signal	4	219.9						
	Scammon Bay Sanitation Road Construction	2,4	400.0	2,640.0					
	Selawik: Boardwalk Improvements	4	329.8						
	Shaktoolik: Landfill Road	4	274.8						
	Sitka: Sawmill Creek/Jarvis Left Turn Bay	4	659.6						
	Soldotna: Kalifornsky Beach Road MP16.4-22.4 Rehabilitation and Safety Improvements	4	2,049.6						
	Stevens Village: Sanitation Road	4	296.8						
	Wales: Sanitation Road	4	164.9						
	Yakutat: Bayview Drive Retaining Wall & Guardrail	4	659.6						
	New Projects								
1	Juneau - Capital Transit Buses	4	1,040.0						
2	Juneau - Thane Road: Ferry Terminal to Rock Dump	2,3,4	500.0	3,400.0					
3	Juneau - Glacier Highway: Indian Point to Point Louisa	2,3,4	1,000.0	4,000.0					
4	Denali Highway MP80-104 Resurfacing	4			4,000.0				
5	Prince of Wales Island - Big Salt Lake Road	4	550.0	2,450.0					
6	Homer East End Road: MP0.0-3.6 Rehabilitation	2,3,4	400.0	3,000.0	6,000.0				
7	Iliamna-Nondalton Road Completion	2,3,4	750.0	9,000.0					
8	Juneau Access Environmental Impact Statement	2	500.0						
9	Whittier Access Improvements	2,3,4	2,500.0	10,000.0	12,500.0	10,000.0			
10	North Pole: Santa Claus Lane Upgrade	2,4	128.0	1,275.0					
11	Taylor Highway MP64-82 Reconstruction	2,4		350.0		7,000.0			
12	Taylor Highway MP82-Border Reconstruction	2,4	300.0		5,700.0				
13	Wrangell: Zimovia Highway: Pat's Creek to McCormick Reconstruction	4	300.0						
14	Denali Highway MP21-42 Resurfacing	4		6,000.0					
15	Elliott Highway 131-137 Reconstruction	3,4	400.0		200.0		3,000.0		
16	Edgerton Highway Rehabilitation	2,4	758.0		7,575.0				
17	Kenai: Forest Drive/Redoubt Avenue Rehabilitation	2,4	400.0		4,000.0				
18	Homer: East End Road MP3.6-12.5 Rehabilitation	2,3,4	500.0		3,150.0	6,700.0			
19	Fairbanks: Trainor Gate Road Upgrade	2,4	220.0	2,200.0					
20	Kake Dolphin & Bridge Replacement	2,4	100.0		1,100.0				
21	Northway Road Improvement	2,4		570.0		5,700.0			
22	Petersville Road Rehabilitation/Extension	2,3,4		500.0		1,000.0	1,000.0	6,000.0	6,000.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank		Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
			FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
23	Prince of Wales Island: Hydaburg Highway Upgrade and Paving	2,4		150.0		7,000.0			
24	McCarthy Road Improvement & Resurfacing	2,4		500.0	500.0	500.0	7,000.0	7,000.0	6,500.0
25	Kenai River Bridge Access Road Rehabilitation	2,3,4		50.0		750.0			
26	Matanuska-Susitna: Hatcher Pass Road MP7-14 Rehabilitation	2,3,4		200.0		4,000.0			
27	Kodiak: Chiniak Road Rehabilitation	2,3,4		500.0	3,400.0		6,000.0	6,000.0	
28	Unalakleet: Landfill/Airport Road Construction	2,4		350.0		3,500.0			
29	Unalaska: East Point/Ballyhoo Road Rehabilitation	2,3,4		300.0		5,000.0			
30	Matanuska-Susitna: Church Road: Parks to Schrock Upgrade	2,3,4		655.0		4,500.0			
31	Cold Bay-King Cove Road Construction	2,4		1,500.0	1,500.0		10,000.0	10,000.0	
32	Hooper Bay Sanitation Road Construction	2,4		3,310.0					
33	Karluk Airport Access Road Rehabilitation	2,3,4		50.0	450.0				
34	Pedro Bay Bridge Replacement	2,3,4		100.0	400.0				
35	Brevig Mission: Landfill Road Construction	2,4		73.0	725.0				
36	Fairbanks: Old Steese Highway Reconstruction	4		5,800.0					
37	Cordova: Lake Avenue Upgrade	2,4		150.0	1,500.0				
38	Larsen Bay Harbor Access Road Construction	2,3,4		50.0	300.0				
39	Valdez: Mineral Creek Loop Road Rehabilitation	2,4		110.0	1,100.0				
40	Shungnak: Community & Landfill Road Reconstruction	2,4		25.0	50.0				
41	Petersburg: H Street Repaving	2,3,4		400.0	1,500.0				
42	Southeast Region Road Surfacing Program	2,4		400.0	600.0				
43	Sitka Sawmill Creek Road Shoulders	2,4		120.0	1,080.0				
44	Prince of Wales Island: Thorne Bay Road Paving	2,4		200.0		7,000.0			
45	Soldotna: Funny River Road: MP2.7-17 Rehabilitation	2,3,4		300.0	3,750.0				
46	Matanuska-Susitna: South Big Lake Reconstruction	2,3,4		300.0		3,700.0			
47	Matanuska-Susitna: Trunk Road Reconstruction	2,3,4		549.6		6,000.0			
48	Port Alexander: Tract B Boardwalk Repair	2,4		219.9					
49	Upper Kalskag Sanitation Road Construction	2,3,4		315.0					
50	Central: Dust Control/Paving	2,4		25.0	250.0				
51	King Cove Lagoon Bridge Replacement	4		1,500.0					
52	Pelican Ferry Terminal Dolphins	2,4		75.0	500.0				
53	St. Mary's: Airport Road Rehabilitation	2,4		320.0		3,200.0			
54	Taylor Highway: MP23-64 Paving	2,4			1,300.0			8,000.0	5,000.0
55	Venetie: Sanitation Road Construction	2,4			25.0	250.0			
56	Matanuska-Susitna: Palmer-Wasilla Highway Extension	2,3,4			300.0		1,850.0	3,000.0	
57	Akiachak Sanitation Road Resurface	2,3,4			500.0				

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank		Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
			FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
58	Hyder - Trestle & Road Surfacing	2,4			450.0		4,500.0		
59	Selawik: Landfill Access Improvement	2,4			25.0	150.0			
60	Kake Ferry Terminal Building	2,4			100.0		750.0		
61	Deering: Sanitation Road Construction	2,4			25.0	175.0			
62	Naknek River Access Road Rehabilitation	2,3,4			250.0		1,000.0		
63	Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	2,4			1,220.0		5,000.0		5,980.0
64	Hoonah Terminal Building Construction	2,4			50.0		250.0		
65	Birch Creek Landfill Road Construction	2,4			25.0		250.0		
66	McCarthy Road: MP0-4 Reconstruction	2,4			500.0		4,200.0		
67	Nunapitchuk Sanitation Road Construction	2,3,4			1,000.0				
68	Homer East End Road MP12.5-22 Rehabilitation	2,3,4			600.0	175.0		11,990.0	
69	Stebbins: Sanitation Road Construction	2,4			68.0		675.0		
70	Juneau: Glacier Highway: Eagle Beach-Echo Cove Paving	2,3,4			600.0		3,450.0		
71	Napakiak Sanitation Road Construction	2,4			100.0		1,000.0		
72	Kivalina: Sanitation Road Construction	2,4			100.0		1,000.0		
73	Salcha: Johnson Road Rehabilitation	2,4			125.0		1,250.0		
74	Naknek: Pederson Point Road Extension	2,3,4			200.0		1,400.0		
75	Galena: Campion Road Landfill Access Road Resurfacing	2,4				500.0	4,500.0		
76	Nelson Lagoon Airport Access Road Rehabilitation	4				200.0			
77	Chignik Bay Airport Access Road Rehabilitation	2,3,4				60.0	600.0		
78	Fairbanks: Illinois-Barnette & Bridge	2,3,4					2,000.0		12,000.0
79	Sterling: Kenai River Crossing @ Funny River	2,3,4					1,200.0		6,800.0
80	King Cove Airport Access Road Rehabilitation	2,3,4					200.0		1,125.0
81	Ketchikan: North Tongass Highway MP15 to Settler's Cove Paving	2,4						2,200.0	2,200.0
82	Grayling: Sanitation Road Construction	2,4					60.0	600.0	
83	Fairbanks: College Road Intersection/Safety	4					170.0	1,530.0	
84	Wasilla-Fishook Road: Nelson-Bogard Safety Improvements	4					1,050.0		
85	Steese Highway MP128 Crooked Creek Bridge Replacement	2,3,4					115.0	25.0	1,125.0
86	Sand Point Harbor Access Road Rehabilitation/Extension	2,3,4						100.0	1,000.0
87	Fairbanks: University Avenue Widening	3,4,7						2,500.0	18,500.0
88	St Michael Sanitation Road Construction	2,4						150.0	900.0
	Program Total, Excluding AMATS		59,003.8	71,934.7	69,393.0	77,060.0	63,470.0	59,095.0	

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Community Transportation Program

Rank	Phases	Estimate (Total Costs in thousands of dollars)						Req'd Fndg.
		FFY 96	FFY 97	FFY 98	FFY 99	FFY 00	FFY 01	> 6 Years
CTP & TRAAK Combined								
AMATS Discretionary Program Allocation		22,466.8	13,004.0	16,810.0	7,425.0	17,110.0	21,355.0	

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/16/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
	Projects Scheduled for Construction 1996							
	Yakutat: Railroad Trail from School to Airport	4	219.9					
	Fairbanks: Auburn Drive Pedestrian Facility	4	549.6					
	Fairbanks: McGrath Road Bike/Pedestrian Trail	4	417.7					
	Fairbanks: Brown Elementary Bike/Pedestrian Facility	4	549.6					
	Homer: Beluga Lake Trail Construction	4	205.1					
	Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction	4	1,990.9					
	Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction	4	1,663.4					
	Lake Louise Road Waysides	4	329.8					
	Matanuska-Susitna: Palmer Pedestrian/Bike Paths Construction	4	554.5					
	Pathways	4	554.5					
	Enhancements	4	219.9					
	McCarthy: Kennecott River Footbridge Construction	4	1,648.9					
	Northern Region Tourist Signage	4	55.0					
	Richardson Highway: MP29 - Worthington Glacier Wayside	4	879.4					
	Richardson Highway: MP 262.5 Scenic Wayside	4	109.9					
	Seward Highway: McHugh Creek Upper Wayside	4	800.3					
	Sterling Highway: Upper Kenai River Wayside	4	400.0					
	Soldotna: Marydale Water Quality Sedimentation Basin Construction	4	475.0					
	Sitka: Castle Hill	4	812.5					
	New Projects							
1	Shishmaref: Trail Staking	2,4	35.0		165.0			
2	Bering Straits Villages Trail Staking	2,4	25.0		150.0			
3	Central Region Winter Trail Marking	2,4	150.0	850.0				
4	Haines Highway: Eagle Viewing Areas/Turnouts	4	2,000.0					
5	Parks Highway: Denali Park Pedestrian Access Safety Improvements	2,4	277.5		1,572.5			
6	SE Region ADA Improvements	2,4	150.0	150.0	150.0			
7	Parks Highway: Denali View South Viewpoint	3,4	1,020.0					
8	Seward Highway: Windy Corner Sheep Viewpoint	4		3,500.0				
9	Juneau: Mendenhall River Pedestrian Crossing	2,4	150.0	850.0				
10	Seward Highway: Girdwood: Bird Point Pathway	2,3,4	125.0		1,350.0			

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
11	Fairbanks: ADA Pedestrian Facilities	2,4	150.0	150.0	150.0			
12	Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities	2,4	75.0	425.0				
13	Seward Highway: Bird Point Pathway/Wayside	2,3,4	250.0		2,000.0			
14	Homer Spit Pedestrian Pathway	2,3,4	150.0	1,500.0				
15	Chitina: Visitor Wayside	4	300.0					
16	Sitka Walkway	2,4	90.0	510.0				
17	Seward Highway: Potter Marsh-Indian Path	2,3,4	500.0		500.0	4,500.0		
18	Seward Highway: Turnagain Pass Reststop	2,3,4	150.0	750.0				
19	Glenn Highway: Matanuska Glacier Scenic Overlook	2,3,4	100.0	1,350.0				
20	North Pole: Bike Trail Rehabilitation and Connections	2,3,4	63.8	361.3				
21	Wrangell: Petroglyph Beach Access	2,4	30.0	170.0				
22	Fairbanks: Chena River Bicycle Trail	4	250.0					
23	Unalaska: Airport Beach Road Pathway	2,3	200.0					
24	Dalton Highway: MP57-Yukon Crossing Wayside/Interpretive Center	2,4	25.0	150.0				
25	Seward Highway: Potter Marsh Boardwalks/Nature Center	2,3,4	50.0	360.0				
26	Portage Valley: USFS Trail System	4		1,500.0				
27	Anchorage NHS: Muldoon Road Landscape/Ped. Safety	4	100.0					
28	Center	2,4	50.0	200.0				
29	Fairbanks: Shannon Park-Ladd School Bike Path	2,4	25.0	100.0				
30	Improvements	2,4		30.0	220.0			
31	Petersburg Terminal: Visitor Information Sign	4		9.1				
32	Anchorage NHS: International Airport Road Landscape/Trail	2,3,4		50.0	500.0			
33	Juneau: Glacier Highway UAS Overpass	2,4		120.0	688.0			
34	Kenai Spur Road: Unity Trail Pedestrian/Bike Path	2,3,4		100.0	200.0	1,500.0		
35	Seward Highway: Bird Creek Pedestrian Underpass	2,3,4		100.0		2,000.0		
36	McCarthy Road/Richardson Highway Interpretive Waysides	2,4		100.0	500.0			
37	Naknek: Pathway	2,3,4		100.0	1,000.0			
38	Dalton Highway MP275-Galbraith Lake Wayside	4		150.0				
39	Rehabilitation	2,4		150.0		1,000.0		
40	Nome: Rocker Gulch Wayside	2,4		50.0	270.0			
41	Alaska Highway: MP1348-Robertson River Wayside	2,4		100.0	500.0			
42	Dalton Highway: MP150-Grayling Lake Wayside	4		165.0				
43	Parks Highway: MP185-East Fork Wayside	2,4		150.0	750.0			
44	Seward Pathway	2,4		50.0	200.0			
45	Bethel: Boardwalk Construction	2,3,4		50.0	500.0			

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
46	Dalton Highway MP132-Solstice Point Recreation Site	4		25.0				
47	Denali Highway MP22-Tangle Lakes/Delta Wild River Trailhead	2,4		25.0	250.0			
48	Skagway River Footbridge	2,4		150.0	550.0			
49	AMHS Vessel Interpretive Displays	2,4		60.0				
50	Soldovia: Waterfront Boardwalk	2,3,4		150.0	550.0			
51	Auke Bay Ferry Terminal Enhancements	2,4			163.0	1,000.0		
52	Soldotna: Kenai River Walkway Construction	2,3,4		200.0	800.0			
53	Taylor Highway: MP86 Wade Creek Dredge Wayside	4		10.0	100.0			
54	Chena Hot Springs Road: Yukon Quest Trail	2,4			50.0	250.0		
55	Chitina: Pedestrian/Bike Facility	2,4			25.0	200.0		
56	King Salmon: Pathway Construction	2,3,4			150.0	450.0		
57	Richardson Highway MP127 - Gulkana River Wayside	2,4			90.0	510.0		
58	Dalton Highway: MP56-Yukon River Overlook	2,4			175.0			
59	Fairbanks North Star Borough Bus Stop Shelters	2,4			385.0			
60	North Pole: Hurst-Dawson Bike Trail	2,4				150.0	875.0	
61	Parks Highway MP 305-351: Fairbanks-Nenana Scenic Waysides	2,4				75.0	500.0	
62	Taylor Highway MP 160: Ft. Egbert-Eagle Historic Site	2,4				175.0		
63	Chena Hot Springs Road: Chena River State Recreation Area	2,4				90.0	510.0	
64	Watchable Wildlife Signs	2,4				100.0		
65	Tok Cutoff/Nabesna Road: Interpretative Waysides	2,4				90.0	510.0	
66	Central Region: Visual Enhancement Management	2,4				250.0		
67	Denali Highway: MP 42-Geologic Point of Interest	2,4				60.0		
68	Wayside	2,4				45.0	255.0	
69	Denali Highway: MP 36-MacClaren Summit Wayside	2,4				55.0		
70	Girdwood: Winner Creek Trail	2,4				60.0	340.0	
71	Dalton Highway: MP 215-Arctic Loon Ponds Overlook	2,4				140.0		
72	Dalton Highway: MP 286-Toolik Lake Overlook					40.0		
73	Homer Spit Mud Bay Boardwalks	4				332.0		
74	Kodiak: Fort Abercrombie Historic Trail	2,4				600.0		
75	Denali Highway: MP 15-Tangle Lakes Archaeological District Wayside	2,4				42.0		
76	Southeast Region Scenic Viewshed	4				150.0		
77	Juneau: Glacier Highway-McNugget to DelRae Pedestrian Improvements	2,4				200.0	1,300.0	
78	Dalton Highway: MP 207-Bettles River Access	2,4				25.0		

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

Illustrative Schedule for Trails and Recreational Access for Alaska Program

Rank		Phases	Estimate (Total Costs in thousands of dollars) FFY 96	FFY 97	FFY 98	FFY 99	FY 00	FFY 01
79	Dalton Highway: MP 275-Galbraith Lake Campground	2,4				200.0		
80	Fairbanks: Tanana Railroad Engine #1 Restoration	4				65.0		
81	Valdez: Richardson Highway: MP 8.5 Trailhead Parking	2,4				175.0		
82	Dalton Highway: MP 165-Cathedral Lakes Overlook	2,4				25.0		
83	Skagway River Bridge Widening	4				301.0		
84	Lake Shore Drive Bike Trail/Lion's Park-Coastal Trail	2,4				1,200.0		
85	Ouzinkie: Trails Rehabilitation	2,3,4				50.0		
86	Juneau: North Douglas Highway-Fish Creek to False Outer Point Bike Path	2,4				200.0	1,300.0	
87	Atmautluak: North Boardwalk Repair	2,3,4				125.0	375.0	
88	Wrangell: Scenic Turnout Back Channel	2,4				50.0		
89	AMHS Shipboard Visitor Information Kiosks	2,4				220.0		
90	Dalton Highway: MP 57-Yukon Crossing Intermodal Facility	2,4				75.0	425.0	
91	Fairbanks: Steamship Nenana Renovation	2,4				20.0		
92	Nenana: Bike Trail Construction	2,4				20.0		
93	Fairbanks: South Cushman Enhancements	2,4				75.0	700.0	
94	Dalton Highway: Deadhorse Wayside	2,4				150.0		
95	Valdez: Crooked Creek Fish Viewing	2,4				65.0		
96	Investigation	2,4				250.0		
97	King Cove: Pathway Construction	2,3,4				40.0	210.0	
98	Fairbanks: College Road Bike Path Rehabilitation	2,4				150.0	950.0	
99	Dillingham: Wood River Bikepath	2,3,4				100.0	50.0	350.0
100	Wrangell: Airport Loop Pedestrian Path	2,4				120.0	680.0	
101	Ketchikan: North Tongass Bicycle/Pedestrian Trail Facility	2,3,4				160.0	940.0	
102	Delta Junction: Sullivan Roadhouse	2,4				150.0		
	Program Total		18,927.1	14,970.4	14,653.5	18,075.0	9,920.0	350.0
	CTP & TRAAK Combined AMATS Discretionary Program Allocation		22,366.8	13,004.0	16,810.0	7,425.0	17,110.0	21,355.0

Phases: 2-design; 3-right of way; 4-construction

DATE: 11/14/95

This ranked list of transportation and facility projects was prepared by the Division of Statewide Planning, Alaska Department of Transportation and Public Facilities. Additional copies of this document or further information about the process of nominating and rating projects for this list can be obtained by calling or writing this office. To receive further information or to send us your comments about this document please contact us:

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Regional Boundaries