Project/Site Name: **Manokotak Village Day Tank Spill**
Location: Manokotak Village, Power Plant
Project Manager: Frank C. Wesser, Tel: 907-269-3062
Site ID Number: 02269907801 Tracking Number: 14883069

Situation: On March 19th, 2002 an estimated 2200 gallon diesel fuel spill occurred at the Manokotak Village power plant from a malfunction at the day tank's transfer pump. An ADEC responder met with the village power plant operator and the mayor and contained the spill with snow berms and absorbent boom. The fuel was predominantly trapped on top of a layer of ice within a nearby wetland down gradient of the spill source.

On March 19th, 2002 the village of Manokotak reported a day-tank spill at their power plant. The amount of the spill was originally reported as approximately 500 gallons of diesel fuel. Upon ADEC investigation, it was determined that an unreported spill of approximately 2000 gallons occurred several weeks prior to this recent report.

The RP hired Bristol Environmental as their consultant to assist in the containment and recovery of spilled fuel. ADEC provided recovery equipment and materials from the ADEC emergency conex in Dillingham to the RP. During the containment and recovery phase of the cleanup, the village could no longer retain their consultant due to financial set-backs. The village attempted to continue the containment and recovery of the spilled fuel, however the RP did not adequately supervise the containment/cleanup progress. This resulted in some fuel entering the Igushik River and was reported by a pilot rather than the village.

ADEC hired a term contractor to adequately contain and recover the spilled fuel as-well as manage disposal of hazardous waste generated. The village will need to complete the decanting and disposal of recovered fuel from the recovery tank and may need ADEC intervention/assistance for this task.

FY02 Actions: ADEC Term Contractor was hired to prevent escape of spilled fuel to the Igushik River. Costs have not been recovered from the village council; however a billing package is being prepared by finance staff in Juneau.

FY02 Response Fund Expenditures: Total: $ 65,731.99
FY02 Cost Recovery: None

FY 03 Projected Actions and Expenditure Amounts: A final post-assessment site visit to evaluate the cleanup efforts and oversight on fuel disposal of recovered fuels.

Estimated cost is $: 2000.00

Also, PERP will be seeking a claim with the National Pollution Funds Center and the Oil Spill Liability Trust Fund for cost recovery to the state response fund.

Project/Site Name: **McCall Property**
Location: Fairbanks/North Pole
Project Manager: Douglas Bauer — Tel: (907) 451-2192
Site ID Number: 89310902501 — Tracking Number: 14915160

Situation:
In 1994-1995, an environmental assessment (by DEC) was conducted on the McCall Property. It was expanded to include the neighboring properties of Holder and Walsky.
The initial McCall investigation identified trichloroethylene (TCE) contaminated soil close to McCall – Holder property boundary. It was technically within the Davison Street right-of-way that lies between the McCall and Holder property boundaries. In addition, groundwater and soil gas data from the neighboring Holder property suggests that are two TCE source areas on Holder property: one in the center of the property and an another next to the Holder/Davison Street right-of-way.

As part of an expanded groundwater sampling effort in 1995-1996, an area-wide TCE groundwater plume was discovered. The plume extended from south of the New Richardson Highway (i.e., McCall-Holder area) to the Six-Mile Village Subdivision.
In 1996, the Environmental Protection Agency (EPA) removed approximately 1,000 barrels from a pond action on the McCall property. In 1998, a site investigation began to delineate the extent of the TCE source in the Davison right-of-way, to measure any groundwater impacts from the pond where the EPA removal action had taken place, and to develop clean up plans. A series of soil gas collectors were used to identify the general location of the TCE source area. This was followed by a series of groundwater probe transects (multiple-depth groundwater measurements across an area) to measure the groundwater contamination and to help estimate the width and depth of the source areas.
The site investigation confirmed the TCE source area in the Davision Street right-of-way, identified a low concentration TCA groundwater plume coming from the pond area, and identified low levels of petroleum groundwater contamination coming from an underground storage tank (UST) located beneath a shop building.

The ownership of the Davision Street right-of-way is uncertain and may require legal action to determine who owns the source area property. In 2000, the Fairbanks North Star Borough foreclosed on the property for unpaid property taxes and it was subsequently sold to a new owner.

FY 01 Actions:
In 2001, the new owner cleaned up the petroleum contaminated soil on site and is negotiating a prospective purchase agreement with the DEC and Borough.

FY 01 Response Fund Expenditures: $15,066.00
FY 01 Cost Recovery:

FY02 Actions:
The long-term groundwater monitoring and residential treatment system maintenance programs were continued. Additional permanent groundwater monitoring wells were installed.

FY02 Response Fund Expenditures: $0
FY02 Cost Recovery: None

FY03 Projected Actions and Expenditure Amounts:
Install additional permanent groundwater monitoring wells to gain a better understanding of the regional plume dynamics at the lateral boundaries of the plume. These new wells were cluster wells, which are separate wells installed at the same physical location but screened at different depths. The location and screen depth of the new wells were determined from a series of temporary wells that were located along transects running perpendicular to the regional plume and at various depths.

Continued long-term groundwater monitoring and residential treatment system maintenance programs.

Estimated expenditures: $31,250.00

Project/Site Name: **New Port Walter Bunker**
Location: New Port Walter (East side of Baranoff Is.)
Project Manager: Mark J. Burger Tel: (907) 465-5239
Site ID Number: 00119932301 Tracking Number: 14653860

Situation: On Nov. 18, 2000 an oil sheen and black oil was detected in the waters of Port Walter and Little Port Walter bays by National Marine Fisheries Service (NMFS) personnel from the Little Port Walter Fisheries Research Station. Subsequent investigations by personnel from NMFS, Alaska Department of Environmental Conservation (ADEC) and the United States Coast Guard (USCG) determined that the source was an aboveground storage tank left over from an abandoned saltery (early 1900's), located in New Port Walter Cove. The tank contained ancient Bunker C Oil left over from saltery activities. It was determined that the contents of the tank, approximately 1000 gallons, was released due to a gradual deterioration of the tank support system resulting in a split in the seam of the tank bottom. The release discharged oil to an area immediately below and away from the tank extending approximately fifteen feet down an embankment directly to salt water. The saltery site was determined to be within the jurisdiction of the United States Forest Service (USFS), who immediately responded.

FY01 Actions: ADEC joined with the USCG and USFS to open an Incident Command Post in Juneau and ran a multi-agency, integrated response to the incident. Boom was placed in Little Port Walter to protect the NMFS fish pens. The USFS hired TCI Environmental out of Sitka to conduct a site assessment and to conduct source control, containment and cleanup actions. Sea Curtain and sorbent boom were placed directly below the spill source at New Port Walter. The majority of beach cleanup was affected by Nov. 28, 2000 with final beach and tank cleaning being completed by Dec. 11, 2000. The remaining contamination is limited to oil directly under the tank and contaminated bedrock below the 6-8" duff layer between the tank and the exposed rock at the high tide line. The Regional Forester has expressed his intention of removing the tank.

FY01 Response Fund Expenditures: $11,870.
FY 01 Cost Recovery: None

FY 02 Actions:
Coordinated with U.S. Forest Service and State Historical Preservation Officer and completely removed the source tank. No further action necessary.

FY02 Response Fund Expenditures: None
FY02 Cost Recovery: None

Project/Site Name: **O'Donnell HHOT**
Location: 214 Observatory Road, Sitka, AK
Project Manager: Scot W. Tiernan Tel: (907) 465-5378
Site ID Number: Tracking Number: 14653660

Situation:
In July 2000 the 500 hundred gallon home heating oil tank at the residence of Elizabeth O'Donnell, 214 Observatory Street, Sitka failed and the entire contents of the recently filled tank were discharged. The spilled fuel initially impacted Mrs. O'Donnell's yard, migrated into the yard of the next door neighbor and eventually into at least three yards other than the O'Donnell property. The majority of the oil was concentrated in the soils of Mrs. O'Donnell's next door neighbor at 212 Observatory Street

Mrs. O'Donnell, a 78-year-old woman living on a small fixed income, hired a local environmental consultant to conduct the cleanup of the spill. It quickly became evident the homeowner did not have the financial resources available to conduct an adequate response to the spill.

FY 01 Actions:
The State assumed the cleanup and hired a term contractor to conduct a site characterization and interim removal action at the site. Due to various weather and logistical problems the site characterization was not started until October 2000. The interim removal action was begun in November of 2000 and completed in April of 2001. Approximately 70 cubic yards of material was removed and replaced, the soils were shipped to Washington State for disposal and the neighbor's yard was restored. The O'Donnell property was brought back to grade but no lawn seeding or replacement of disturbed vegetation was done. All cleanup and restoration activity was completed by April 2001.

FY01 Response Fund Expenditures: $35,7335.00
FY01 Cost Recovery: None

FY02 Actions:
The neighboring residence owner reported that their basement, which prior to the spill cleanup work had been dry, now floods with water during periods of high rain. The term contractor investigated and determined that during the cleanup work, the contaminated soils, which were a slow draining organic overlaying volcanic ash had been replaced with porous fill material. The fill material attracted natural runoff from the area and now drains more water than had been the case prior to the cleanup. The increased drainage overloads the existing drainage system.

FY02 Response Fund Expenditures: $30,478.00
FY02 Cost Recovery: None

FY 03 Projected Actions and Expenditure Amounts:
For FY 03 an extension of a drainage system will be done. This is necessary to alleviate the flooding of the basement at 212 Observatory Street that has occurred since the completion of the restoration project.

FY03 Projected Expenditures: $6,400.00

Project/Site Name: **Old Eagle School Former Tank Farm**
Site Location: Eagle Village, Alaska
Contact: David J. Pikul Tel: (907) 269-7551
Site ID Number: 1996310110702 Tracking Number: 14638160

Situation:
Although the Old Eagle Village School and its tank farm have been torn down and removed, some heating oil contamination remains in the soil under the former tank farm. Diesel fuel contamination, including traces of some volatile organics (ethylbenzene, toluene, and xylene), has been detected in the soil. Corrective action by the State of Alaska (Department of Natural Resources) involved the demolition and removal of physical structures at the project site. Site assessment activities have identified soil contamination associated with the former tank farm facility and any contamination that is determined to pose a risk to the public's health and/or the environment must be addressed. During the 1999 field season, an ADEC contractor excavated, sorted and stockpiled contaminated soils based on diesel range organic concentrations.

FY01 Actions:
Soils were successfully remediated at the site through use of Hot Air Vapor Extraction.

FY01 Response Fund Expenditures: $272,989.00
FY01 Cost Recovery: None

FY02 Actions:
No action . This site is closed

Project/Site Name: **Osborne Construction - Marshall Airport**
Location: Marshall
Project Manager: Bob Carlson — Tel: (907) 543-3215
Site ID Number: 01279911001 — Tracking Number: 14899260

Situation:
Osborne Construction Company (Osborne) is building a new airport at Marshall. On April 20, 2001, Bethel ADEC staff received complaints about poor management of petroleum products, ongoing spills, runoff to surface water, and failure clean up spills. Staff traveled to Marshall on April 22, April 29, and May 2, 2001 and documented twenty-two (22) instances of unreported petroleum discharges to the land and water, and three (3) instances of improper disposal of petroleum-contaminated wastes. On May 14, 2001, Bethel ADEC staff issued a Notice of Violation to Osborne and requested that the company to take corrective action.

Osborne subsequently engaged Nortech Environmental & Engineering Consultants to conduct a site assessment and draft cleanup proposals for the various contaminated sites. After discussions with Osborne's officials, consultants, and attorneys, ADEC staff approved site cleanup plans, which were executed during the summer of 2001. ADEC staff inspected the sites on May 16, July 16, and September 10, 2001. Once the contaminated soil stockpiles are shipped to a facility for treatment, the cleanup will be complete.

FY01 Actions:
Site visits April 22, April 29, May 2, May 16,
Notice of Violation issued May 14, 2001
Investigation by ADEC Criminal Investigation Unit

FY01Response Fund Expenditures: $10,419.00
FY01 Cost Recovery: None

FY02 Actions:
Site visits July 16, and September 16, 2001. Potential expenditures related to possible civil or criminal actions.

FY02 Response Fund Expenditures: $723.00.
FY02 Cost Recovery: None

Project/Site Name: **Pedro Bay Dena'ina School**
Location: Pedro Bay, Alaska
Project Manager: David J. Pikul Tel: (907) 269-7551
Site ID Number: 1993250101502 Tracking Number: 14896460

Situation:
Extensive soil and groundwater contamination has resulted over the years due to poor storage practices and releases from leaking aboveground storage tanks. Contaminants include Benzene, Gasoline Range Organic (GRO), and Diesel Range Organic (DRO) petroleum hydrocarbons. The Department conducted a site assessment at the facility in 1998, which documented extensive soil contamination in the schoolyard, and around the tank farm.

During the spring of 1999, groundwater contamination migrated into a creek that drains into Lake Iliamna causing extensive sheens and concern for the salmon fishery in the area. The contaminated groundwater seepage into the creek became evident after a petroleum spill was discovered at the tank farm. The spill appears to have been caused by an earthquake that registered 5.5 on the Richter scale, as well as the buildup of ice in the tank farm area.

Interim remedial actions were employed during 2000 and 2001 to minimize contaminant migration impacts to the environment. Groundwater interception and treatment systems have been installed to capture and treat groundwater prior to entering Lake Iliamna. Lakeside and creek bed sediments and soil have been impacted from releases from the site. Tank farm soils remain in the ground and require cleanup as they are a continuing source of contamination.

During the winter 2000/2001, the warm winter climate resulted in excessive surface water runoff, which in turn overwhelmed the groundwater treatment system. In addition, the increased surface water runoff resulted in ponded water conditions under the school building creating an indoor air quality problem in the school. DEC coordinated with the State Fire Marshal, Department of Labor and Department of Epidemiology to provide the Lake & Peninsula School District (L&P) with any health risk information regarding re-occupancy of the school. The school was evacuated until air quality conditions could be improved. Indoor air quality monitoring was required and conducted. L&P acted under State direction and contracted an industrial hygienist to test the school air quality.

FY01 Actions:
During the winter 2000/2001, the warm winter climate resulted in excessive surface water runoff, which in turn overwhelmed the groundwater treatment system. In addition, the increased surface water runoff resulted in ponded water conditions under the school building creating an indoor air quality problem in the school. DEC coordinated with the State Fire Marshal, Department of Labor and Department of Epidemiology to provide the Lake & Peninsula School District (L&P) with any health risk information regarding re-occupancy of the school. Indoor air quality monitoring was conducted and air evacuation blowers installed in the building crawl space.

FY01 Response Fund Expenditures: $182,657.00
FY01 Cost Recovery: None

FY02 Actions:
Continued indoor air sampling and operation of the exhaust blower for the school building crawl space. Met with community members during indoor air quality monitoring performed by EHS Alaska. Described process and discussed related issues. Groundwater treatment system was redesigned and a cover designed and installed over tank farm soils. Water treatment system operational and free product recovered from sumps. Installed well points at the base of the former tank farm. Inventoried equipment.

FY02 Response Fund Expenditures: $76.870.00
FY02 Cost Recovery: None

FY03 Projected Actions and Expenditure Amounts:
Pilot study running on-site remedial systems in various configurations to determine the best remedial method for site cleanup. Methods include but not limited to soil vapor extraction, air injection, air sparging and filtration of groundwater. Vertical PVC pipe(s) within the tank farm soils should be exposed and retrofit to allow for the collection of in-situ water for laboratory analysis for GRO, DRO and BTEX and to monitor vacuum created from running remedial systems. Components of the groundwater treatment system will require cleaning and maintenance. Projected FY03 response fund expenditures: $200,000

Project/Site Name: **River Terrace Laundromat**
Location: Soldotna
Project Manager: Rich Sundet — Tel: (907) 269-7578
Site ID Number: 92230918701 — Tracking Number: 14974360

Situation:
River Terrace RV Park (RTRVP) is an approximately ten-acre parcel located on the banks of the Kenai River in Soldotna. A dry cleaner operated on site beginning in the 1960s and ending in the 1980s. Currently the parcel is occupied by a trailer court, a recreational vehicle park and associated facilities, including a laundromat. During a 1992 investigation of a complaint of leaking barrels, DEC discovered 22 barrels containing waste oil and hazardous substances, including one 55 gallon drum labeled "Perchloroethylene" (also known as tetrachloroethylene or PCE). At DEC's request, the owner had an environmental contractor remove the barrels.

The site was characterized for soil and groundwater impacts based on its past use as a dry cleaning facility. The assessments identified soil contamination above DEC cleanup levels for petroleum hydrocarbons and PCE. The groundwater monitoring results identified levels of PCE above the alternative cleanup level (ACL), established by DEC in August 1997. The property owner excavated and stockpiled contaminated soil (approximately 3,300 cy) on-site under EPA oversight. The stockpiled soil was treated on-site using a soil vapor extraction system (SVE). DEC assumed the lead role to investigate the site and performed a water quality and sediment investigation in the Kenai River adjacent to RTRVP. Furthermore, a Remedial Investigation/Feasibility Study (RI/FS) was prepared that further characterized the site and evaluated several remedial alternatives to treat the contamination. An interim treatment system to treat storm water discharge prior to it entering the Kenai River was installed.

A Record of Decision established cleanup levels at the site and specified that Hydrogen Releasing Compound (HRC) as the method to treat the groundwater. The injection would occur in a phased approach. A pilot study was performed to assist in evaluating the effectiveness HRC injection. It was determined to proceed with HRC treatment and install 56 HRC injection points under Phase I. An additional 51 injection wells were installed under Phase II. Groundwater and sediment sampling continued.

FY01 Actions:
A pilot study was performed to assist in evaluating the effectiveness HRC injection. It was determined to proceed with HRC treatment and install 56 HRC injection points under Phase I. An additional 51 injection wells were installed under Phase II. In addition to cleanup activities, funding has been provided for legal advice on cleanup matters, litigation of the State's cost recovery action, and litigation to retain access to the site for the assessment and cleanup work.

FY01 Response Fund Expenditures: $570,307.00
FY01 Cost Recovery: $300,000.00

FY02 Actions:
DEC continued to monitor the treatment at the site and evaluate trends in contamination in both the groundwater and the sediments in the Kenai River. In addition to cleanup activities, funding has been provided for legal advice on cleanup matters, litigation of the State's cost recovery action, and litigation to retain access to the site for the assessment and cleanup work.

FY02 Response Fund Expenditures: $327,031.00
FY02 Cost Recovery: $1,453,922.00

FY03 Projected Actions and Expenditure Amounts:
DEC will review and evaluate the quarterly groundwater data to determine the effectiveness of the HRC treatment. It is proposed to continue another phase of HRC injection and augment it with a biological treatment. Additional groundwater quality /sediment investigations will be conducted in the Kenai River. The treated stockpiled soils are expected to be spread on-site in spring 2003.

FY03 Projected Expenditures: $360,000.00

Project/Site Name: **Savoonga USPS Spill**
Location: Savoonga Post Office, Savoonga Alaska.
Project Manager: Tom DeRuyter Tel: (907) 451-2145
Site ID Number: 00389916101 Tracking Number: 14640760

Situation:
Fuel released from a 500 gallon storage tank through a broken fuel line. The site was snow covered but actively melting. Fuel left the Post Office property along the utility corridor across community property and was pooling on meltwater puddles by the down hill houses.

FY01 Actions:
Contaminated snow was removed, placed on liner and allowed to melt. Water and oil was pumped into tankage. Pooled meltwater with oil was pumped into tankage all the oil was removed with sorbents. Contaminated soil was removed and placed on liner by the sewage lagoon.

FY01 Response Fund Expenditures: $34,436.00
FY01 Cost Recovery: None

FY02 Actions:
Effort was made to include the Post Office Employees in the proposed 24 or 40 hour training program for Village Response Teams. The decision was made to wait with the cost recovery on this spill until we could get the village training program put together. This action was agreed to by the USPS, ADEC and ADOL.

FY02 Response Fund Expenditures: None
FY02 Cost Recovery: None

FY 03 Projected Actions:
Initiate cost recovery. Initiate training program.

Project/Site Name: **TAPS Bullet Hole Release MP399**
Location: Livengood, AK
Project Manager: Tom DeRuyter — Tel: (907) 451-2145
Site ID Number: 01309927701 — Tracking Number: 14961560

Situation:
October 4, 2001 a vandal shot a hole in the Trans Alaska Pipeline with a high powered rifle. This action resulted in over 200,000 gallons of oil being released into an area forested with black spruce and mixed hardwoods.

FY 02 Actions:
The response to this release included achieving control of the source and recovery of surface oil using a series of collection ponds and drainage ditches. Oil was pumped back to vacuum trucks for transportation and reuse at Alyeska Pump Station 7.

Cleanup began in January 2002 after the site had completely frozen back and access with heavy equipment would not cause excessive damage. Oiled vegetation, debris and contaminated soil was removed and hauled to the OIT treatment facility in Moose Creek, AK where it was remediated.

During the final stages of the cleanup a lens of oil and contaminated gravel was discovered approximately 20 below the surface of the Alyeska road right-of-way. During the summer months of 2002 an active long-term collection system was installed to facilitate the removal of the free product.

FY02 Response Fund Expenditures: $ 144,284.00
FY02 Cost Recovery: None

FY 03 Projected Actions and Expenditure Amounts:
A long term cleanup plan will need to be developed for the remaining contaminated soil under the Alyeska Road Right-of-way

FY 03 projected expenditure: $ 2,000.00

Project/Site Name: **Tesoro Pipeline Mile 13.75**
Location: Tesoro Anchorage Pipeline at Mile 13.75; Nikiski, Alaska
Project Manager: Gary Folley Tel: (907) 262-5210
Site ID Number: 01239921202 Tracking Number: 14864060

Situation:
On July 31, 2001 an undetermined amount of middle distillate fuel oil (jet and diesel fuels) was released at Mile 13.75 of the Tesoro Alaska Pipeline (underground pipeline from refinery to Anchorage). The spill site was within the Captain Cook State Recreation Area on land owned by the Kenai Peninsula Borough. The cause of the release was determined to be external corrosion from a failed field wrap, at a weld joint. Before the release was discovered, Tesoro had completed an internal pipeline inspection from the refinery to the Anchorage Terminal. The release was discovered while performing line locates in preparation for field inspection of an anomaly detected by the internal inspection. The release occurred approximately 640 feet south of an un-named tributary to Bishop Creek in an area of black spruce bog and open grassy wetlands. Hydrocarbon sheens were observed on the un-named tributary to Bishop Creek during the emergency response activities. Sheens were not observed on Bishop Creek.

FY02 Actions:
Tesoro and Cook Inlet Spill Prevention and Response Inc. (CISPRI) began cleanup actions immediately after the release was discovered and continued until October 14, 2001. Two interception trenches were installed down gradient of the release. Fuel oil and contaminated water were recovered with sorbent material, pumps and portable tanks, and vacuum trucks. Approximately 148,000 gallons of contaminated water and 1533 gallons of free product were recovered and transported to the Tesoro Refinery for processing. Approximately 2900 cubic yards of contaminated soil and gravel was excavated and stockpiled at the Refinery.

FY02 Response Fund Expenditures: $11,246.00
FY02 Cost Recovery: $ 7,209.00

FY 03 Projected Actions and Expenditure Amounts:
Tesoro has constructed a bioremediation cell at the refinery to treat the contaminated soil and gravel excavated during the response. Some additional cleanup may needed at the release site. Several potential "hot spot" areas that were identified during sampling in October 2001 were re-sampled in August 2002. Confirmed hot spots will be over-excavated. The site will be backfilled and re-vegetated after surface water monitoring confirms that remaining conditions do not adversely impact water quality on the tributary to Bishop Creek.

FY 03 projected expenditure: $5,000.00

Project/Site Name: **Trailside General Store**
Location: Homer
Project Manager: Paul Horwath — Tel: (907) 262-5210, ext. 250
Site ID Number: 99230011901 — Tracking Number: 14695860

Situation:
In the spring of 1999, gasoline emerged through fissures in the pavement around the Trailside General Store's underground storage tank systems. Trailside's contractors initially responded to the release and initiated cleanup actions, eventually excavating approximately 5000 cubic yards of soil. Trailside's contractor ceased all work on the project, claiming a lack of payment by Trailside in the spring/summer of 2000. The contractor left an open excavation at the site, and high concentrations of fuel remained in site soils. The Department of Law filed a lawsuit against Trailside By the fall of 2000, it became clear that Trailside was not going to proceed with additional cleanup work at the site, in spite of repeated requests by the ADEC. ADEC hired a contractor to continue with the cleanup work at the site, and to stabilize the excavation site.

FY01 Actions:
An ADEC contractor completed the excavation of highly contaminated soils at the site, and stabilized and filled in the cleanup excavation pit. A groundwater diversion system was installed to prevent contamination from migrating under the existing building on site. Excavated contaminated soils were transferred to the Homer ADOT maintenance facility, for purposes of safe storage and future treatment.

FY01 Response Fund Expenditures:	$209,745.00
FY01 Cost Recovery:	$ 1,042.00

FY02 Actions:
Contaminated soils from the Trailside General Store site are currently stockpiled at the Homer ADOT maintenance facility. A soil treatment contractor will be hired to treat and dispose of these soils.

FY02 Response Fund Expenditures:	$12,660.00
FY02 Cost Recovery:	None

FY 03 Projected Actions and Expenditure Amounts:
A term contractor will be hired to collect soil and groundwater site assessment samples, and to evaluate the risk this site may pose to human health, welfare, and the environment. Additional cleanup work, or long term monitoring of the contamination, will be implemented, if necessary. The Projected FY03 past cost recovery/future cleanup cost recovery is contingent on the U.S. Bankruptcy Court's approval of the State's settlement with the property owner and its insurer as well as the sale of assets in the Trailside General Store bankruptcy action.

FY03 Response Fund Expenditures:	$43,000.00
Projected FY03 Recovery of Past Cost:	$775,000.00[1]
Projected FY03 Recovery of Future Cleanup Costs:	$543,000.00

[1] These costs include Department of Law Legal costs covered by the Response Fund RSA and Capital Appropriation Cleanup expenditures for site cleanup estimates and soil treatment.

Project/Site Name: **U Pad Acid Spill**
Location: Greater Prudhoe Bay, North Slope
Project Manager: Amanda Leffel — Tel: (907) 451-2175
Site ID Number: 01399930301 — Tracking Number: 14962360

Situation:
On October 30, 2001 an estimated 1,764 gallons of a 20% xylene, 12% hydrochloric acid, and 68% fresh water mixture (AKA DAD acid) spilled to tundra when a tanker truck rolled off the road. The area of tundra impacted was estimated at 37,910 square feet. Aerial photographs indicate the spill impacted a low-lying area where a large amount of ice was encountered.

FY02 Actions:
Due to the unique nature of the material spilled, outside resources were necessary. ADEC hired Shannon & Wilson for their technical proficiency. A complete list of chemical components was not readily made available to the Department, so a large suite of tests was required to narrow down certain target compounds.

A number of cleanup tactics were tested and applied to the site. Cleanup of the site consisted primarily of trimming the material up from the surface of the ice that lay on top of the tundra. This task was proceeded with carefully to ensure minimal damage to the tundra. Shannon & Wilson provided technical expertise that lead significantly to the success of the cleanup. After an exhaustive sampling regime, results indicated that the contaminates of concern met ADEC cleanup criteria.

FY02 Response Fund Expenditures: $68,189.00
FY02 Cost Recovery: None

FY 03 Projected Actions and Expenditure Amounts:
No further expenditures are expected.

Project/Site Name: **UAF Palmer Dump - Palmer Ag Researh Center**
Location: 0.2 Trunk Road, Palmer, Alaska
Project Manager: David Pikul Tel: (907) 269-7551
ReckeyNumber: 1993220929901 Tracking Number: 14967760

Situation:
The University of Alaska Palmer Research Center is located at mile 0.8 Trunk Road, Palmer, Alaska. The 1,500-acre facility has been in operation since approximately 1920. An unpermitted landfill (dump) was created on the property and information indicates it has been used for 50 years or so. Low level chlorinated pesticides have impacted relatively deep groundwater (80 feet). Minimal site characterization has been completed. Additional monitoring wells are needed to conduct groundwater monitoring of the "dump" leachate.

FY01 Actions:
NTP issued to install a third monitoring well, collect groundwater samples for lab analysis, survey the wells and develop a site map depicting the groundwater gradient. Third monitoring well installed and report submitted to DEC. Report review identifies a southeasterly groundwater flow direction. Downgradient wells impacted by chlorinated herbicides.

FY 01 Response Fund Expenditures: $30,272.00
FY 01 Cost Recovery: None

FY02 Actions:
No action

FY 02 Response Fund Expenditures: $0
FY 02 Cost Recovery: None

FY 03 Projected Actions and Expenditure Amounts:
Three monitoring wells will be installed downgradient of the known groundwater contamination to further characterize the plume. All site wells will be monitored to identify contaminant concentrations and migration.

Estimated FY03 Costs: $80,000

Project Site Name: **Unalaska Airport, Torpedo Bldg.**
Location: Dutch Harbor, Unalaska, Alaska
Project Manager: Deb Cailouet — Tel: (907) 269-0298
Site ID Number: 199125091060 — Tracking Number: 14691560

Situation:
This site is located on State of Alaska, DOT land at the Dutch Harbor airport in Unalaska. The Torpedo Building was constructed by the Department of the navy in 1941 during World War II. It was used as a torpedo bombsite and utility building during 1945 and 1946. After that the building was used by the Navy for storage for a few years. It was leased to Alaska Barge and Transport from 1959 to 1962. The property deeded to the Alaska Department of Transportation and Public Facilities as part of the airport facility. The building has deteriorated over the years. The ends of the building are open to the environment. Soil, water and debris collected on the floor which became contaminated with high levels of lead and asbestos due to deterioration and releases associated with storage or maintenance activities. Diesel range organics (DRO) contamination is present in the shallow groundwater.

FY 01 Actions:
DEC hired a term contractor to remove contaminated soil/sludge from the floor within the torpedo building to prevent contaminants from adversely affecting the soil, groundwater or air quality (lead and asbestos in dust) around the building. Drums and other containers of waste were removed and properly disposed or recycled. Contaminated soil was shipped to a permitted disposal facility.

FY01 Response Fund Expenditures: $98,363.00
FY01 Cost Recovery: None

FY02 Actions:
DEC reviewed the cleanup report documenting work done in FY 01.

FY02 Response Fund Expenditures: $0
FY02 Cost Recovery: None

FY03 Projected Actions and Expenditure Amounts:
None - although groundwater at the site is contaminated with DRO, the groundwater is not used as a drinking water source. This site ranks as a lower priority than many State owned contaminated sites, thus no further work is planned at this time. AK DOT has future plans to take down the remaining building.

Project/Site Name: **Waldhiem, 2789 Rasmusson Property**
Location: 2789 Waldhiem , Fairbanks, Alaska
Project Manager: Ed Meggert Tel: (907) 451-2124
Site ID Number: 99309926901 Tracking Number: 14641060

Situation:
A newly installed fuel tank fell over spilling the contents of approximately 200 to 300 gallons of diesel at the above address. Fuel migrated into a natural drainage depression that ran through a residential area. The contractor did a cursory initial cleanup and after several months of negotiation refused to complete it. During this time the fuel continued to migrate. In order to protect the down gradient properties the state assumed the cleanup and completed it.

FY01 Actions:
A state term contractor removed approximately 130 cubic yards of contaminated soil which was thermally remediated at OIT. The site was then restored as closely as possible to it's previous condition by replacing topsoil and reseeding the lawn area affected, and back filling the excavation in the drainage. Sampling confirmed that levels of contamination remaining were protective of further migration.

FY01 Response Fund Expenditures: $37,017.00
FY01 Cost Recovery: None

FY02 Actions:
No action taken this FY and no further expenditures anticipated.

Project/Site Name: Walsky Property
Location: Fairbanks/North Pole
Project Manager: Douglas Bauer Tel: (907) 451-2192
Site ID Number: 1995310933501 Tracking Number: 146/9560

Situation:
In 1994/1995 a site investigation on the neighboring McCall and Holder properties indicated that the Walsky property could contain tricholorethylene (TCE) and 1,1,1-trichloroethane (TCA) source areas. This was based on an interpretation of existing groundwater monitoring data. The current landowner was unable (or unwilling) to finance a site investigation and disagreed with the groundwater data conclusions.

Concurrently in 1995/1996, sampling of residential drinking water wells in the Six Mile Village Subdivision (approximately 0.75 mile to the northwest of the Walsky property) confirmed area-wide TCE (and minor TCA) groundwater contamination.

In 1996/1997, a title search was performed and attempts were made to locate and contact other potentially responsible parties. Additional groundwater monitoring wells were installed throughout the area to better define and monitor the area-wide TCE plume.

In 1997, a series of temporary groundwater probes were installed on the property to confirm the likelihood of the TCE/TCA sources. The probes also detected localized petroleum hydrocarbon contamination in the soil and groundwater.

In July 1998, a site investigation began to delineate the extent of the TCE and TCA source areas, and to develop clean up plans. A series of soil gas collectors were used to identify the general location of the source areas. This was followed by a series of groundwater probe transects (multiple-depth groundwater measurements across an area) to measure the groundwater contamination and to help estimate the width and depth of the source areas.

Sufficient data was collected to conceptually evaluate clean up alternatives and their relative costs. Cleanup alternatives with proven Alaskan applicability were considered. They were presented at a public workshop with Air Injection/Soil Vapor Extraction (AI/SVE) tentatively selected contingent upon a successful treatability and engineering design evaluation.

FY01 Actions:
In 2001 soil samples from the source areas were collected to aid in the treatability evaluation and for design of a treatment system. Prior to their collection, a ground penetrating radar survey was conducted to locate possible buried drums or other source material. A plan for the treatability evaluation was completed using state-of-the-art tracer techniques. The use of the tracer was necessary due to the depth of the source area.

In 2001, the treatability evaluation was placed on hold pending a better understanding of the interaction between the groundwater plumes generated on the Holder property and the plumes generated downgradient on the Walsky property. Additional groundwater monitoring wells were installed on the Six Mile Truck Shop property to aid in the resolution.

FY01 Response Fund Expenditures: $49,012.00
FY01 Cost Recovery: None

FY0' Actions:
Th' ong-term groundwater monitoring and residential treatment system maintenance programs were continued. Additional permanent groundwater monitoring wells were installed.

FY02 Response Fund Expenditures: $11,333.00
FY02 Cost Recovery: None

FY03 Projected Actions and Expenditure Amounts:
Install additional permanent groundwater monitoring wells to gain a better understanding of the regional plume dynamics at the lateral boundaries of the plume. These new wells are cluster wells, separate wells installed at the same physical location but screened at different depths. The location and screen depth of the new wells were determined from a series of temporary wells that were located along transects running perpendicular to the regional plume and at various depths.

Continued long-term groundwater monitoring and residential treatment system maintenance programs.

Estimated expenditures: $31,250.00

Project Site Name: Wrangell Junkyard
Location: Wrangell
Project Manager: William Janes Tel: (907) 465-5208
Site ID Number: 2000130910501 Tracking Number: 14914360

Situation:
The Wrangell Junkyard is located on three acres on the uphill side of Zimovia Highway, about four miles south of Wrangell. The facility operated as a salvage yard from the early 1960s into the 1990s. The site is currently covered with derelict automobiles, miscellaneous scrap, drums, broken batteries, and a number of transformer casings. A partial cleanup was conducted in the mid-1990s to remove salvageable metal. The site was reported to DEC by an adjacent landowner in 1999 as potentially contaminated.

FY 01 Actions:
A preliminary site assessment documented the presence of contaminated soil over an area of approximately 10,000 square feet. Volatile and semi-volatile organic compounds, polychlorinated biphenyls, and various metals were found to be present. The biggest concern is lead, which was detected at three orders of magnitude higher than the cleanup level. Lead has migrated across Zimovia Highway and into the intertid l area.

FY01 Response Fund Expenditures: $26,487.00
FY01 Cost Recovery: None

FY02 Actions:
A site characterization was conducted to further delineate the extent of contamination, calculate the volume of soil with lead above the 400 mg/kg residential cleanup level, and prepare a cost estimate for removal of lead-contaminated soil and solid waste.

FY02 Response Fund Expenditures: $ 911.00
FY02 Cost Recovery: None

FY03 Projected Actions and Expenditure Amounts:
No action will be taken in FY 03. A phased cleanup plan assessment is proposed beginning FY 04.

OIL AND HAZARDOUS SUBSTANCE RELEASES

ALASKA STATUTES

Sec. 46.08.060. **Report.** (a) The commissioner shall make available a report to the legislature not later than the 10th day following the convening of each first regular session of the legislature. The commissioner shall notify the legislature that the report is available. The report may include information considered significant by the commissioner but must include:

(1) the amount of money expended by the department under AS 46.08.040(a) during the preceding two fiscal years.

(2) The amount and source of money received and money recovered by or on behalf of the department during the preceding two fiscal years under
(A) AS 46.08.020; and
(B) AS 46.08.025;

(3) a summary of municipal participation in the department's responses that were paid for by the fund;

(4) a detailed summary of department activities in responses paid for by the fund during the preceding two fiscal years, including response descriptions and statements outlining the nature of the threat; in this paragraph, "detailed" includes information describing each personal services position and total compensation for that position, each contract in excess of $10,000, and each purchase in excess of $10,000; and

(5) the projected cost to the department for the next two fiscal years of monitoring, operating, and maintaining sites where response has been completed or is expected to be continued during the next two fiscal years.

(b) As part of the department's on-going identification efforts associated with oil spill or hazardous substance release or waste sites, the commissioner shall include in the report under this section

(1) the number of sites that are included in the department's contaminated sites data base, whether the site is active or closed; and

(2) a prioritized listing of those sites, both statewide and by community, based on the immediate and long-term threats to the public health or welfare or to the environment.

(c) In addition to the department's report required under (a) of this section, the governor shall submit a report about use of the fund during the previous two fiscal years to the legislature not later than the 10th day following the convening of each first regular session of the legislature. In the report, the governor shall describe in detail the governor's use of money from the fund, with separate explanations, by agency, of the activities that were paid for under the authority of AS 46.08.045.

INDUSTRIAL DEVELOPMENT ROADS

1. North Slope Oilfield Connector Roads & Colville River Bridge
2. Foothills Lease Access Road
3. Red Dog Mine Port Expansion
4. Glacier Creek Road to Rock Creek Mine
5. Nenana - Tokchaket Access
6. Pogo Mine Access Road
7. North Denali Access
8. Yukon River Port and Road Network (including Ruby-McGrath)
9. Crooked Creek to Donlin Creek Mine Road
10. Kennicott - McCarthy Road
11. Shepard Point Road and Port
12. Williamsport to Pile Bay Road
13. Bradfield Canal Road

ALASKA COMMUNITY ACCESS ROADS

1. Ketchikan Gravina Island Bridge
2. Wrangell to Ketchikan Connectors
3. Kake to Petersburg Connector
4. Juneau - Skagway Road
5. King Cove to Cold Bay Road and Hovercraft System
6. Chignik Connectors
7. Naknek River Bridge
8. Wood River Bridge
9. Seldovia to Port Graham Road
10. Iliamna to Nondalton Road
11. Knik Arm Crossing
12. Tetlin to Alaska Highway Connector
13. Healy Lake Road
14. Yukon River Highway
15. Eureka to Rampart Road
16. Chena Hot Springs to Circle Hot Springs Road
17. Stevens Village to Dalton Highway Road
18. Bettles to Dalton Highway Road

DIVISION of
STATEWIDE PLANNING

March 27, 2003 V2.0

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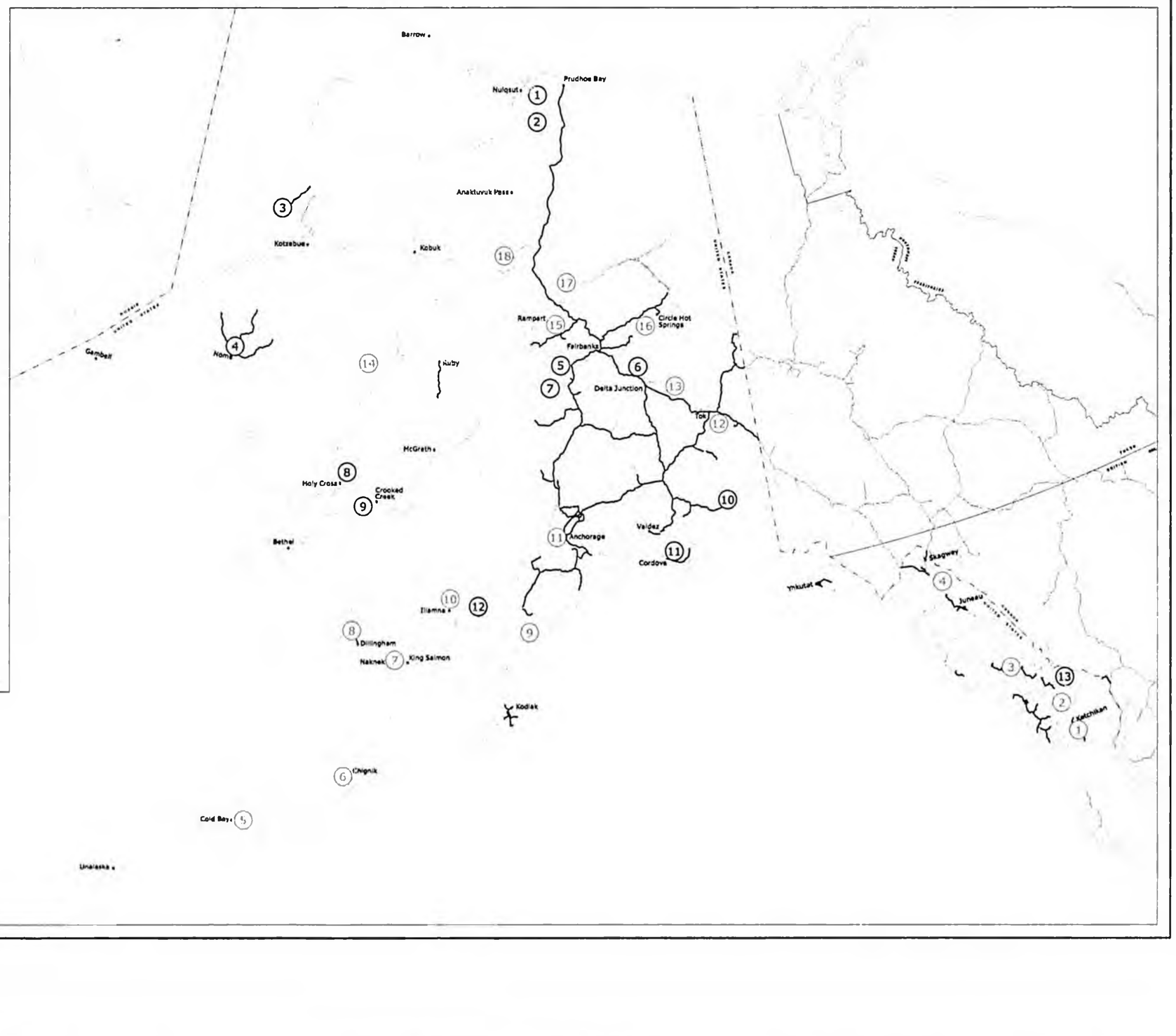

Department of Transportation and Public Facilities
Emergency and Non-Routine Maintenance Projects

FY03	
Region Wide Chipseal	$106.7
Fairbanks Warm Storage Building	$100.0
Emergency Operations Center	$12.0
Dalton Highway Flood Repair	$74.8
Earthquake Costs	$59.4
Contracted Maintenance (Northern & Central)	$200.0
Pitman Road Overlay or Chip Seal	$50.0
Chiniak and Pasagshak clean and repair ditches	$10.0
Echo Lake Road Pre-level and overlay	$40.0
Chief Eddie Hoffman Rd Pre-level and overlay	$28.0
Torpedo Building Security Fence (CR)	$40.0
Scale repair at Glenn Hwy intersection	$25.0
Homeland Security Emergency Response	$25.0
Pending requests	
Nome dike system repair	$41.0
Alaska Highway Repairs	$93.0
Nome Deicing Chemicals	$40.0
Fairbanks Sand Deicing Chemicals	$135.0

Reference # 38455
Community Access Roads

Project Description/Justification
Based on the stated direction to seek opportunities to expand the surface transportation system to communities that currently rely on air transport, this program would be used to evaluate and begin project development of the most promising community access roads.

The department has identified no fewer than 18 potential community access roads that would link communities to adjacent communities or tc the connected road network. Such new roads offer the chance for improved economies and reduced public costs (schools, medical facilities, welfare reductions if employment rises, airport maintenance, landfills). In some cases, such new roads would also facilitate resource development through improved transport options.

Of the 18 potential community access roads now catalogued, and the several more likely to be brought forward, the department will analyze those that offer the best payback. Factors to consider include

- cost
- population served
- new and avoided public costs
- likely development schedule
- collateral benefits such as resource development
- other revenue sources (e.g., BIA, USFS, Denali Commission)/

From this analysis a short list of projects will be advanced through the engineering reconnaissance, environmental documents and permitting stages to the extent funding permits.

The department has a map that depicts the potential list of community access roads.

Reference # 38454
Industrial Access Roads

Project Description/Justification
Based on the stated direction to seek opportunities to expand the surface transportation system to resources that can jump start the state's economy, create jobs, and increase revenue to the state and localities, this program would be used to evaluate and begin project development of the most promising industrial access roads.

The department has identified no fewer than 13 potential industrial access roads that would link resources to port locations or to the connected road network. Such new roads offer the chance for improved economies and either reduced public costs or increased public revenues (welfare reductions if employment rises, increased revenue through royalties). In some cases, such new roads would also facilitate community access as well.

Of the 13 potential industrial access roads now catalogued, and the several more likely to be brought forward, the department will analyze those that offer the best payback. Factors to consider include

- cost
- magnitude of resource served
- extent of new public revenue and/or avoided public costs
- likely development schedule
- collateral benefits such as community access development
- contributed capital and O&M from resource owners or operators
- other revenue sources (e.g., AIDEA, BIA, USFS, Denali Commission)

From this analysis a short list of projects will be advanced through the engineering reconnaissance, environmental documents and permitting stages to the extent funding permits. Innovative finance concepts will be explored ranging from AIDEA to State Infrastructure Bank to concepts such as design/build/finance/operate.

Several of the potential projects are being evaluated now under existing contracts with a consulting engineering firm. The proposed funding would allow for this work to continue and progress to be made to develop more formal project packages, that can be brought forward for follow-on development. Key projects identified to date include Rock Creek, a Yukon Port for fuel and mineral development, and the several projects south and west of the North Slope oil fields.

The department has a map that depicts the potential list of industrial access roads.

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

	Highway Needs	Pri-ority	Project Description	Cost	Description
	Dalton Highway MP 242.5-244.5	1	Dalton Highway Guardrail Repair	100.0	Guardrail on Atigun Pass is in poor condition. Existing damaged w-beam guardrail must be replaced. Many areas are twisted, gouged, and some sections have sunken below acceptable heights. Avalanches have taken out complete sections leaving no protection.
	Richardson Highway MP 228	2	Gravel Removal	50.0	The combination of melting permafrost and heavy rains has caused thousands of yards of alluvial gravel to be deposited at the One Mile Creek Bridge at Mile 228 on the Richardson Highway. This project will take the gravel that had been stockpiled and will widen shoulders on either side of the bridge, allowing a storage area for future flood events. This will be an ongoing 10 year project.
	Nome Area Roads	3	Produce Sand for Winter Season	40.0	Produce sand for highways for use on icy roads in winter season.
	Richardson, Glenn, Alaska, Tok & Edgerton Highways	4	Southcentral Area Brushcutting	100.0	Brush cut areas on the Richardson, Glenn, Alaska, Tok and Edgerton Highways. Brush cutting needs to be completed on a three-year cycle. We have fallen behind in several areas that cannot be maintained with the funds available.
	Fairbanks District	5	Guardrail Repair	40.0	Replace and repair damaged guardrail sections and posts where needed to bring back to original installation condition.
	Parks Hwy MP 156-365	6	Parks Highway Guardrail Repair	75.0	Replace and repair damaged guardrail sections where there are broken blocks, posts and damaged rails.
	Western District Bridge Approaches	7	Bridge Approach Repairs	45.0	Haul fill to rebuild approaches to bridges, i.e. Kotzebue Lagoon, Swan Lake, Teller Road Bridges, some of which have no approach rail.
	Richardson, Taylor, and Alaska Highways	8	Southcentral Area Signing	25.0	Inventory damaged, missing, and low reflectivity signs throughout the area and replace them.
	Richardson, Taylor, and Alaska Hwys	9	Tok District Brushcutting	125.0	Many of these areas have not been cut for years. Sight distance around many of the corners can be greatly improved with this project. There are many areas that the brush is causing drifting problems, which will be reduced by cutting the brush back to the right-of-way. This project would reduce the hazard for travelers by increasing visibility along our state right-of-ways.
	Fairbanks District	10	Fairbanks Area Brushcutting	50.0	Brush cutting along the roadway is essential for the safety related conditions. To restore sight distance and lower animal auto accidents.

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

	Dalton Highway MP 335-362	11	Dalton Highway Delineator Repairs	60.0	Repair and install delineators between MP 335-362. Many areas throughout this section have poor shoulder definition during frequent blowing snow conditions.
	Denali Highway MP 60-130	12	Denali Highway Surfacing	120.0	Pull rocks from ditches to improve drainage and crush rocks on the road for a new surfacing. Add calcium to bind surface.
	Northern Region Bridge Crew	13	Portable Traffic Signal System	60.0	A Portable Traffic Signal would be used on all Northern Region bridges as a traffic control device to help keep the Bridge Crew safe while working on bridges. It would also be a safety measure for the flaggers who could instead work on the bridge crew to increase productivity and be an added safety measure for the traveling public.
	Nome Area Roads	14	Snow Fence Repair & Installation	52.0	Repair and install snow fence to reduce drifting and spring road opening operations.
	Fairbanks District	15	Fairbanks Area Roadway Fence Repair	30.0	Fencing along the roadways is a safety concern for moose-auto accidents.
	Elliott Hwy MP 72-150	16	Elliott Hwy Signing	40.0	Replace damaged, missing, and low reflectivity signs. Replace sign posts to meet current crash standards.
	Taylor and Alaska Highways	17	Culvert Repair	75.0	Culvert repair and replacement in areas of silt-laden permafrost which occur on the Taylor and Alaska Hwys. Several culverts of the rolled, crimped design have separated in deep fills. This project would replace or repair the broken culverts and restore drainage. There are 42 of these culverts that need fixed on the Taylor Hwy.
	Edgerton, Richardson, Glenn, and Tok Highways	18	Southcentral Area Culvert Repairs	150.0	Culvert replacement in areas of silt-laden permafrost which occur on the Richardson, Glenn and Tok Highways and other routes in the Southcentral Area. Several culverts of the rolled, crimped design have separated in deep fills. This project would replace some of the broken culverts and restore drainage.
	Nome Area Roads	19	Culvert Replacement	40.0	Replace collapsing culverts on various area roads.
	Dalton Highway MP 28-413	20	Dalton Highway Brushcutting	75.0	Brush continues to be a problem throughout this area causing poor sigh distance and snow drifting in wind areas. It has become a hazard for travelers due to animals on and near the road. It is often difficult for snow removal equipment to move snow off the road because of the dense brush.
	Fairbanks District	21	Sign Repair	30.0	Replace, straighten and repair sign damage caused by winter freezing rain and extreme slick conditions.

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

	Alaska and Richardson Highways	22	Tok District Guardrail	50.0	Damaged and substandard guardrail exists on several sections throughout the District. This money would repair or replace guardrail to be restored to the original installation condition.
	Elliott Highway MP 75-150	23	Denali Area Brushcutting	100.0	There are many areas that have not been cut for years. Sight distance around many of the corners can be greatly improved with this project. There are many areas that the brush is causing drifting problems, which will be reduced by cutting the brush back to the right of way. This project will allow us to get the worst areas. It is often difficult for snow removal equipment to move snow off the road because of the dense brush.
	McCarthy Road	24	Embankment Repair	100.0	Warmer temperatures have caused permafrost melt on the Edgerton Highway corridor between Chitina and McCarthy. In several areas, the roadway has sunk at least two feet into the permafrost. This project consists of hauling in gravel to elevate the road prism to correct the drainage, and replace damaged and broken culverts.
	Nome Area Roads	25	Western District Brushcutting	128.0	Brush control is needed for better sight distance which has become limited on this road in many areas and becomes a hazard for travelers due to turning vehicles and moose on and near the road. It is often difficult for snow removal equipment to move snow off the road because of the dense brush.
	Eagle Summit, Steese Highway	26	Eagle Summit Snow Pole Upgrade	30.0	Upgrade the snow poles on Eagle Summit. The reflectivity of all of the poles no longer exists. We need to upgrade them with the more flexible Carsonite ends with new reflective tape on both sides. This make them safer for the traveling public.
	Denali Highway MP 60-130	27	Denali Highway Brushcutting	75.0	This area has not been cut for many years. Drifting is a problem in many areas for spring road opening. It is often difficult for snow removal equipment to move snow off the road because of the dense brush. Brush control is needed for better sight distance which has become limited on this road in many areas and becomes a hazard for travelers due to turning vehicles and moose on and near the road.
	Southcentral Area Gravel Roads	28	Calcium Chloride Treatment of Gravel Roads	100.0	Applications of calcium chloride should be placed on roads that are not part of the gravel to pavement program such as the Edgerton Highway. Applications in the amount of two tons per mile will be applied to reduce dust and save existing crushed aggregate base course. This will improve the driving surface and visibility.
	Dalton Highway MP 247-274	29	Dalton Highway Surface Repair	200.0	This money would produce and place 5,000 cubic yards of D-1 surface course. Many areas throughout this section have little or no surfacing material remaining. Maintaining this area is extremely difficult and causes excessive wear and tear on maintenance equipment and also has a high number of complaints from the public due to its poor driveability.
	Taylor Highway	30	Stockpiles of Crushed material	200.0	Much of the road between the Boundary Spur and Eagle area has no surfacing material remaining and traffic is running on the subbase which is full of large rocks. Maintaining this section is very hard on the equipment. After placing the surfacing, calcium chloride should be added to retain the surfacing and reduce the overall maintenance effort.

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

	Dalton Hwy MP 0-28	31	Dalton Highway Surfacing	80.0	Pull rocks from ditches to improve drainage and crush rocks on the road for a new surfacing. Add calcium to bind surface.
	Nome Area Roads	32	Calcium Chloride	50.0	Dust control material is needed for roads not on the gravel to pavement program. Application will Improve the driving surface and visibility with the elimination of dust.
	Southcentral Area	33	Repair Brenwick Craig Road	150.0	Recreational use combined with the new Princess Hotel at Copper Center have resulted in substantially greater traffic on the Brenwick Craig Road. This road, which accesses the popular king salmon fishery and Klutina Lake, is in poor condition and needs surfacing material and culverts over the 26 mile length.
	St Marys-Pitkas Point Road	34	Road Rehabilitation	35.0	Four failing culverts need upgrading and ditching performed to improve drainage.
	Parks Hwy MP 156-365	35	Parks Highway Signing	60.0	Replace damaged, missing, and low reflectivity signs. Replace sign posts to meet current crash standards.
	Southcentral Area	36	Area Bridge Cleaning and Roadside Ditching	100.0	In many areas throughout the Southcentral District, the melting permafrost and retreating glaciers has caused excessive silt, gravel and organic materials to restrict bridges, clog side ditches and impede drainage facilities. This project will restore drainage patterns to their original constructed state on several roads.
	Alaska Hwy and Tok Cutoff	37	Stockpiles of Crushed material	300.0	This money would produce D-1 aggregate stockpiles for use in base repair and our Federal patching program. Our stockpiles have been used up over the years and we have no reserve rock for use in emergencies.
	Marshall Airport Access Road	38	Repair Culverts on Access Road	250.0	Culvert used at the slough crossing is in danger of collapsing while one other 14 ft culvert has already collapsed. These need to be replaced with a bridge.
	Elliott Highway MP 90-110	39	Screen and Place 6000 cy Surface Material	160.0	This area has no surfacing material remaining and traffic is running on the subbase which is full of large rocks. Maintaining this section is very hard on the equipment. After placing the surfacing, calcium chloride should be added to retain the surfacing and reduce the overall maintenance effort.
	Mountain Village-St Marys Road	40	Level Embankment and Replace Culverts	85.0	Restore grade on subsided portions of 18 mile road, replace perched culverts.
	Southcentral Area	41	Repair Mineral Creek Canyon Road	75.0	In Valdez, the Mineral Creek Canyon Road is a popular tourist destination. This road still services several mining claims, but is in poor condition due to lack of drainage and gradeable surface material. This project would install culverts and screened 2" minus road topping material on this 5 mile road.

NORTHERN REGION MAINTENANCE & OPERATIONS

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	Southcentral Area	42	Stockpile Materials	225.0	This project will provide 10,000 cy of crushed material in each of three locations to be used to fix damaged roadways with base repair and high float surface treatments. A stockpile will be produced on the Richardson, Glenn and Tok highways.
	Nome Taylor Highway	43	Road Rehabilitation	215.0	Haul fill to subsided road prism for grade raise to reduce glaciering and flooding in spring.
	Alaska & Richardson Hwys & Tok Cutoff	44	Construct Sand sheds	300.0	This project would construct sand sheds at Trims, Delta, Tok and Northway camps. Currently, sand for these camps is processed in the fall, mixed with salt and stored. As a result of the wet sand being stored, even though it is mixed with salt, it generally freezes and causes operating issues. These sand sheds would provide a dry place to store sand out of the elements.
			Highways Subtotal	**4,450.0**	

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

	Airport Needs	Pri-ority	Project Description	Cost	Description
	Bettles Airport	1	Remove Fuel Tanks	50.0	Remove old very large above ground fuel storage tanks from lease lot along apron. These tanks were abandoned many years ago and removal will require cutting tanks apart and trucking from Bettles on the winter road. This would include an environmental assessment following removal. This project would provide a much needed apron-front lease lot and generate revenue to the department.
	Kotzebue Airport	2	Sand Shed Heater, Lighting & Overhead Door Replacement	24.0	Existing shed heaters are 25 years old and need replacing. Lighting is also poor and needs replaced. Overhead door no longer works properly because of wind and other damage due to many years' usage.
	Various Interior District Airports	3	Environmental Cleanup	35.0	Removal of abandoned above-ground fuel tanks on airport property. Numerous 200-1000 gallon tanks and numerous 55 gallon drums are on the airports and are a potential hazard. Tanks would be flown or barged out to Fairbanks for disposal.
	Tanana Airport	4	Remove Abandoned Buildings	30.0	Demolish and remove an abandoned fish processing plant and old Wien Air terminal at the airport. These buildings are near collapse and are a liability hazard to the State. The Wien terminal has asbestos and would require environmental cleanup prior to demolition. Additional lease space created would bring considerable revenue to the department.
	Kotzebue Airport	5	Erosion Repair on Runway Slopes	35.0	Place sandbags for erosion control. Continued wave action over the years has eroded the slopes of the main runway.
	Selawik Airport	6	Equipment Storage Bldg Door & Lighting Replacement	22.0	Replace overhead door and upgrade inadequate lighting.
	Southcentral Area Rural Airports	7	Brushcutting	100.0	At several rural airports the brush needs to be cut. Since some are not accessible by road, we will fly the cutters in to perform the work. Examples are Chisana, May Creek, McCarthy and Tatitlek.
	Cordova	8	Repair Cross Wind Runway	125.0	At the Mile 13 Airport in Cordova the crosswind gravel runway used for light aircraft during contrary wind situations is in need of general leveling, shaping, some drainage work and a new surface. There has been very little maintenance done to this crosswind runway for several years and the runway is in need of repair. This project will correct drainage problems, haul borrow to shape the surface prism, and will cover the runway with a crushed aggregate base course top.

NORTHERN REGION MAINTENANCE & OPERATIONS

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	St Marys Airport	9	Airport Safety Area	100.0	Cut and level east side of runway 16-34 to prevent drifting.
	Southcentral Area Rural Airports	10	Southcentral Area Airports	75.0	At several of the area's 17 airports, the cones, threshold markers and windsocks need to be replaced because they are faded or broken. This project would inventory and replace the cones and markers as needed.
	Western District Airports	11	Airport Brushcutting	85.0	Various airports need brush cut near runways and taxiways.
	Northern Region Airports	12	Stockpile	200.0	This project would provide material stockpiles at various rural airports. Runway maintenance at many rural airports is hindered by the lack of suitable materials on site to repair the runway surfaces damaged by erosion and wet conditions. This project would identify material sources and purchase approved surface material for maintenance of these runways. This project takes advantage of other capital projects being done and the availability of equipment to crush or screen the materials
			Aviation Subtotal	**881.0**	
			Highways & Aviation Total	**5,331.0**	

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

	Facility Needs	Pri-ority	Project Description	Cost	Description
I	Jim River, Sag River and Coldfoot Maintenance Stations	1	Install Fire Alarm System	90.0	These camps do not currently have working fire alarm systems that fall within code. This presents an extreme safety hazard for those living and working in those maintenance stations.
	Peger Large Warm Storage Building	2	Completion of Large Warm Storage	285.0	The completion of this building is necessary to park at least 16 pieces of heavy equipment used for snow removal inside. The facility needs a concrete floor, oil/water separator, permanent heating system, and electrical and mechanical systems installed.
S	Valdez Court and Office Building	3	Replace Roof	250.0	Years of snow removal have contributed to a premature failure of the roof, with much of the insulating value being lost. The roof should be reconfigured to assist in reduction of damage during snow removal operations. Replacement would effectively reduce operational costs through added insulation. In addition, we are spending $10.2 to $16.0 a year to patch and repair this roof and for interior water damage. This amount will pay for the engineering and construction of a new roof.
I	Peger Complex	4	Peger Primary Power Phase III	150.0	Existing underground power lines are over 30 years old and this service has failed several times. We have used all the spare wires and have no way to ensure uninterrupted power to the complex. We need to continue to repair, replace and expand the electrical distribution system at the Fairbanks Peger Complex.
D	Jim River Maintenance Station	5	Replace Heating System	115.0	The existing system is obsolete and causing constant maintenance problems at extremely high costs. Attempts to repair this system have not been successful. This project would replace the old system with a Hydronic Heating System and include a Heat Recovery System using waste heat from the generators.
T	Deadhorse Maintenance Station	6	Upgrade Fuel System	60.0	The existing heating system does not meet fire code. This is a life safety issue.
I	Montana Creek, Healy and Central Maintenance Stations	7	Replace Septic Systems	140.0	The existing septic systems are failing. It is estimated that these systems will fail by the summer of 2003.
D	Trims Maintenance Station	8	Replace Insulation & Roof Tar	40.0	The facility is 30 years old and located in a high wind area. The roof is the original and has a very low R-value. It is extremely deteriorated and delaminated, causing severe leaking problems. A new tar roof would be installed with additional insulation.

NORTHERN REGION MAINTENANCE & OPERATIONS

FY04 Deferred Maintenance Projects Request - December 13, 2002

W	Valdez SEF Building	9	Door Replacement	63.0	The existing wood overhead doors are very energy inefficient, damaged and worn. They are constantly needing maintenance and repair. The heavy equipment has become larger since the building was built and the openings are too small to accommodate larger equipment. Doors will be replaced with energy efficient, metal skin, automatically controlled overhead doors.
D	St. Marys Airport Shop	10	Re-level Building	10.0	Settlement has occurred due to permafrost melting. Re-leveling is necessary to protect the building from further deterioration.
I	Tok Combined Facility	11	Replace Carpet	45.0	This facility is occupied by several State agencies and receives approximately 130,000 visitors throughout the year. The carpet is presently over 20 years old and is extremely worn, buckled, puckered, threadbare, and delaminated. This facility houses the first State Visitors center that highway traffic visits when entering the State, as well as Public Safety, DMV and Employment Services. There have been reports of visitors tripping and falling on the carpet and therefore presents a safety hazard to the public as well as liability to the State. Carpet would be removed and replaced with a high quality commercial carpet and pad.
S	Healy Maintenance Station	12	Replace Shop Roof	125.0	The original roof design currently provides an R 11 energy rating. The current condition of the roof is very poor and needs to be replaced. This project would provide additional insulation, raising the R-value to R 40. At the time of replacement of the new roof system, an OSHA-approved, fall protection system would be installed.
T	Jim River Bunkhouse	13	Remodel Bunkhouse	60.0	The existing structure is in need of several renovations. This project would replace the old furnace, sheetrock, and insulate old rooms. Existing R-value is extremely low and this would raise energy efficiency at the bunkhouse.
D	Peger Complex	14	Convert Heating System	325.0	The Main Administration Building on the Peger Complex is currently heated with electric heat. This project will convert building preheat coils from electric to oil-fired hydronic. This project has a 15 year payback and will produce a much higher energy efficiency for the building
D	Chandalar Maintenance Shop	15	Construct New Shop	5,598.4	Building has been demolished. Employees are currently working out of a temporary fabric building.
W	Nome Airport Shop	16	Construct New Warm Storage Building	3,000.0	Old building was condemned in 2002. It is currently costing approximately $100.0 per year to rent a facility that does not adequately meet DOT&PF's needs.
I	East Fork Maintenance Shop	17	Construct New Shop	6,187.9	Building is currently vacant because it was condemned. Construction of a new station in the vicinity of East Fork is a high priority because of its location halfway between Anchorage and Fairbanks on the Parks Highway. This area has received 400 inches of snow in one year and has numerous steep hills. It is critical that maintenance equipment be ready in this area.
			Facilities Total	**16,544.3**	

Distributed 3/27/03 by DOT

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities

TO: Regional Directors
M&O Managers

DATE: July 5, 2002
FAX NO.: (907)586-8365
TELEPHONE NO: (907)465-3906

FROM: Frank T. Richards, P.E.
Statewide M&O Engineer

SUBJECT: FY 2003 Deferred Maintenance Allocation

The following list identifies the regional allocations of the FY 03 Deferred Maintenance funds for Highways, Aviation and Facilities. These allocations are project specific. If during the year, other needs become more important, contact me for authorization before reallocating funds.

Prior to the 2003 legislative session, please provide me with a list of work that has been accomplished by location.

Highways Deferred Maintenance	**$1,500,000**
Central Region	
Anchorage District Brush Cutting	$25,000
MatSu District Brush Cutting	$50,000
Kenai District Brush Cutting	$50,000
Anchorage District Guardrail Repair	$75,000
MatSu District Guardrail Repair	$75,000
Kenai District Guardrail Repair	$50,000
Anchorage District Surface Repair	$75,000
MatSu District Surface Repair	$75,000
Kenai District Surface Repair	$50,000
Southwest District Road Surface Repair	$15,000
TOTAL	$540,000
Northern Region	
Interior District Brush Cutting	$75,000
South Central District Brush Cutting	$80,000
South Central District Guardrail Repair	$50,000
Interior District Guardrail Repair	$115,000
South Central District Sign Replacement	$25,000
South Central District Drainage & Landslide	$60,000
Western District Surface Repair & Snow Fence	$80,000
Elliott Highway Gravel Replacement	$120,000
TOTAL	$605,000

Southeast Region	
Region Wide Ditching	$30,000
Region Wide Pavement Repair	$75,000
Total	$105,000
Commissioner's Reserve	$250,000
Aviation Deferred Maintenance	**$850,000**
Statewide	
Security Video Production	$25,000
(Managed by Northern Region)	
Central Region	
SW District Brush Cutting	$50,000
Kenai Penn. District Brush Cutting	$30,000
MatSu District Drainage Repair	$50,000
SW District Pavement Marking	$30,000
SW District Wind Sock/Seg. Circle Repairs	$30,000
SW District Electrical Repairs-Various A/P's	$100,000
Nightmute Surface Repair	$100,000
TOTAL	$390,000
Northern Region	
Region Wide Beacon Replacement	$40,000
Certificated A/P Security Fence Repair	$75,000
Valdez & Cordova Brush Cutting	$100,000
Valdez & Cordova Pavement Repair	$80,000
Surface Course Gravel Stockpiles–Various A/P's	$75,000
TOTAL	$370,000
Southeast Region	
Haines Apron/Tie Down Repair	$15,000
Region Wide Brush Cutting	$38,000
Gustavus Guidance Sign Repair	$6,000
Yakutat Wind Sock	$6,000
TOTAL	$65,000

Buildings Deferred Maintenance	**$2,005,000**
(DOA - $1,205,000 and DOT&PF - $800,000)	
Central Region	
Boney Court Fire/Life/Electrical Upgrades	$360,000
Aviation Drive Fire Alarm/Sprinkler Upgrade	$210,000
Aviation Drive Ceiling Repair	$180,000
Annex Window Replacement	$75,000
Boney Court Garage Repair	$75,000
TOTAL	$900,000
Northern Region	
Nome State Office Door Replacement	$25,000
Trimms Roof Repair	$22,000
Sag River Overhead Door Replacement	$60,000
Chandalar Station Final Design	$400,000
Peger Road Electrical Upgrade	$443,000
TOTAL	$950,000
Southeast Region	
Ketchikan Station Roof Replacement	$80,000
Ketchikan Station Fuel Tank Replacement	$35,000
Ketchikan Court Fire Alarm Upgrade	$30,000
Ketchikan Court Piping Repairs	$10,000
TOTAL	$155,000

Cc: Joseph L. Perkins, P.E., Commissioner
Nancy Slagle, Director, Administrative Services
Carol Taylor, CIP Manager, HQ Planning

MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region

To: Frank T. Richards, P.E.
Statewide Maintenance Engineer

Date: December 11, 2002

Phone No.: (907) 269-0767
FAX No.: (907) 248-1573

From: K. Chris Kepler, P.E.
Chief, Maintenance & Operations

Subject: FY04 Deferred Maintenance Needs

Here are the 2004 Deferred Maintenance needs for Central Region Maintenance and Operations

HIGHWAYS

Anchorage District Brush Cutting		$ 25,000
Mat-Su District Brush Cutting/Mower		$ 75,000
Kenai Peninsula District Brush Cutting		$ 60,000
Anchorage District Guardrail Repair		$ 75,000
Mat-Su District Guardrail Repair		$ 50,000
Kenai Peninsula District Guardrail Repair		$ 60,000
Anchorage District Surface Repair		$125,000
Mat-Su District Surface Repair		$ 75,000
Kenai Peninsula District Surface Repair		$ 50,000
Central Region – Asphalt Reclaimer/Roller		$ 90,000
Southwest District Road Maintenance		$ 75,000
a) Bethel Hotmix	$ 30,000	
b) Pile Bay Road	$ 20,000	
c) Miscellaneous	$ 25,000	
	TOTAL	$760,000

AVIATION

Southwest District Brush Cutting	$ 50,000
St. George Bird Control	$ 32,000
Bethel Airport Asphalt Repairs	$ 50,000
Southwest District Miscellaneous Equipment Transportation	$ 40,000
Southwest District Electrical Repairs	$ 50,000
Mat-Su District Brushcutter for McGrath	$ 70,000
Kenai Peninsula District Loader Mounted Brushcutter	$ 70,000
Kenai Peninsula District Chenega Equipment Storage Building Bay Addition	$ 70,000
TOTAL	$432,000

FACILITIES

Roof Repair, Anchorage District, Large Vehicle Warm Storage	$ 60,000
Repair/Replace Cranes/Hoists, Multiple Locations	$ 100,000
Install Oil Water Separators at Aniak, Girdwood, Cascade, Chulitna, Bethel, McGrath, Dillingham, and Seward	$ 175,000
Replace Overhead Doors at Eek, McGrath, Etc.	$ 32,000
Replace Windows in Maintenance Shops: Dutch Harbor, King Salmon, Bethel, Kodiak, and Seward	$ 40,000
Replace Electrical Service at Silvertip	$ 20,000
Replace Man Doors and Insulation, Kodiak Maintenance Shop	$ 8,000
Replace Unit Heaters, Anchorage SEF	$ 12,000
Replace Siding, Doors and Fascia, Anchorage Annex	$ 150,000
Replace Compressor, Seward Maintenance Shop	$ 6,000
Grade/Pave Parking Lot, Kodiak Station Office	$ 35,000
Replace Circulating Pumps, Anchorage Boney Court Building	$ 7,000
Replace VAV Boxes, Anchorage Public Safety Bldg	$ 12,000
Replace Heat Valves and Water Valves	$ 25,000
Replace Carpet/Vinyl, Kodiak Griffin Building	$ 18,000
Replace Carpet/Vinyl, Kodiak Station Office	$ 20,000
Construct Arctic Entry, Dillingham Maintenance Shop	$ 20,000
Replace Fire Hydrant, Anchorage Communications Facility	$ 12,000
Replace Carpet/Vinyl, Anchorage Boney Court Facility	$ 75,000
CMMS Implementation Hardware, Software and Services	$ 35,000
TOTAL	**$862,000**

cc: Kurt Devon, Superintendent, Mat-Su District M&O
David R. Eberle, Director, Central Region
Al Gilbert, Superintendent, M&O Facilities
Joleen Hankins, Admin. Manager, M&O
Carl High, Superintendent, Kenai Peninsula District M&O
Walt Luebke, Manager, M&O
Murph O'Brien, Staff Assistant
Lanny Palmer, SEF Manager, Central Region
Andy Peterson, Superintendent, Southwest District
Jerry Reed, Superintendent, Anchorage District M&O

Southeast Region
Maintenance & Operations
FY2004 Deferred Maintenance List
Prepared by Michael J. Coffey
12/2/2002

Highways Deferred Maintenance

Station	Location	Priority	Project Description	Cost
Gustavus	Good River Bridge	2	Repair Bridge Abutment	$20,000
Gustavus	Salmon River Bridge	2	Replace Decking and Bracing	$35,000
Haines	Sawmill Creek Road	2	Chip Seal Life Extension	$15,000
Haines	Beach Road	1	Surface Repair (core-out and re-chip)	$7,500
Haines	Chilkoot Lake Road	1	Erosion Repair & Chip Seal Life Extension	$30,000
Haines	Mosquito Lake Road	2	Chip Seal Life Extension	$110,000
Haines	Chilkat Lake Road	2	Chip Seal Life Extension and Spot Repairs	$75,000
Haines	Haines Highway	1	Pavement Repair (Near Tank Farm)	$25,000
Haines	Porcupine Road	1	Chip Seal Damage Repair	$10,000
Haines	Klukwan Road	2	Chip Seal Life Extension	$30,000
Haines	Haines Highway	2	MP 19 & 23 Slide Repair and Mitigation	$60,000
Hyder	Salmon River Rd	2	Repair Eroded Embankment	$150,000
Juneau	Glacier Highway	2	Bicycle Path Bridge Repair	$10,000
Juneau	Various	2	Chip Seal Life Extension	$150,000
Juneau	Various	2	Crack Seal	$30,000
Juneau	Various	2	Guardrail Cleaning	$40,000
Juneau	Thane Road	2	Pavement Repairs	$300,000
Kake	Kake Road	2	Repair Eroded Embankment	$60,000
Ketchikan	N & S Tongass	3	Replace Guardrail	$113,000
Ketchikan	S. Tongass/Beaver Falls	1	Ditching	$25,000
Ketchikan	Harriet Hunt/N&S Tongass	1	Brush Cutting	$25,000
Ketchikan	Knudson Cove Road	2	Chip Seal Life Extension	$25,000
Ketchikan	Roosevelt Spur	2	Chip Seal Life Extension	$25,000
Ketchikan	Shoreline Drive	2	Chip Seal Life Extension	$25,000
Ketchikan	Various	1	Pavement Repairs (Seal Cracks & Chip)	$50,000
Klawock	Craig/Klawock/Hollis	2	Ditching (24 Miles)	$120,000
Klawock	Hydaburg Highway	2	Ditching (22 Miles)	$120,000
Klawock	C/K/H, Hydaburg, BSL	2	Brush Cutting	$60,000
Klawock	Klawock/Hollis Hwy	1	Pavement Repairs (4 Locations)	$30,000
Klawock	Hydaburg Highway	2	Reconstruct 6 Miles	$750,000
Klawock	Craig/Klawock/Hollis	1	Crack Seal	$8,000
Klawock	Craig/Klawock/Hollis	3	Clean 6 Storm Drains	$5,000
Klawock	Craig/Klawock/Hollis	2	Guardrail Repair	$10,000
Petersburg	Mitkof Highway	2	Pavement Repair (grind and pave)	$20,000
Petersburg	Haugen Drive	1	Pavement Repair (grind and pave)	$10,000
Petersburg	Mitkof Highway	2	Ditching	$70,000
Petersburg	Mitkof Highway	2	Brushing	$40,000
Sitka	Halibut Point Road	2	Pavement Repair	$60,000
Skagway	Sanitorium Road	2	Chip Seal (Gravel to Black)	$60,000
Skagway	Dyea Road	1	Flood Damage Repair	$15,000
Skagway	Dyea Road	1	Chip Seal Life Extension	$50,000
Skagway	Klondike Highway	2	Guardrail Repair	$10,000
Skagway	Klondike Highway	2	Brush Cutting and Ditch Cleaning	$20,000
Wrangell	Zimovia Highway	2	Pavement Repair	$50,000
Wrangell	Wrangell East Road	2	Chip Seal Life Extension	$45,000
Wrangell	Zimovia Highway	2	Danger Tree Removal	$25,000
Yakatat	Yakutat Road	3	Pavement Repair and Crack Seal	$125,000

Highways Deferred Maintenance Total: $3,148,500

CORRECTION

THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION

Central Microfilm Services
Department of Education & Early Development
State of Alaska

Rev. 6/98

Southeast Region
Maintenance & Operations
FY2004 Deferred Maintenance List
Prepared by Michael J. Coffey
12/2/2002

Highways Deferred Maintenance

Station	Location	Priority	Project Description	Cost
Gustavus	Good River Bridge	2	Repair Bridge Abutment	$20,000
Gustavus	Salmon River Bridge	2	Replace Decking and Bracing	$35,000
Haines	Sawmill Creek Road	2	Chip Seal Life Extension	$15,000
Haines	Beach Road	1	Surface Repair (core-out and re-chip)	$7,500
Haines	Chilkoot Lake Road	1	Erosion Repair & Chip Seal Life Extension	$30,000
Haines	Mosquito Lake Road	2	Chip Seal Life Extension	$110,000
Haines	Chilkat Lake Road	2	Chip Seal Life Extension and Spot Repairs	$75,000
Haines	Haines Highway	1	Pavement Repair (Near Tank Farm)	$25,000
Haines	Porcupine Road	1	Chip Seal Damage Repair	$10,000
Haines	Klukwan Road	2	Chip Seal Life Extension	$30,000
Haines	Haines Highway	2	MP 19 & 23 Slide Repair and Mitigation	$60,000
Hyder	Salmon River Rd	2	Repair Eroded Embankment	$150,000
Jun au	Glacier Highway	2	Bicycle Path Brid e Repair	$10,000
Juneau	Various	2	Chip Seal Life Extension	$150,000
Juneau	Various	2	Crack Seal	$30,000
Juneau	Various	2	Guardrail Cleaning	$40,000
Juneau	Thane Road	2	Pavement Repairs	$300,000
Kake	Kake Road	2	Repair Eroded Embankment	$60,000
Ketchikan	N & S Tongass	3	Replace Guardrail	$113,000
Ketchikan	S. Tongass/Beaver Falls	1	Ditching	$25,000
Ketchikan	Harriet Hunt/N&S Tongass	1	Brush Cutting	$25,000
Ketchikan	Knudson Cove Road	2	Chip Seal Life Extension	$25,000
Ketchikan	Roosevelt Spur	2	Chip Seal Life Extension	$25,000
Ketchikan	Shoreline Drive	2	Chip Seal Life Extension	$25,000
Ketchikan	Various	1	Pavement Repairs (Seal Cracks & Chip)	$50,000
Klawock	Craig/Klawock/Hollis	2	Ditching (24 Miles)	$120,000
Klawock	Hydaburg Highway	2	Ditching (22 Miles)	$120,000
Klawock	C/K/H, Hydaburg, BSL	2	Brush Cutting	$60,000
Klawock	Klawock/Hollis Hwy	1	Pavement Repairs (4 Locations)	$30,000
Klawock	Hydaburg Highway	2	Reconstruct 6 Miles	$750,000
Klawock	Craig/Klawock/Hollis	1	Crack Seal	$8,000
Klawock	Craig/Klawock/Hollis	3	Clean 6 Storm Drains	$5,000
Klawock	Craig/Klawock/Hollis	2	Guardrail Repair	$10,000
Petersburg	Mitkof Highway	2	Pavement Repair (grind and pave)	$20,000
Petersburg	Haugen Drive	1	Pavement Repair (grind and pave)	$10,000
Petersburg	Mitkof Highway	2	Ditching	$70,000
Petersburg	Mitkof Highway	2	Brushing	$40,000
Sitka	Halibut Point Road	2	Pavement Repair	$60,000
Skagway	Sanitorium Road	2	Chip Seal (Gravel to Black)	$60,000
Skagway	Dyea Road	1	Flood Damage Repair	$15,000
Skagway	Dyea Road	1	Chip Seal Life Extension	$50,000
Skagway	Klondike Highway	2	Guardrail Repair	$10,000
Skagway	Klondike Highway	2	Brush Cutting and Ditch Cleaning	$20,000
Wrangell	Zimovia Highway	2	Pavement Repair	$50,000
Wrangell	Wrangell East Road	2	Chip Seal Life Extension	$45,000
Wrangell	Zimovia Highway	2	Danger Tree Removal	$25,000
Yakatat	Yakutat Road	3	Pavement Repair and Crack Seal	$125,000
			Highways Deferred Maintenance Total:	**$3,148,500**

Aviation Deferred Maintenance

Station	Location	Priority	Project Description	Cost
Gustavus	Airport	2	Repave GA apron and taxiway	$100,000
Gustavus	Airport	1	Hazmat removal, building demolition	$25,000
Gustavus	Airport	2	Crack Seal Runway	$8,000
Haines	Airport	1	Electric Gate and Post Repair	$15,000
Haines	Airport	1	Ramp Pavement Repairs	$25,000
Haines	Airport	2	Drain, Catchbasin & Culvert Repair	$200,000
Haines	Airport	1	Parallel Taxiway Signing	$20,000
Hoonah	Airport	2	Fence Repairs	$5,000
Hoonah	Airport	1	Electric Gate and Electrical Improvements	$30,000
Kake	Airport	1	REIL Repair	$12,500
Kake	Airport	2	Fence Repairs	$12,000
Klawock	Airport	3	Chip Seal 5' Past Lights Along R/W	$70,000
Klawock	Airport	1	Replace Segmented Circle	$30,000
Klawock	Airport	2	REIL Repair	$25,000
Petersburg	Airport	2	Crack Seal Runway	$8,000
Petersburg	Airport	1	R/W Striping Upgrade/Correction	$4,000
Sitka	Airport	2	Repair Security Fence	$60,000
Sitka	Airport	2	Ditch Cleaning	$12,000
Sitka	Airport	3	Remove Beached Logs	$15,000
Sitka	Airport	2	Brush Cutting with Hitachi	$14,000
Skagway	Airport	2	Prep and Paint Windsock Poles	$2,000
Wrangell	Airport	1	Replace Segmented Circle	$30,000
Wrangell	Airport	2	Beacon Tower Prep and Repainting	$10,000
Yakatat	Airport	2	Ditching and Beaver Dam Removal	$10,000
			Aviation Deferred Maintenance Total:	**$742,500**
			FY2004 Deferred Maintenance Total:	**$3,891,000**

Draft Table 1. TOTAL THREE-YEAR PROGRAM SUMMARY
AMATS FFY 2004-2006 TIP (January 2003)

TRANSPORTATION IMPROVEMENTS	FEDERAL FISCAL PROGRAMMING YEAR ($,000)				3-year total	% of 3-year Non-NHS $	% of 3-year total TIP $
	2003	2004	2005	2006			
Non-National Highway System							
Roadway Improvements (*Table 3*)	**$29,664**	**$41,186**	**$42,870**	**$46,866**	**$130,922**	71.8%	38%
Transportation Enhancements (*Table 4*)	**$9,015**	**$8,752**	**$9,090**	**$8,305**	**$26,147**	14.3%	8%
2001-2003 STIP Non-National Highway System Allocation from ADOT&PF's CTP(STP) & TRAAK(STP) programs [as of 2/01]	~~$49,650~~ $43,449	~~$70,000~~ ~~$56,270~~	$57,751	$59,276	**$173,297**		
Amount (-under) or over CTP+TRAAK funding allocation level	-$4,770	-$6,332	-$5,791	-$4,105	**-$16,228**		
Congestion Mitigation & Air Quality (*Table 5*)	**$7,770**	**$9,332**	**$8,791**	**$7,105**	**$25,228**	13.8%	7%
2001-2003 STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 2/01]	$3,000	$3,000	$3,000	$3,000	**$9,000**		
Amount (-under) or over CMAQ funding allocation level	$4,770	$6,332	$5,791	$4,105	**$16,228**		
AMATS Roadway Transfer Program (*Table 3a*)	**$1,730**	**$2,750**	**$0**	**$0**	**$2,750**		1%
AMATS Non-NHS Major Arterial Rut Repair *(Table 3c)*	**$4,600**	**$3,000**	**$3,000**	**$0**	**$6,000**		
Non-National Highway System Subtotal for Non-NHS roads, transportation enhancements, CMAQ projects and Road Transfer	**$52,779**	**$65,020**	**$63,751**	**$62,276**	**$182,297**	**100%**	53%
Amount (-under) or over funding allocation level for all Non-National Highway System projects for roads, transportation enhancements, CMAQ projects and Road Transfer.	$0	$0	$0	$0	$0		
National Highway System (*Table 6*)	**$19,060**	**$19,550**	**$27,700**	**$27,610**	**$74,860**		22%
Transit Capital FTA Section 5307 to MOA (*Table 7*)	**$4,827**	**$4,164**	**$3,224**	**$3,914**	**$11,302**		3%
Transit Capital FTA Section 5307 to ARRC (*Table 7*)	**$50**	**$50**	**$50**	**$50**	**$150**		0%
Transit Capital FTA Section 5309 (Fixed Guideway, New Starts & Earmarks) to ARRC (*Table 7*)	**$8,800**	**$13,029**	**$13,029**	**$43,029**	**$69,087**		20%
Transit Operating (FTA)	**$0**	**$0**	**$0**	**$0**	**$0**		0%
TOTAL PROGRAM (Non-NHS + AMATS Road Transfer + NHS + FTA)	**$85,516**	**$101,813**	**$107,754**	**$136,879**	**$346,446**		100%
Other Federal Funded Projects within AMATS (*Table 8*)	**$39,145**	**$87,815**	**$61,845**	**$99,365**	**$249,025**		
National Highway System Improvements Outside AMATS boundaries, but within the MOA (*Table 9*)	**$11,800**	**$12,000**	**$6,500**	**$23,800**	**$42,300**		
TOTAL FEDERAL FUNDING for Transportation Improvements within AMATS & the MOA	**$136,461**	**$201,628**	**$176,099**	**$260,044**	**$637,771**		

Provided by Senator Ben Stevens

Draft Table 1a. TOTAL SIX-YEAR PROGRAM SUMMARY
AMATS FFY 2004-2006 TIP and 2007-2009 Illustrative Program (January 2003)

	FEDERAL FISCAL PROGRAMMING YEAR ($,000)												
TRANSPORTATION IMPROVEMENTS	**2003**	**2004**	**2005**	**2006**	***2007***	***2008***	***2009***	**3-year total $ (2004 - 2006)**	**% of 3-year Non-NHS (2004 - 2006)**	**% of 3-year total TIP (2004 - 2006)**	**6-year total $ (2004 - 2009)**	**% of 6-year Non-NHS (2004 - 2009)**	**% of 6-year total TIP (2004 - 2009)**
Non-National Highway System													
Roadway (*Table 3*)	$29,664	$41,186	$42,870	$46,866	*$23,800*	*$31,800*	*$24,150*	$130,...2	69%	38%	$210,672	*69%*	*34%*
AMATS Roadway Transfer Program (*Table 3a*)	$1,730	$2,750	$0	$0	*$0*	*$0*	*$0*	$2,750			$2,750		*0%*
AMATS Non-NHS Major Arterial Rut Repair	$4,600	$3,000	$3,000	$0	*$0*	*$0*	*$0*	$6,000					
Transportation Enhancements (*Table 4*)	$9,015	$8,752	$9,090	$8,305	*$13,200*	*$6,250*	*$8,450*	$26,147	14%	8%	$54,047	*18%*	*9%*
Congestion Mitigation & Air Quality (*Table 5*)	$7,770	$9,332	$8,791	$7,105	*$3,525*	*$3,020*	*$1,812*	$25,228	13%	7%	$33,585	*11%*	*5%*
Non-National Highway System Subtotal	**$52,779**	**$65,020**	**$63,751**	**$62,276**	***$40,525***	***$41,070***	***$34,412***	**$191,047**	95%	55%	$307,054	***97%***	***50%***
2004-2006 STIP Non-NHS Allocation for all projects	$54,714	$61,960	$69,361	$71,376	*$71,376*	*$71,376*	*$71,376*	$202,697			$416,825		
Amount (-under) or over funding allocation level	-$1,935	$3,060	-$5,610	-$9,100	*-$30,851*	*-$30,306*	*-$36,964*	-$11,650			-$109,771		
National Highway System (*Table 6*)	**$19,060**	**$19,550**	**$27,700**	**$27,610**	***$72,800***	***$70,500***	***$62,000***	**$74,860**		22%	**$280,160**		*46%*
Transit Capital FTA Sec 5307 to MOA Public Transportation (*Table 7*)	**$4,827**	**$4,164**	**$3,224**	**$3,914**	***$3,924***	***$3,934***	***$3,944***	**$11,302**		3%	**$23,104**		*4%*
Transit Capital FTA Section 5307 to ARRC (*Table 7*)	**$50**	**$50**	**$50**	**$50**	***$50***	***$50***	***$50***	**$150**		0%	**$300**		*0%*
Transit Capital FTA Section 5309 (Earmarks & Fixed Guideway) to ARRC (*Table 7*)	**$8,800**	**$13,029**	**$13,029**	**$43,029**	***$19,500***	***$20,500***	***$22,500***	**$69,087**		163%	**$131,587**		*150%*
Transit Operating (FTA)	**$0**	**$0**	**$0**	**$0**	***$0***	***$0***	***$0***	**$0**		0%	**$0**		*0%*
TOTAL PROGRAM (Non-NHS + AMATS Road Transfer + NHS + FTA 5307)	**$85,516**	**$101,813**	**$107,754**	**$136,879**	***$136,799***	***$136,054***	***$122,906***	**$346,446**		100%	**$613,068**		***100%***
Other federally funded projects within AMATS Area (*Table 8*)	**$39,145**	**$87,815**	**$61,845**	**$99,365**	***$354,300***	***$470,900***	***$471,650***	**$249,025**			**$1,545,875**		
National Highway System Improvements Outside AMATS, but within the MOA (*Table 9*)	**$11,800**	**$12,000**	**$6,500**	**$23,800**	***$41,260***	***$2,000***	***$2,000***	**$42,300**			**$87,560**		
TOTAL FEDERAL FUNDING FOR TRANSPORTATION IMPROVEMENTS WITHIN AMATS AND THE MUNICIPALITY	**$136,461**	**$201,628**	**$176,099**	**$260,044**	**$532,359**	**$608,954**	**$596,556**	**$637,771**			***$2,246,503***		

Draft Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (January 2003)

Table 3a. AMATS Road Transfer Program AMATS FFY 2004-06 TIP

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR ($,000) 10/02 - 09/03 2003	10/03 - 09/04 2004	10/04 - 09/05 2005	10/05 - 09/06 2006	10/06 - 09/07 *2007*	10/07 - 09/08 *2008*	10/08 - 09/09 *2009*	Est funding needs after 2009	Est total project cost
1	**Victor Road Reconstruction** [Dimond Boulevard to 100th Avenue] - Project would upgrade this roadway to minor arterial standards to include a minimum 3-lane section, pedestrian facilities, lighting, storm drainage, and landscaping. Construction completion is estimated in 2005.	2003-04 ROW/Util/Con	$1,730	$2,750	$0	$0	*$0*	*$0*	*$0*	*$0*	*$5,480*
			Additional funding contained in table 3, project #17								
	Annual Totals		$1,730	$2,750	$0	$0	$0	$0	$0	$0	$5,480
	Note: This is a proposed continuation of a FFY2001-2003 TIP Program. A pilot program called the "AMATS Road Transfer Program" was recommended as a new approach to address the reconstruction needs of several state-owned minor roadways in Anchorage. The intent of this program is to expedite improvements to selected roadways throughout Anchorage. The program would allow the Municipality of Anchorage to select State-owned roads that both need reconstruction and for which the Municipality would accept ownership and future maintenance responsibilities, once the road is reconstructed to urban standards. Funding for this program was proposed as separate from, and in addition to, the AMATS allocation for other roadways, transportation enhancements, and CMAQ type projects. An amendment to the 2001-03 program added funding for projects 2-7. However, the anticipated funding was not incorporated into the 2004-06 Statewide Transportation Improvement Program. It is not certain whether funding for the continuation of these program will be added into a future STIP amendment Additional funding for these projects may be realized as supplemental funding from table 3 (roadway improvements)	Funding levels shown are from the 2001-03 Statewide Transportation Improvement Program (STIP) amendment #17 and the 2004-06 pre-draft STIP.									
			PE funding proposed for project 2-4 below in Table 3, Project 15								
2	**72nd Avenue/Spruce Street/Lore Rd Upgrade** [Lake Otis Parkway to Abbott Loop Road] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping	2003-PE 2004-D/ROW 2005-ROW/Util 2006-Util/Con	$400	$800	$200	$5,300	*$0*	*$0*	*$0*	*$0*	*$6,700*
3	**Johns Road Upgrade/Reconstruction** [Highview Drive to Klatt Road] - This project includes reconstruction of existing facilities between Klatt Road and Pettis Road and the upgrade to urban collector standards between Pettis Road and Highview Drive. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping	2003-PE 2004-D/ROW 2005-ROW/Util 2007-Util/Con	$350	$700	$200	$0	*$4,450*	*$0*	*$0*	*$0*	*$5,700*
4	**80th Avenue Upgrade** [Lake Otis Parkway to Spruce Street] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping	2003-PE 2004-D/ROW 2005-ROW/Util 2007-Util/Con	$230	$460	$300	$0	*$2,310*	*$0*	*$0*	*$0*	*$3,300*
5	**36th Avenue Upgrade** [Patterson Street to Muldoon Road] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping	2004-PE 2005-D/R 2006-R/U 2008-Util/Con	$0	$250	$500	$200	*$0*	*$2,550*	*$0*	*$0*	*$3,500*
6	**88th Avenue Upgrade** [Hartzell Road to Lake Otis Parkway] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping. The west end of the project may not require an upgrade as it improved in 2002 by a private contractor.	2004-PE 2005-D/ROW 2006-ROW/Util 2008-Util/Con	$0	$210	$420	$50	*$0*	*$1,870*	*$0*	*$0*	*$2,550*
7	**88th Avenue Upgrade** [Spruce Street to Abbott Loop Road] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping	2004-PE 2005-D/ROW 2006-ROW/Util 2008-Util/Con	$0	$270	$540	$300	*$0*	*$2,490*	*$0*	*$0*	*$3,100*
			$980	$2,690	$2,160	$5,850	$6,760	$6,910	$0	$0	$25,350

Draft Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR ($,000)							Est funding needs after 2009	Est total project cost
			10/02 - 09/03	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	10/09 - 09/10		
			2003	2004	2005	2006	2007	2008	2009	2009	
Table 3b. Highway Safety Improvement Program Set Aside											
1	GROUP 1a: 5th/6th @ A/C Signal, Downtown Curb Bulb project and Downtown one-way signing project.	2002-PE 2003-Con	$353	$0	$0	$0	$0	$0	$0	$0	$353
2	GROUP 1b: 8th Ave. @ E & G Sts. Lane Use Controls and C St. @ 7th Ave.	2002-PE 2003-ROW/Util/Con	$291	$0	$0	$0	$0	$0	$0	$0	$291
3	GROUP 2: Lake Otis @ Azurite and NLB @ Rose St.	2002-PE 2003-Con	$101	$0	$0	$0	$0	$0	$0	$0	$101
4	GROUP 2a: DeBarr Rd @ Norine and Huffman @ Hace	2002 PE/D 2003-Util/Con	$94	$0	$0	$0	$0	$0	$0	$0	$94
5	GROUP 2b: Huffman Rd @ Seward E. Ramp and Tudor Rd @Eau Clair Place	2002-PE/D 2003-Con	$220	$0	$0	$0	$0	$0	$0	$0	$220
6	GROUP 3a: Old Seward Hwy, Dimond to 88th and Lake Otis from NLB to Tudor	2003-PE/D 2004-ROW/Util/Con	$306	$959	$0	$0	$0	$0	$0	$0	$1,265
7	GROUP 3b: Old Seward Hwy, 36th - 40th	2002 - PE/D 2003 - Util/Con	$262	$0	$0	$0	$0	$0	$0	$0	$262
8	GROUP 4b: Boniface @ NLB and Midtown Corridor (Benson Blvd to 36th and C St to Denali)	2003-PE/D 2004-Util/Con	$228	$922	$0	$0	$0	$0	$0	$0	$1,150
9	Raspberry Road @ Northwood Street Channelization Improvements (Non-NHS)	2003-PE/Util/Con	$71	$69	$0	$0	$0	$0	$0	$0	$140
10	Gambell Street & Ingra Street: 15th Avenue to Fireweed Lane Channelization Improvements (NHS)	2003-PE/D/ROW 2004-Con	$100	$190	$0	$0	$0	$0	$0	$0	$290
11	International Airport Road @ Old Seward Highway Channelization Improvements (NHS)	2003-PE/D/Util 2004-ROW/Con	$131	$419	$0	$0	$0	$0	$0	$0	$550
12	GROUP 5a: Combination of 3 projects: 36th Avenue: Arctic Blvd to C Street 5 Lane Conversion, Arctic Boulevard @ Potter Drive Channelization & Sight Distance Improvements & Arctic Boulevard @ Chugach Way Channelization Improvements.	2003-PE/D 2004-Util/ROW 2005-Con 2006-Con	$576	$616	$719	$1,068	$0	$0	$0	$0	$2,979
13	Central Region Low Bridge Clearance Signing Project (NHS)	2003-PE/D/Con	$210	$0	$0	$0	$0	$0	$0	$0	$210
14	Eklutna River Bridge Overheight Vehicle Detection	2003-PE/D/ROW/C	$367	$0	$0	$0	$0	$0	$0	$0	$367
15	GROUP 4a: Muldoon Road: 20th Avenue to 36th Avenue Corridor Improvements	2003-PE/D/Util 2004-Con	$310	$840	$0	$0	$0	$0	$0	$0	$1,150
	Annual Totals		$3,620	$4,015	$719	$1,068	$0	$0	$0	$0	$9,422
	Note: This is a proposed continuation of a 2001-2003 TIP Program.										
	A pilot program called the "Highway Safety Improvement Program" is recommended as a new approach to address the safety improvement needs of several roadways in Anchorage. The intent of this program is to expedite safety improvements to selected roadways throughout Anchorage. Funding for this program is separate from, and in addition to, the AMATS allocation for other roadways, safety projects, transportation enhancements, and CMAQ type projects. Funding levels shown are from the pre-draft 2004-06 Statewide Transportation Improvement Program.										

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR ($,000)							Est funding needs after 2009	Est total project cost
			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			2003	2004	2005	2006	*2007*	*2008*	*2009*		
Table 3c. Non NHS Major Arterial Rut Repair											
1	Boniface Parkway, Tudor Road - DeBarr Road Formally listed as Project #26 in Table 3.	2003-Util/Con	$2,000	$0	$0	$0	*$0*	*$0*	*$0*	$0	*$5,400*
2	Airport Heights, Glenn Highway - DeBarr Road	2003-Util/Con	$550	$0	$0	$0	*$0*	*$0*	*$0*	$0	*$550*
3	Lake Otis Parkway, Northern Lights Blvd - Tudor Road	2003-Util/Con	$1,000	$0	$0	$0	*$0*	*$0*	*$0*	$0	*$1,000*
4	A/C Couplet [6th Avenue - 42nd Avenue] - Project rehabilitates pavement surfaces; some minor base work is expected. Project does not include landscaping or other streetscape improvements. Formally listed as Project #25 in Table 3.	2003-Util/Con	$1,050	$0	$0	$0	*$0*	*$0*	*$0*	$0	*$1,050*
5	Jewel Lake Road, Dimond Blvd - 88th Ave	2004-Util/Con	$0	$500	$0	$0	*$0*	*$0*	*$0*	$0	*$500*
6	Old Seward Highway, Huffman Road - Dearmoun Road	2004-Util/Con	$0	$1,500	$0	$0	*$0*	*$0*	*$0*	$0	*$1,500*
7	Klatt Road, Old Seward Highway - C Street	2005-Util/Con	$0	$1,000	$0	$0	*$0*	*$0*	*$0*	$0	*$1,000*
8	I/L Couplet, 3rd Avenue - 5th Avenue	2005-Util/Con	$0	$0	$1,500	$0	*$0*	*$0*	*$0*	$0	*$1,500*
9	Non NHS Major Arterial Rut Repair - Placeholder		$0	$0	$1,500	$0	*$0*	*$0*	*$0*	$0	*$1,500*
	Annual Totals		**$4,600**	**$3,000**	**$3,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,500**
	Note: This is a proposed continuation of a 2001-2003 TIP Program.										
	A pilot program called the "Non NHS Major Arterial Rut Repair" is recommended as a new approach to address the pavement improvement needs of roadways in Anchorage. The intent of this program is to expedite needed pavement improvements to selected roadways throughout Anchorage. Funding for this program is separate from, and in addition to, the AMATS allocation for other roadways, safety projects transportation enhancements, and CMAQ type projects. Funding levels shown are from the pre-draft 2004-06 Statewide Transportation Improvement Program.										

Draft Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Est funding needs after	Estimated total project
			2003	2004	2005	2006	2007	2008	2009	2009	cost 2001-09
Constructing	Dowling Road Reconstruction [Lake Otis Parkway to Old Seward Highway] - Construction scheduled to be completed in summer 2003.	2001-03 - Util/C	$2,750 (Increase by $2.75 million)	$0	$0	$0	$0	$0	$0	$0	$28,050
Constructing	C' Street Reconstruction Phase II [International Airport Road to Dimond Boulevard] - Construction scheduled to be completed in summer 2003.	2002-2003-Util/C	$10,205 (Increase by $1 million)	$0	$0	$0	$0	$0	$0	$0	$21,860
Constructing	Old Glenn Highway Rehabilitation [Artillery Rd to N. Eagle River exit] - Completed	2001-02 - D/Util/ROW/C	$825 (Cost overrun on '02 construction)	$0	$0	$0	$0	$0	$0	$0	$5,400
1	**Dowling Road Extension/Reconstruction** [Minnesota Drive to Old Seward Highway] - Connect Minnesota to 'C' Street and continue to Dowling Road. Location and size of improvements to be determined. Project to include replacing bridge over Campbell Creek ($6.8M), lighting, drainage, landscaping, trail and pedestrian improvements.	2004 - D 2005 - ROW/Util 2009+ - Util/Con	$0	$2,300	$6,400	$0	$0	$0	$0	$16,200	$26,250
2	**C' Street Construction Phase III** [Dimond Boulevard to O'Malley Road] - Construct a new road link south of Dimond Boulevard to O'Malley Road, including lighting, drainage, landscaping and pedestrian facilities (a segment of the North/South Trail). The '03 and '04 funds supplement the GARVEE program shown in Table 8.	2002-03 - ROW 2004 - Util/Con	$500 ($10.0 of the $10.5 million shown in '03 used to balance '03 program for amendment #7. That funding is replaced by the GARVEE funds in Table 8. '03 and '04)	$1,150	$0	$0	$0	$0	$0	$0	$3,150
3	**C' Street Construction Phase IV** - Alaska Railroad Crossing at Raspberry Road - Design and Right-of-Way funded with GARVEE funding in Table 8.	2005 - D 2006 - ROW 2008 - Construct	$0	$0	$0	$0	$0	$6,000 (Estimated construction date)	$0	$0	$6,000
4	**O'Malley Road Reconstruction** [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities. Landscaping @ 5% of Construction $ = to be determined.	2003 - D 2005 - ROW/Util 2006 - Util/Con	$750	$0 (Move to '05)	$1,800	$15,516 (Increases by $1,016k)	$0	$0	$0	$0	$16,566
5	**Highway Safety Improvement Projects (HSIP)** - See New Table 11	see Table #11	$1,352	$1,271	$1,000	$1,000	$1,000	$1,000	$1,000	$0	$8,623
6	**Fireweed Lane Reconstruction** [Spenard Road to Seward Highway] - Project is recommend to reconstruct the existing 4-lane street to a 2-lane street with a center turn lane. Intersections at A and C Streets will be improved and pedestrian improvements will be included. Note: this project originated (PE/D) in the HSIP above, however the scope of the project has grown and is recommended to included elements beyond the HSIP program. **Recommend combining with 7 and 18 below for economy.**	2004 - ROW 2005 - Util/Con	$0	$250	$2,400	$0	$0 (07-09 funding levels are placeholder amounts)	$0	$0	$0	$3,050
7	**Spenard Road (Fireweed Lane to Minnesota Drive)** - Project is recommend to reconstruct the existing 4-lane street to a 2-lane street with a center turn lane. Intersections will be improved and pedestrian improvements will be included. Note: this project originated (PE/D) in the HSIP above, **however, the scope is sufficiently big it is recommended to be a stand alone project and combined with 6 above AND project 18 below, to achieve a degree of economy for project development.**	2003 - D 2004 - ROW 2005 -Util/Con	$550 (Decreases by $250k)	$250	$2,400	$0	$0	$0	$0	$0	$3,200
8	**DeArmoun Road Reconstruction Phase II** [140th Avenue to Hillside Drive] - Project involves reconstruction of the existing alignment, improving pavement condition, and pedestrian facilities.	2004 - ROW 2005 - Util/Con	$0	$3,600	$7,250	$0	$0	$0	$0	$0	$11,350

Draft Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000) 2003	2004	2005	2006	2007	2008	2009	Est funding needs after 2009	Estimated total project cost 2001-09
9	**Pavement Replacement Program** - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. Program is expected to include, but not be limited to, pavement replacement for the following routes with estimated construction year - Lake Otis Parkway [DeBarr Road to Northern Lights Boulevard]; 9th Avenue ['L' Street to Ingra Street]; Bragaw Street [Glenn Highway to DeBarr Road]; Lake Otis Parkway [Northern Lights Boulevard to Tudor Road]; Dimond Boulevard [Jodphur Road to Jewel Lake Road].	See Table #10 for project schedules	$1,400	$3,830 9th Ave project needs AMATS approval due to cost and park and 4f issues	$4,000	$4,300 '05 & '06 funding levels are latest estimates	*$4,000*	*$4,000*	*$4,000*	$0	*$27,755*
10	**Eagle River Loop Road Reconstruction** [Old Glenn Highway to Eagle River Road] - Reconstruct to arterial standards including shoulders, turn lanes, pedestrian facilities, lighting and landscaping. Landscaping @ 5% of Construction $ = $535,000.	2003 - D 2004 - ROW 2006 - Util/Con	$210 Increase by $210k for design	$3,350	$0	$13,000 Increase by $450k	*$0*	*$0*	*$0*	$0	*$17,810*
11	**Old Seward Highway Reconstruction** [O'Malley Road to Huffman Road] - Project will separate turning movements from through traffic, and improve access to adjacent commercial properties. Landscaping @ 5% of Construction $ = $300,000.	2004 - ROW 2006 - Util/Con	$0	$2,000	$0	$8,000 Increases by $1,000k	*$0*	*$0*	*$0*	$0	*$11,300*
12	**Dowling Road Extension/Reconstruction** [Lake Otis Parkway to Abbott Loop Road] - Funding shown in the 2004-06 program years are placeholder amounts should the EAST study identify it as a preferred alternative. This project is also contained in the Municipal CIP.	2004 - PE 2006 - D 2007 - ROW 2008 - Con	$0	$800	$0	$1,300	*$2,500*	*$7,000*	*$0*	$0	*$11,600*
13	**Eklutna River Bridge Rehabilitation/Replacement at Old Glenn Highway** - Project to rehabilitate or replace the existing bridge. A new structure would have a design life of 50+ years and would include two travel lanes, shoulders, one pathway, and railing.	2004 - Util/Con	$0	$4,220 Increase of $220k	$0	$0	*$0*	*$0*	*$0*	$0	*$4,720*
14	**Old Glenn Highway Reconstruction** [rural section, North Eagle River Exit to Peters Creek] - Project evaluates existing alignment, pavement conditions and pedestrian facilities. Project to be constructed in phases. *(Advance Construct')*	2002-03 - D/ROW/Util/C 2004 - ROW 2005 - Con	$4,800 $2,905 moves from '04	$1,700	$5,190	$0	*$0*	*$0*	*$0*	$0	*$13,242*
15	**Supplement to the *AMATS Road Transfer Program*** - This program was recommended as a new approach to address the reconstruction needs of several state-owned minor roadways in Anchorage. The intent of this program is to expedite improvements to selected roadways throughout Anchorage using funds above and beyond AMATS' normal funding allocation. However, the anticipated funding was not incorporated into the pre-draft 2004-06 Statewide Transportation Improvement Program. It is not certain whether funding for the continuation of these program will be added into a future STIP amendment. The proposed 03 funds supplant and proposed 04 funds supplement the funding shown in Table 3a for the top four identified projects and allows them to move forward	*See Table 3a for project schedule*	$970 Supplants PE funding for projects 2-4 in Table 3a	$3,870 Supplements Victor Road Construction funding	$0	$0	*$0*	*$0*	*$0*	$0	*$4,840*
16	**DeArmoun Rd Reconstruction Phase I** [Westwind Dr to 140th Avenue] - This project reconstructs the existing alignment, improving pavement condition and pedestrian facilities from Westwind to Hillside Drive. *(Phase II construction is from 140th Avenue to Hillside.)* *(Advance Construct)*	2001 - ROW 2002-D/ROW 2003 & 04 - D/Util/Con	$2,050	$5,000 Increase by $300k	$0	$0	*$0*	*$0*	*$0*	$0	*$8,130*
17	**Abbott Loop Road Extension/*Reconstruction*** [48th Avenue to Abbott Road] -	Moved to Table 8	$0	$0	$0	$0	*$0*	*$0*	*$0*	$0	*$0*

Draft Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Fut funding needs after	Estimated total project
			2003	2004	2005	2006	2007	2008	2009	2009	cost 2001-09
18	**Spenard Road Rehabilitation** [Hillcrest Drive to the Minnesota Drive On-ramp] - Project will rehabilitate Spenard Road, and includes pedestrian facilities. **Recommend combining this project with 7a and 7b above for economy of design and public involvement.**	2004 - ROW 2005 - Util/Con	$0	$150	$430	$0	$0	$0	$0	$0	$605
19	**Huffman Road Reconstruction** [Old Seward Highway to Lake Otis Parkway] - Reconstruct & widen, as required, to meet future traffic demand. Provide missing links in pedestrian facilities, lighting, intersection improvements, and minimal landscaping.	2003 - D 2004 - ROW 2007 - Util/Con	$500	$1,500 Increase of $1,000k	$0	$0	$5,500 Estimated Construction	$0	$0	$0	$7,500
20	**Dimond Boulevard Rehabilitation** [Jewel Lake Road to Seward Highway] - '02 funding contained in Table 3c for scheduled construction this summer.	Moved to Table 3c	$0	$0	$0	$0	$0	$0	$0	$0	$320
21	**Eagle River Road Rehabilitation** [MP 5.3 to MP 12.6] - Upgrade the road with widened shoulders for pedestrians, improved visibility, and repavement. No landscaping improvements recommended. Project to include parking improvements at Eagle River Nature Center.	2003 - D 2004 - ROW 2006 - Util/Con	$500	$1,000 Increase of $400k	$10,350 Increases by $350k	$0	$0	$0	$0	$0	$12,350
22	**Abbott Road Reconstruction** [Lake Otis Parkway to Birch Road] - Improvements are not specific at this time, but could range from an improved 2-lane to 4-lane roadway, depending on long-term traffic need. Will include intersection and pedestrian improvements. Landscaping @ 5% of Construction = to be determined.	2004 - D 2005 - ROW 2006+ - Util/Con	$0	$900	$400	$0	$0	$7,400	$0	$0	$8,700
23	**'A'/'C' Couplet Pavement Rehabilitation** [6th Avenue to 40th Avenue] - Project rehabilitates pavement surfaces; some minor base work is expected. Project does not include landscaping or other streetscape improvements.	Moves to table 3c	$0	$0	$0	$0	$0	$0	$0	$0	$0
24	**Boniface Parkway Rehabilitation** [DeBarr Road to Tudor Road] - Resurface, restore, rehabilitate roadway, and includes evaluation of foundation/base stabilization, safety, drainage, landscaping and trails.	Moves to table 3c	$0	$0	$0	$0	$0	$0	$0	$0	$0
25	**Whitney Road Reconstruction** [North 'C' Street to Post Road] - Project to upgrade road to urban industrial standards. Improvements include curbs, lighting, pedestrian facilities, and some landscaping.	2004 - PE 2005 - D 2007+ - ROW/Util/Con	$0	$800	$500	$0	$0	$0	$500	$5,250	$7,050
26	**Huffman Road Intersection Improvements** [at Elmore, Lorraine and Pintail] - Project will reconstruct three intersections along Huffman Road to current standards, providing turning opportunities and sight distance improvements. *(** At this time, the project is being reviewed by MOA Depts of Public Works and Planning in an effort to expedite completion of the Elmore/ Huffman Rd intersection improvement with the Elmore Road improvements, utilizing other funding sources.)* *(Advance Construct)*	2003 - Util/Con	$2,302	$695 Project increases to $2,997 w/increase of $465k	$0	$0	$0	$0	$0	$0	$2,997
27	**Anchorage Areawide Railroad Grade Separations** - Study to review/analyze potential grade separations and recommend a program for improvements.	2004 - Study	$0	$250	$0	$0	$0	$0	$0	$0	$250
8	**Lake Otis Parkway Reconstruction** [Northern Lights Blvd. - Debarr Road] - Project involves reconstruction of the existing alignment to increase capacity and to improving pavement condition and pedestrian facilities.	2004 - PE 2005 - D 2007- ROW 2009- Util/Con	$0	$800	$0	$750	$1,500	$0	$11,000	$0	$14,050

Draft Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Est funding needs after	Estimated total project cost 2001-09
			2003	2004	2005	2006	2007	2008	2009	2009	
b	**Ingra/Gambell Extension to Whitney Road** - The extension of Ingra/Gambell Streets, combined with the improvements to Whitney and Oceandock Roads, will provide a new alternative truck access in and out of Ship Creek. Ranked #1 in the PC approved Ship Creek Multi-Modal Transportation Plan among new projects not in the 2001-03 TIP. Also recommended to begin concurrently with Project #25.	2004 - PE 2005 - D 2009- ROW/Util/Con	$0	$800 550	$0	$750	*$0*	*$1,000*	*$0*	*$25,000*	*$27,550*
c	**Caravelle Drive Upgrade and Reconstruction [Raspberry Rd to Jewel Lake Rd]** - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.	2007-Con	$0	$0	$0	$0	*$3,100*	*$0*	*$0*	*$0*	*$3,100*
d	**35th Avenue/McRae Street Upgrade - [Wisconsin St. to Spenard Rd]** - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.	2007-Con	$0	$0	$0	$0	*$4,200*	*$0*	*$0*	*$0*	*$4,200*
e	**Dimond Blvd Upgrade [Jodphur to Sand Lake Rd]** - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.	2008-Con	$0	$0	$0	$0	*$0*	*$4,400*	*$0*	*$0*	*$4,400*
f	**Hiland Road** - Reconstruct 7.32 miles of the existing two-lane Hiland Road from Mile 1 to end of road to current standards Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possible trails, where practical and feasible. A possible realignment of the existing roadbed between Riverview Estates Subdivision and Eagle River Loop Road may also be a part of the project depending on the outcome of the proposed alternative route study. Ranked #1 in the TAC approved Chugiak/Eagle River LRTP update among new projects not in the 2001-03 TIP.	2004 - PE 2005 - D 2009 ROW/Util 2009+ - C	$0	$800 550	$0	$750	*$1,000*	*$0*	*$6,000*	*$16,000*	*$24,550*
g	**Right Turn Lane Program** - According to the Congestion Management System "Status of the System Report" intersections at various critical locations on the Anchorage transportation network are often the cause of bottlenecks or delays. This program will identify potential project locations as well as design and construct the improvements. Ranked as the highest priority in the recently proposed 04-06 CMAQ program.	2005 - 2009 Implementation	$0	$0	$750	$1,000	*$1,000*	*$1,000*	*$1,000*	*$0*	*$4,750*
h	**Homestead Road** - Construct 0.66 miles of new collector roadway from Oberg Drive to Voyles Boulevard. The project may include construction of trail. Ranked #2 in the TAC approved Chugiak/Eagle River LRTP update among new projects not in the 2001-03 TIP.	2004 - PE 2006 - D 2009 ROW/Util/C	$0	$500	$0	$500	*$0*	*$0*	*$650*	*$1,000*	*$2,650*
	The contingency list of projects for each year will consist of the following year's projects.	ANNUAL TOTALS	$29,664	$41,186	$42,870	$46,866	$23,800	$31,800	$24,150	$63,450	*$359,758*
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of November 2002] = approx. $56.2m in 2004, $57.7m in 2005, and $59.3m in 2006.		$46,449	$56,270	$57,751	$59,276	*$59,276*	*$59,276*	*$59,276*		*$296,496*
	Approximate percentage (%) for roadways		64%	73%	74%	79%	40%	54%	41%	6-year Average=	73%
	Amount under /(over) projected total funding level		$16,785	$15,084	$14,881	$12,410	$35,476	$27,476	$35,126		

Draft Table 4. TRANSPORTATION ENHANCEMENTS
AMATS FFY 2004-2006 TIP (January 2003)

Jan01 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000) 2002 - 0303 2003	2004 - 0405 2004	2005 - 0506 2005	2006 - 0607 2006	2006 - 0507 2007	2007 - 0408 2008	2008 - 0509 2009	Est funding needs after 2009	Estimated total project cost 2001-09
1	**Pedestrian Safety and Accessibility Improvements** - Construct ramps, walkways, and curbcuts for pedestrians at various locations, to be determined. Includes ADA compliance improvements.	2001 - 2006 D/ROW/Util/C	$1,466 Decreases by $231k	$250	$250	$250	*$250*	*$250*	*$250*	$0	*$3,916*
2	**Ship Creek Trail Phases I, II, III, IV & V**- Project will extend the Coastal Trail 4 miles, from current terminus at 2nd Avenue via Ship Creek to Glenn Hwy & connection to Government Hill. Future construction segments to be finalized following completion of design. Phase V will provide trail access across Ship Creek via a new bridge, and cross the ARRC tracks to provide a connection to Government Hill.	**2003 - D/Util/Con 2004 - Util/Con 2005 - Util/C** 2006 - Util/Con	$3,916 Increase by $303k. $50k for Design	$2,700 Latest Construction estimates for '04 and '05	$2,600	$3,250 New phase	*$0*	*$0*	*$0*	$0	*$13,666*
3	**Coastal Trail (Southern Extension)** - This project will extend the existing Coastal Trail south from Kincaid Park to Potter Marsh. (trail route to be selected). Future funds are shown as rough-estimate planning placeholders; actual cost to be determined, based on route. Project anticipated to be designed and constructed in phases.	2003 - PE/D 2004-05 - ROW? **2007+ - Util/C**	$700	$0 Further programming decisions after close of draft EIS public comment period on March 7th	$0	$0	*$5,000*	*$5,000*	*$5,000*	*$20,000*	*$36,450*
4	**Campbell Creek Trail Connection** [Seward Highway to Tudor Road Crossing] - Project extends the existing Campbell Creek trail approximately 2.5 miles, and completes a key missing segment on the Anchorage trails network. Project does not include grade separations at Seward Highway or trail connection between Old Seward and New Seward Hwys. The grade separation will be included in the NHS Seward Hwy at International Airport Road grade separation project.	2003 - PE/Con	$448 Increases by $148k	$0	$0	$0	*$0*	*$0*	*$0*	$0	*$1,848*
5	**Chester Creek Trail Connection** [Tudor Road Crossing to Goose Lake] - Project provides a connection from the Tudor Crossing to east of University Lake, minimizing impacts to neighborhoods and APU. Project also includes a multi-use paved trail connecting UAA student housing with main campus on Providence Drive.	2004 - PE/D/ROW/Util **2005 - Util/Con**	$0	$2,100	$2,450	$0	*$0*	*$0*	*$0*	$0	*$5,050*
6	**Midtown Trail** - Improve trail connection from Downtown to Midtov area along 'A'/'C' Couplet. Focus is likely from Fireweed Lane to Tudor Road along the 'A' St corridor. Road intersection improvements are likely, but no grade separations are proposed.	2003-04- D/ROW **2006 - Util/C**	$50	$1,452	$0	$1,380	*$0*	*$0*	*$0*	$0	*$3,277*
7	**5th & 5th Avenues Pedestrian Safety and Landscaping Improvements** ['C' Street to Gambell Street] - Project to include an assessment of streetscape issues, street lighting and decorative improvements along the corridor. No additional ROW is programmed.	**2005 - D 2007 - Util/C**	$0	$0	$250	$0	*$1,000*	*$0*	*$0*	$0	*$1,250*
8	**Anchorage Areawide Trails Rehabilitation** - Project will analyze existing pathways for rehabilitation needs community-wide and promote specific projects to rehabilitate those existing pathways. The scope is primarily expected to include pavement replacement. Project to complement existing MOA/CIP program.	2004-06 PE/D/Util/C	$0	$600	$600	$600	*$600*	*$600*	*$600*	$0	*$3,900*
9	**Eagle River Greenbelt Access and Pathway** - Construct 12 miles of new trail in the Eagle River Greenbelt, connecting the Briggs Bridge with the Visitor Center. Many new trails will be built and interpretive displays on the trails and at the trailheads.	2004 - D 2006 - ROW 2007- Construct	$0	$500	$0	$750	*$5,500*	*$0*	*$0*	$0	*$7,230*
10	**Glenn Highway Trail Rehabilitation** [Muldoon Road to North Birchwood Loop] - Project to resurface existing trail, formalize a parking facility near the weight station and to construct a memorial pull-out.	**2005 - Util/C**	$0	$0	$2,640	$0	*$0*	*$0*	*$0*	$0	*$2,790*
12	**Muldoon Road Landscaping and Pedestrian Improvements** [Regal Mountain to Bartlett Dr] - This funding will construct additional pedestrian amenities and minimal landscaping for the remainder of the corridor.	**2003 - D/Util/C 2004 - Util/C**	$2,385 Increases by $225k for design of Phase 2 of	$1,150	$0	$0	*$0*	*$0*	*$0*	$0	*$3,865*

Draft Table 4. TRANSPORTATION ENHANCEMENTS
AMATS FFY 2004-2006 TIP (January 2003)

Jan'01 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Est funding needs after 2009	Estimated total project cost 2001-09
			2003	2004	2005	2006	2007	2008	2009		
13	**Glenn Highway Trailhead Improvements** [at Thunderbird Falls, Peters Creek, and South Fork of Eagle River] - Construct/improve existing trailheads with pedestrian and ADA (barrier-free) access routes near the trailhead parking areas.	2006 - PE/D 2007+ - ROW/Util/C	$0	$0	$0	$100	*$300*	*$0*	*$2,600*	*$0*	*$3,000*
14	**Campbell Tract Trail and Trailhead Improvements** - Enhance trailheads and parking, as well as remove ADA impediments, provide interpretive displays. (Parking lot known as the Buckner Trailhead Parking Area). Project provides an increase of 17 parking spots, for a total of 25, will provide for one entrance road instead of two, will improve layout, and will re-vegetate the area.	2006 - PE/D 2007-08 - Util/C	$0	$0	$0	$50	*$50*	*$400*	*$0*	*$0*	*$500*
15	**Anchorage Areawide Sidewalks/Access to Schools** - Analyze access to schools community-wide, and promote specific projects to provide pedestrian connections where none currently exist and where other funding sources are not available.	2006 - Study	$0	$0	$0	$75	*$0*	*$0*	*$0*	*$0*	*$75*
16	**Dimond Boulevard Pedestrian and Landscaping Improvements** [Jewel Lake Road to Old Seward Highway] - Project provides landscaping and pedestrian enhancements.	2005 - PE/D/ROW/Util 2006 - Util/C	$0	$0	$150	$350	*$0*	*$0*	*$0*	*$0*	*$500*
17	**Potter Marsh Trailhead and Access Improvements** - Will enhance parking lot, provide some new boardwalk connections at Potter Marsh Critical Habitat Area, and connect the Bird Treatment Learning Center on the Old Seward Hwy to the existing boardwalk. PE and design funded in previous program. Project recommended to be completed in phases,due to substantial increase in construction cost estimates.	2003 - D 2004 - Util/C 2006+ - Util/C	$50 $50k requested in '03 for design	$0	$150	$500	*$500*	*$0*	*$0*	*$0*	*$1,200*
Proposed	**Coastal Trail to Northern Lights at Fish Creek** - This project will provide a connection from the existing Coastal Trail to Northern Lights Boulevard. Trail connections are shown on the Areawide Trails Plan along the ARR right of way or along the Fish Creek Estuary. Project could examine both options and construct the best connection for this one mile link.	2006 - PE/Design 2007+ - Util/C	$0	$0	$0	$500	*$0*	*$0*	*$0*	*$1,500*	*$2,000*
Proposed	**Javier de la Vega Park to Campbell Trail** - This project will provide a trail connection from Javier de la Vega Park through Connors Bog and connect to the existing Campbell Creek Greenbelt Trail at Minnesota and Dimond.	2006 - PE/D 2007+ - Util/C	$0	$0	$0	$500	*$0*	*$0*	*$0*	*$2,000*	*$2,500*
Proposed	**Campbell Creek Trail Grade Separation** [Lake Otis Parkway] - Project provides for a grade separated crossing at Lake Otis Parkway near Campbell Creek. PE funding was added in 2003 to examine a proposed route.	2003-PE 2005-08 D/ ROW/Con?	$0 $300k programmed in project #4 for PE	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$0*
Proposed	**South Anchorage Sports Park to Campbell Trail - This project and C Street Phase III** pedestrian improvements are both contained in the Areawide Trails Plan.	2006 - PE/D? 2007+ - Util/C	$0	$0	$0	$0	*$0*	*$0*	*$0*	*$2,000*	*$2,000*
	The contingency list of projects for each year will consist of the following year's projects 6375	ANNUAL TOTALS 5200	$9,015	$8,752	$9,090	$8,305	$13,200	$6,250	$8,450	$25,500	$93,637
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of November 2002] = approx. $56.2m in 2004, $57.7m in 2005, and $59.3m in 2006. 3580	32,900	~~$46,449~~ 43,448	$56,270 5,627	$57,751 5775	$59,276 5,727	*$59,276*	*$59,276*	*$59,276*	$51,000	$296,496
	Approx. Percentage (%) for Transportation Enhancement Improvements is 15%,)		15%	~~19%~~ 16%	16%	14%	22%	11%	14%		15%
	Estimated % of total funds for trail type improvements		10%	10%	15%	9%	20%	10%	14%		13%
	Estimated % of total funds for roadway type enhancements		8%	5%	1%	3%	2%	0%	0%		2%
	Amount under / (over) projected funding level		$37,434	$47,518	$48,661	$50,971	$46,076	$53,026	$50,826		$202,859

Draft Table 5. CONGESTION MITIGATION AIR QUALITY
AMATS FFY 2004-2006 TIP (January 2003)

Jan/03 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR - ($,000) 2003	2004	2005	2006	2007	2008	2009	Est. funding needs after 2009	Estimated total project cost 2003-09
New 1	**Right Turn Lane Program** - According to the Congestion Management System "Status of the System Report" intersections at various critical locations on the Anchorage transportation network are often the cause of bottlenecks or delays. This program will identify potential project location as well as design and construct the improvements. Funding for the implementation of this program is recommended to come out of the Roadway improvement program (Table 3).	2004 - Design	$0	$750	$0	$0	*$0*	*$0*	*$0*	*$0*	*$750*
2	**Anchorage Ridesharing/Transit Marketing** - This project funds the operation of the Municipal Share-A-Ride program which promotes, coordinates, and operates an area-wide commuter matching service and a van pool program, and a comprehensive public transportation marketing effort.	2004 - 2009 Programming	$578	$610	$640	$670	*$670*	*$670*	*$670*	*$0*	*$5,488*
3	**Air Quality Public & Business Awareness Education Campaign** - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution, as well as inform the business community about local air quality issues and steps they can take to reduce air pollution.	2004 - 2009 Programming	$190	$500	$500	$500	$500	$500	$500	*$0*	*$3,565*
4	**Anchorage Bowl LRTP** - Funding for the Anchorage Bowl Long- Range Transportation Plan Update for 2025.	2002-2004 Implementation	$360	$150	$0	$0	*$0*	*$0*	*$0*	*$0*	*$760*
New 5	**Transit Centers** - this project supports an on-going effort to provide major transit facilities at town centers and major destinations. The Anchorage 2020 / Anchorage Bowl Comprehensive Plan, identified a network of Town Centers intended to function as focal points for community activities with a mix of retail, residential, and public services and facilities, and with pedestrian connections to surrounding neighborhoods and transit.	2004-Con 2005-Con	$0	$2,000	$1,970	$0	*$0*	*$0*	*$0*	*$0*	*$3,970*
New 6	**Transit Operations Expansion** - this three-year demonstration project provides funding for expansion of the People Mover bus system. Improvements include expansion to new areas, implementation of community connector service to serve low density housing, supporting town centers, and implementing memory headways.	2003 - 2005 Implementation	$1,470	$1,470	$1,470	$0	*$0*	*$0*	*$0*	*$0*	*$5,835*
New 7	**Winter CO Season Free Bus Service** - this three-year project provides full subsidy to commuters through their employers during the winter CO season (November 1 - February 28). This program is intended to increase transit ridership in winter months and complements current efforts to promote air quality awareness in the business community. (partially funded in FFY 1999 and 2000)	2004 - 2006 Implementation	$0	$350	$380	$400	*$0*	*$0*	*$0*	*$0*	*$1,130*
New 8	**Midtown District Plan** - One of the implementation strategies contained in Anchorage 2020 is the Midtown District Plan. According to the Comprehensive Plan, the Midtown area will be one of the most intensely developed areas of the Municipality and serve as a focal point for office employment, together with supporting retail and commercial development. Specific issues that will be addressed in the Plan include: revisions to land use and design standards, pedestrian access, reduced surface parking, transit facilities, traffic patterns, landscaping, signage, open space, public space, and public art.	2004 - 2005 Design	$0	$125	$125	$0	*$0*	*$0*	*$0*	*$0*	*$250*

Draft Table 5. CONGESTION MITIGATION AIR QUALITY
AMATS FFY 2004-2006 TIP (January 2003)

Jan/03 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR ($,000)							Est. funding needs after 2009	Estimated total project costs 2001-09
			2001-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09		
			2003	2004	2005	2006	2007	2008	2009		
9	**Private Sector Block Heater Program** - Develop a block heater program in which the use of block heaters and electrical outlets are increased The purpose of this program is to reduce cold start emissions from commuters.	2002 - 2004 Design Implement	$500	$1,500	$0	$0	$0	$0	$0	$0	$2,915
10	**Transit Fleet Expansion/Replacement** - This project funds three buses annually for expansion of the People Mover system, and replacement of transit buses. Buses have a 12-year useful life cycle. Funding in 2004 starts the two-year procurement process for replacement buses that will be put into service in 2007.	2004 - 2006 Fleet Expansion	$0	$1,100	$1,100	$1,100	$0	$0	$0	$0	$4,725
New 11	**Repair Effectiveness Improvement Program** - Program to improve repair effectiveness, especially on newer model year vehicles. Project will include design, implementation/training, and initial advertising of repair shops (both certified IM facilities and non-certified IM facilities) that employ advanced-trained mechanics. Repair shops will be identified to motorists as the best capable for repairing computerized vehicles (1996 and newer). Year one: design, year two: conduct training, year three or when training completed: begin advertising and program monitoring.	2004 - 2005 Design Implementation	$0	$351	$351	$0	$0	$0	$0	$0	$702
New 12	**Sticker Application Program** - Program to address the large number of in-use vehicles currently without I/M program windshield stickers, and provide a system where future new vehicles receive a sticker before it is sold. Two primary groups of vehicles do not have stickers, new vehicles that do not yet need to be inspected, and older Diesel vehicles previously inspected by the I/M office and issued an I/M exemption.	2004 - Design	$0	$276	$0	$0	$0	$0	$0	$0	$276
13	**Oxygen Sensor Replacement Program** - First-year design money to be used to verify strategy & set-up program. Project to enhance benefits of I/M program to increase effectiveness.	2005 - Implement	$0	$0	$1,600	$0	$0	$0	$0	$0	$1,750
14	**Youth Employment Program for Transit Stop and Trail Accessibility** - This program hires young people (16-21 years old) to improve the safety, usability, and appearance of bus stops. Typical activities include minor construction projects, installation of transit furnishing, clearing and grubbing of landscaping, watering, planting, and snow and ice removal. Youth receiving valuable training in the use of construction equipment to include: snow throwers, weed-wackers, compactors, concrete drills, brick saws, and jack hammers; they learn construction methods, safety, and utility locates prior to construction; landscaping planting and maintenance methods, etc.	2003 - 2009 Implementation	$142	$150	$155	$160	$155	$150	$142	$0	$1,250
New 15	**OBD-IM Performance Tracking Program** - Program to set up system to track performance of the On-Board Diagnostic (OBD) IM program. Pre-1996 vehicle emissions are recorded at the time of IM testing. For OBD vehicles (1996 and newer) the vehicle's computer determines pass/fail. This program would allow periodic tests of failing OBD vehicles (e.g., if the vehicle fails the OBD test, its emissions will be tested before the test is concluded and the vehicle is repaired). It will then be tested after repairs are completed to assist in program performance tracking. Results of the testing can then be used to design program modifications when warranted. Data will also allow verification of modeling efforts and planning documents.	2006 - Design	$0	$0	$0	$225	$500	$500	$500	$0	$1,725

Draft Table 5. CONGESTION MITIGATION AIR QUALITY
AMATS FFY 2004-2006 TIP (January 2003)

Jan'03 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR ($,000)							Est. funding needs after 2009	Estimated total project costs 2001-09
			2002-03	2003-04	2004-05	2005-06	2006 - 07	2007 - 08	2008 - 09		
			2003	2004	2005	2006	*2007*	*2008*	*2009*		
New 16	**Plug-In Installation at Public Facilities** -This program would provide funding for the installation of electrical receptacles at federal, state and local public facilities for employees, students and others that park for extended periods of time and create "cold starts." Funding criteria will be established to assure that only the most cost-effective projects receive funding.	2006 - Design 2007 - Implementation	$0	$0	$0	$800	*$1,200*	*$1,200*	*$0*	*$0*	*$3,200*
17	**Anchorage School District Compressed Natural Gas Buses** - This project is contingent on the success of the CNG pilot program funded in FFY2000 for ASD. Project would provide funding for purchase of 5 dedicated CNG buses in 2006 and 5 more in 2007. Ten buses would be acquired in these years.	2006 - 2007 Purchase	$0	$0	$0	$500	$500	*$0*	*$0*	*$0*	*$1,050*
18	**Anchorage School District (ASD) Indoor Bus Storage** - This project provides for the design and construction of a heated indoor storage barn for the ASD bus fleet to minimize diesel cold starts, increase winter warm up time for student comfort and safety. Location to be determined. Project construction to be 50% funded by ASD.	2005 PE/D 2006 - Construct	$0	$0	$500	$2,750	$0	*$0*	*$0*	*$0*	*$3,250*
Projects with 2003 as last year of funding											
	I/M Evader Sticker Program - Provide additional investigative staff to improve enforcement of I/M Program requirements. Provide repair assistance to ensure failing vehicles, identified through the enforcement efforts, are repaired for those vehicle owners with economic hardships. Last year of funding in 2003.	2001 - 2003 Implementation	$745	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$1,740*
	Automated Operating System [People Mover] - Project automates the operation of the fixed route buses including vehicle location, operating characteristics, customer real-time information, passenger counting equipment & improved management reporting capability. Last year of funding in 2003.	2003 - Implement	$2,520	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$2,520*
	PM-10 (dust) Control Program - Last year of funding in 2003.	2001 - 2003 Implementation	$110	$0	$0	$0					
	UAA/Providence Transit Center - See New Project #5	2003 - *PE/D/ROW/C*	$1,155	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$1,155*
	New Eastside Area Anchorage Transit Center - See New Project #5	2004 - C	$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$0*
	The contingency list of projected for each year will consist of the following year's projects.	**ANNUAL TOTALS**	**$7,770**	**$9,332**	**$8,791**	**$7,105**	**$3,525**	**$3,020**	**$1,812**	**$0**	**$49,126**
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of November 2002] = approx. $56.2m in 2004, $57.7m in 2005, and $59.3m in 2006.		$46,449	$56,270	$57,751	$59,276	$59,276	$59,276	$59,276		
	Amount under / (over) projected total CMAQ allocation level		$38,679	$46,938	$48,960	$52,171	$55,751	$56,256	$57,464		
	Approximate Percent (%) for Congestion Mitigation & Air Quality, FFY2001 = $5M										*6-yr Avg*
	Approximate Percent (%) for Congestion Mitigation/Air Quality, FFY2002-2006 = $3M annually)		17%	17%	15%	12%	6%	5%	3%		*14%*

Draft Table 6. NATIONAL HIGHWAY SYSTEM
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Est funding needs after 2009	Estimated total project cost 2001-09
			2003	2004	2005	2006	2007	2008	2009		
1	**Glenn Highway Reconstruction** [Gambell Street to McCarrey Street] - Reconstruct as recommended in the 1997 AMATS Long-Range Transportation Plan for the Anchorage Bowl, to meet long-term capacity needs.	2003-04- D 2005 - ROW 2007 - Util/C 2008 - C	$2,200	$1,500	$10,000	$0	$23,300	$15,000	$0	$0	$51,700
2	*NOTE: see new # 17* **Glenn Highway Surface Rehabilitation** [McCarrey Street to South Birchwood Interchange (MP 2 - 17)] - Rehabilitate surface.		$0	$0	$0	$0	$0	$0	$0	$0	$0
3	*NOTE: see new # 17* **Glenn Highway Surface Rehabilitation** [South Birchwood Interchange to Eklutna Exit (MP 17 - 26)] - Surface Rehabilitation. May include minor improvements at the Eklutna Overpass to reduce strikes by overheight vehicles. Includes design of pavement rehab from Airport Heights Rd to South Birchwood I/C.		$0	$0	$0	$0	$0	$0	$0	$0	$0
4	**International Airport Road at New Seward Highway Grade Separation** - Construct a grade-separated intersection on the New Seward Hwy at International Airport Rd, including trails and landscaping.	2004 - PE/Desig.. 2005 - ROW 2006 - Util/Const	$0 Per STIP #17, funds move to '04	$1,100	$2,000	$12,160	$0	$0	$0	$0	$15,260
5	**International Airport Road Interchanges & Railroad Grade Separations** [at Jewel Lake Road & Internat'l Airport Road and at Postmark Drive & Internat'l Airport Road] - Construct interchange at Jewel Lake/ Spenard Road and Internat'l Airport Road. Will also grade-separate railroad crossings for Internat'l Airport and Spenard Roads, improving safety and capacity. Trails, landscaping included. Project reevaluates environmental document & designs the I/C at Postmark Dr.	2006 - D 2006 - D/ROW/Util/C	$0	$0	$0	$1,500	$2,000	$0	$4,000	$19,000	$26,500
6	*NOTE: see new # 17* **Muldoon Road Surface Rehabilitation** [36th Avenue to Glenn Highway] - Rehabilitate pavement.		$0	$0	$0	$0	$0	$0	$0	$0	$0
7	**O'Malley Road/'C' Street Interchange** [Develop interchange on O'Malley Road at 'C' Street] - The current 'C' Street Extension project is preparing the environmental document and design for the 'C' Street and O'Malley Road interchange .	2005 - Util/Const	$0	$0	$5,500	$0	$0	$0	$0	$0	$5,500
8	**O'Malley Road Interchanges at Old and New Seward Highways** - Develop directional interchange at New Seward Highway. Project will elevate Old Seward Highway over O'Malley Road.	2006 - Design 2006 - Util/C	$0	$0	$0	$1,500	$0	$500	$20,000	$15,000	$37,000
9	*NOTE: see new # 17* **Seward Highway Surface Rehabilitation** [Potter Section House to Huffman Road (MP 115.7 to 119.2)] - Pavement rehabilitation of 3.5 miles section of the Seward Highway.		$0	$0	$0	$0	$0	$0	$0	$0	$0
10	**New Seward Highway** [Rabbit Creek to 36th Avenue] - Analyze and identify needed transportation improvements in the Seward Highway Corridor, between Rabbit Creek and 36th Avenue. Improvements to be considered may include: widening from four to six lanes; modify existing interchanges; grade separation at 36th Ave; rehabilitate existing frontage roads on east/west sides of New Seward Hwy from Tudor to O'Malley; and construct a new western frontage road between Dimond and O'Malley, including bike lane and drainage improvements; overcrossings at 68th, 76th and 92nd Ave.; extension and upgrade of 92nd to minor arterial standards; construct frontage roads along New Seward Hwy; and pedestrian & bike facilities.	2004 - D 2005 - ROW 2006 - Util/Const	$0 Per STIP #17, funding has been into '04	$3,000	$3,000	$0	$42,500	$32,000	$0	$0	$80,500

Draft Table 6. NATIONAL HIGHWAY SYSTEM
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Est funding needs after 2009	Estimated total project cost 2001-09
			2003	2004	2005	2006	2007	2008	2009		
11	**New Seward Highway Improvements** [36th Avenue to 20th Avenue] - Identify needed transportation improvements consistent with the AMATS Anchorage Bowl Long-Range Transportation Plan, and prepare the appropriate environmental document for those improvements.	2004 - D 2004 - D 2006 - D 2006+ - ROW/Util/C	$0	$3,000	$0	$3,000	$0	$20,000	$35,000	$25,000	$86,000
12	**NHS Intersection Improvements** - Design and construct improvements to enhance traffic flow on the Glenn Highway, from Airport Heights Road to McCarrey Street; on Tudor Road at Old Seward Highway and Bragaw Street; and on Minnesota and Northern Lights Boulevard. Includes replacing the pavement on the Glenn Highway between Gambell and McCarrey Streets.	2004 - Util/Const	$7,050 Increases by $3,400 per STIP #17	$3,750	$0	$0	$0	$0	$0	$0	$11,350
13	*NOTE: see new # 17* **Tudor Road Surface Rehabilitation** [Minnesota Drive to 36th Avenue] - Rehabilitate 6.4 miles of pavement.		$0	$0	$0	$0	$0	$0	$0	$0	$0
14	**NHS Arterial Rut Repair / Pavement Rehabilitation** - Project works in conjunction with the Pavement Management System and the Maintenance & Operations pavement projects to maximize efficiency and speed of response to pavement needs in Anchorage.	2003-06 - D/Util/C 2006+ - Const	$9,810 Increases per STIP #17	$7,000	$7,000	$6,750	$6,000	$3,000	$3,000	$0	$50,120
15	**New Seward Highway** [Potter to Rabbit Creek Road] -	2004-2005 - PE/D 2006 - Util/C	$0	$200	$200	$2,700	$0	$0	$0	$0	$3,100
	The contingency list of projected for each year will consist of the following year's projects. ***(Note: Table is not shown in priority order. These projects have not been ranked).***	ANNUAL TOTALS	**$19,060**	**$19,550**	**$27,700**	**$27,610**	**$72,800**	**$70,500**	**$62,000**	**$59,000**	**$383,618**

Draft Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN		FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Ea funding needs after 2009	Estimated total project costs
			Carryover	2003	2004	2005	2006	2007	2008	2009		
	Municipality of Anchorage - FTA Section 5307 Funds											
	1% Transit Enhancement - TEA-21 establishes a minimum annual expenditure requirement of one percent for transit projects and eligible enhancements [historic preservation of mass transportation facilities, bus shelters, landscaping and other scenic beautification, transit furnishings, public art, pedestrian access and walkways, bicycle access and bike storage, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation].	2003 - 2009 Implementation	NA	$37	$3·	$34	$34	*$34*	*$34*	*$34*	*$0*	*$312*
New	**Transit Planning Program**	2003 - 2009 Implementation		$0	$50	$50	$50	$50	$50	$50	*$0*	*$300*
	Bus Stop Improvements -This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts.	2003 - 2009 Implementation	NA	$1,010	$750		$750	$750	$750	$750	*$0*	*$7,105*
	Preventive Maintenance / Capital Maintenance - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for these items is based on a percentage of annual vehicle maintenance costs [up to 20%].	2003 - 2009 Implementation	NA	$588	$750	$760	$770	*$780*	*$790*	*$800*	*$0*	*$6,305*
	Fleet Improvement - This project funds improvements to existing transit and paratransit fleets. Typical projects include a ticket reader and issue attachment, which issues passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mobile display terminals; and vehicle communications and locations systems.	2003 - 2009 Implementation	NA	$1,250	$500	$800	$600	*$600*	*$600*	*$600*	*$0*	*$5,475*
	Support Vehicles - This project funds purchase of replacement vehicles and equipment to support operation of the transit system. Typical purchases include pickup trucks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, fork lifts, sweepers, and bus access snow removal equipment.	2002 - 2004 & 2006 Purchase	NA	$90	$100	$100	$100	$100	$100	$100	*$0*	*$760*
	Transit Center Planning- This project would replace the existing transit center in the CBD with a new facility. Expanded services are required. The facility is expected to be a public/private partnership serving the People Mover system, as well as other transportation operators. Location to be determined. Construction is programmed for CMAQ funding after 2006.	2003 - PE 2004 - D	NA	$350	$500	$0	$0	*$0*	*$0*	*$0*	*$0*	*$1,200*
	Paratransit Vehicles / Major Maintenance Equipment - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service and the Vanpool program. Major maintenance funding for these vehicles is provided for the most efficient use of this equipment.	2003 - 2009 Implementation	NA	$940	$920	$920	$950	*$950*	*$950*	*$950*	*$0*	*$8,264*

Draft Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN		FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Es funding needs after 2009	Estimated total project costs
				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
			Carryover	2003	2004	2005	2006	*2007*	*2008*	*2009*		
	Automated Operating System / AnchorRIDES/ People Mover - The project improves the system by collecting real-time vehicle location information and further automating the scheduling/dispatch functions that will substantially improve the system. This project automates the operation of the fixed route buses including vehicle location and operating characteristics, customer real-time information, passenger counting equipment and improved management reporting capability.	2002, 2004 & 2006-09 Implementation	NA	$0	$100	$100	$200	*$200*	*$200*	*$200*	*$0*	*$1,600*
	ADA Complementary Paratransit Services - Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses.	2003 - 2009 Purchase	NA	$242	$310	$310	$310	$310	$310	$310	*$0*	*$2,566*
	Management Information Systems - This project funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographic Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers.	2003 - 2009 Implementation	NA	$320	$150	$150	$150	$150	$150	$150	*$0*	*$1,509*
	subtotal FTA Section 5307 Transit funding to the MOA		$1,112	$4,827	$4,164	$3,224	$3,914	$3,924	$3,934	$3,944	$0	*$35,396*
	Alaska Railroad - FTA Section 5307 Funds											
	Anchorage Railroad Depot Improvements (Sec 5307) - Projects to improvements the passenger service area and roof drains at the Anchorage Depot, sidewalks, lighting, landscaping and other pedestrian amenitities.	2001 - 2002 Implementation	$0	$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$660*
	1% Transit Security on the Alaska Railroad Corporation projects (Sec 5307)	2001 - 2006 Appropriation	NA	$50	$50	$50	$50	*$50*	*$50*	*$50*	*$0*	*$450*
	Construct Passenger Maintenance Facility (Sec 5307) with accessories equipment and services and related track.	2005 - 2006 Implementation	NA	$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$432*
	subtotal FTA Section 5307 Transit funding to Railroad			$50	$50	$50	$50	$50	$50	$50	$0	$1,542
	Alaska Railroad - FTA Section 5309 (Fixed Guideway) Funds											
	South Anchorage Double Track - Phase II, (Campbell Creek Bridge and CTC) (Sec 5309 Fixed Guideway) - The Alaska Railroad Corporation is expanding its track with an additional rail line next to ARRC's main line in locations between the Wasilla and Girdwood.	2002-2004 Implementation		$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$4,800*
	Ship Creek Pedestrian Trail Construction (Sec 5309 - Fixed guideway) funds will assist the Municipality of Anchorage in constructing a portion of the Ship Creek Trail through ARRC's main railyard. Project will most likely be an underpass, with associated safety fencing.	2003 Implementation		$0	$1,000	$500	$0	*$0*	*$0*	*$0*	*$0*	*$1,500*

Funding moved to '04 and '05

Draft Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN		FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Es funding needs after 2009	Estimated total project costs
			Carryover	2003	2004	2005	2006	2007	2008	2009		
	Rail Capacity Improvements MP114-MP110 (Sec 5309 Fixed Guideway) - The Alaska Railroad Corporation is expanding its track with an additional rail line next to ARRC's main line in locations throughout the Wasilla - Girdwood operating area; specific project in 2002 -2003 will be MP114 to MP110 which includes switches at Anchorage International Airport "wye". This project will include environmental analysis, design, construction and rehabilitation of track and bridge structures and signaling systems	2002 - 2006 Implementation		$0	$900	$1,400	$1,900	*$0*	*$0*	*$0*	*$0*	*$5,200*
New	**Passenger facilities, equipment and safety improvements (Sec 5309 Fixed Guideway)** - These funds will be used for a variety of projects including wayside track improvements, track rehabilitation, facility improvements, rehabilitation or purchase of passenger cars or power cars	2004 - 2009 Implementation		$1,300	$1,129	$1,129	$1,129	*$500*	*$500*	*$500*	*$0*	*$6,187*
New	**Rail Capacity Improvements MP114-MP110 - Phase II (Sec 5309 Fixed Guideway)** - The Alaska Railroad Corporation is expanding its track with an additional rail line next to ARRC's main line in locations throughout the Wasilla - Girdwood operating area; This next phase will engineer, design and construct a new double-track bridge accross Ship Creek in the Anchorage yard.	2007 - 2009 Implementation		$0	$0	$0	$0	*$1,000*	*$2,000*	*$2,000*	*$0*	*$5,000*
New	**Locomotive Fueling Facility (Sec 5309 Fixed Guideway)** - These funds engineer, design and construct a new efficient, environmentally safe "one-stop" fueling station in the Anchorage Yard	2007 - 2009 Implementation		$0	$0	$0	$0	*$1,000*	*$1,000*	*$2,000*	*$0*	*$4,000*
New	**Anchorage Yard Improvements for Passenger Operations (Sec 5309 Fixed Guideway)** This program will install daylty devices, improve tracks, switches, leads and other upgrades and rehabilitation to support increased passenger operations.	2007-2009 Implementation		$0	$0	$0	$0	*$2,000*	*$2,000*	*$3,000*	*$0*	*$7,000*
	subtotal FTA Section 5309 (Fixed Guideway) funding to Railroad			**$1,300**	**$3,029**	**$3,029**	**$3,029**	**$4,500**	**$5,500**	**$7,500**	**$0**	**$33,687**

Draft Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN		FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Ea funding needs after 2009	Estimated total project costs
			Carryover	2003	2004	2005	2006	2007	2008	2009		
	Alaska Railroad - FTA Section 5309 (New Start) Funds											
	Girdwood to Wasilla Commuter Rail Project (Sec 5309 New Start) - Alaska Railroad Corporation will straighten and re-align, signalize, add power switches and add additional track between MP 75, Girdwood and MP 158.6, Wasilla. Project includes construction and rehabilitation of track and bridge structures as necessary. This project contains three independent segments that are described below (see 17a, 17b, and 17c).	2001 - 2006 Implementation		$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$0*
	1) MP105 -MP111- Klatt Road to Spenard Builders Supply in Anchorage Phase 1. (Sec 5309 New Start). South Anchorage Double Track. FY00 appropriation of $5,621,840.00 awarded September 2001			$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$0*
	2) MP127 - MP146- Eagle River to Knik River. (Sec 5309 New Start)			$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$12,505*
	3) MP146-MP158.6- Knik River to Wasilla. (Sec 5309 New Start). This is a segment of the larger project outside of the AMATS boundaries. FY00 appropriation of $4,188,947 and FY01 appropriation of $4,855,196 (total $9,044,144.00) is in the grant process and is expected to be awarded in late CY2002 or early CY2003			$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$0*
	subtotal FTA Section 5309 (New Start) funding to Railroad			$0	$0	$0	$0	$0	$0	$0	$0	$12,505
	Alaska Railroad - FTA Section 5309 (Earmark) Funds											
	Ship Creek Intermodal Facility (5309 "Earmark") Development of a transportation hub (bus, rail, parking, pedestrian services located in the Ship Creek Area. *Funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.*	2001 - 2006 Implementation		$5,000	$10,000	$10,000	$10,000	*$0*	*$0*	*$0*	*$0*	*$41,189*
	Ted Stevens Anchorage International Airport Rail Station (Sec 5309 - Earmark) - Continued development of rail station at airport including buildings, track, signals, pedestrian services and amenitites. *Funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.*	2003 Implementation		$2,500	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$2,500*
	Construct Passenger Maintenance Facility (Sec 5309 - Earmark) with accessories equipment and services and related track. *Funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.*	2005 - 2006 Implementation	NA	$0	$0	$0	$30,000	*$15,000*	*$15,000*	*$15,000*	*$0*	*$75,000*
	subtotal FTA Section 5309 (Earmark) funding to Railroad			$7,500	$10,000	$10,000	$40,000	$15,000	$15,000	$15,000	$0	$118,689
	subtotal FTA Sections 5307 & 5309 Transit funding to ARRC			$8,850	$13,079	$13,079	$43,079	$19,550	$20,550	$22,550	$0	$166,423

Draft Table 7. TRANSIT PROGRAM FUNDING (FHWA+FTA+FRA)
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN		FEDERAL FISCAL PROGRAMMING YEAR ($,000)							Es funding needs after 2009	Estimated total project costs
				10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			Carryover	2003	2004	2005	2006	*2007*	*2008*	*2009*		
	Municipality of Anchorage - FHWA/STP [CMAQ, Table 5] funds *(projects are duplicated here to illustrate entire transit program)*											
	Anchorage Ridesharing/Transit Marketing - This project funds the operation of the Municipal Share-A-Ride program which promotes, coordinates, and operates an area-wide commuter matching service and a van pool program, and a comprehensive public transportation marketing effort.	2004 - 2009 Programming	NA	$578	$610	$640	$670	*$670*	*$670*	*$670*	*$0*	*$5,488*
	Transit Centers - this project supports an on-going effort to provide major transit facilities at town centers and major destinations. The Anchorage 2020 / Anchorage Bowl Comprehensive Plan, identified a network of Town Centers intended to function as focal points for community activities with a mix of retail, residential, and public services and facilities, and with pedestrian connections to surrounding neighborhoods and transit.	2004-Construct 2005-Construct	NA	$0	$2,000	$1,970	$0	*$0*	*$0*	*$0*	*$0*	*$3,970*
	Transit Operations Expansion - his three-year demonstration project provides funding for expansion of the People Mover bus system. Improvements include expansion to new areas, implementation of community connector service to serve low density housing, supporting town centers, and implementing memory headways.	2001 - 2006 Fleet Expansion	NA	$1,470	$1,470	$1,470	$0	*$0*	*$0*	*$0*	*$0*	*$5,835*
	Winter CO Season Free Bus Service - this three-year project provides full subsidy to commuters through their employers during the winter CO season (November 1 - February 28). This program is intended to increase transit ridership in winter months and complements current efforts to promote air quality awareness in the business community. (partially funded in FFY 1999 and 2000)	2004 - 2006 Implementation	NA	$0	$350	$380	$400	*$0*	*$0*	*$0*	*$0*	*$1,130*
	Transit Fleet Expansion/Replacement - This project funds three buses annually for expansion of the People Mover system, and replacement of transit buses. Buses have a 12-year useful life cycle. Funding in 2004 starts the two-year procurement process for replacement buses that will be put into service in 2007.	2004 - 2006 Fleet Expansion	NA	$0	$1,100	$1,100	$1,100	*$0*	*$0*	*$0*	*$0*	*$3,675*
	Youth Employment Program for Transit Stop and Trail Accessibility - This program hires young people (16-21 years old) to improve the safety, usability, and appearance of bus stops. Typical activities include minor construction projects, installation of transit furnishing, clearing and grubbing of landscaping, watering, planting, and snow and ice removal. Youth receiving valuable training in the use of construction equipment to include: snow throwers, weed-wackers, compactors, concrete drills, brick saws, and jack hammers; they learn construction methods, safety, and utility locates prior to construction; landscaping planting and maintenance methods, etc.	2001 - 2006 Implementation	NA	$142	$150	$155	$160	*$155*	*$150*	*$142*	*$0*	*$1,250*
	Automated Operating System / People Mover - This project includes vehicle location and operating characteristics, customer real-time information, passenger counting equipment, and improved management reporting capability.	2003-Implementation	NA	$2,520	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$2,520*
	New Eastside Area Anchorage Transit Center - See New Project #5 - Table 5	2004 - C	NA	$0	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	*$0*
	subtotal FHWA/CMAQ Transit funding			$4,710	$5,680	$5,715	$2,330	$825	$820	$812	*$0*	*$23,868*
	Total Transit Program (FTA [5307+5309] + FHWA [CMAQ])			$18,387	$22,923	$22,018	$49,323	$24,299	$25,304	$27,306	$0	

Draft Table 8. Other Federal, State and Local Funded Projects within AMATS Area
AMATS FFY 2004-2006 TIP (January 2003)

	PROJECT DESCRIPTION	PROJECT PHASING PLAN	Source	FEDERAL FISCAL PROGRAMMING YEAR ($,000) 2003	2004	2005	2006	2007	2008	2009	Estimated total needs	Total project
I	**Ship Creek Access** - Construct new access route to Ship Creek area in Anchorage and capital improvements to intermodal marine freight and passenger facilities and access thereto.	2001 - PE/D 2002 - ROW 2003-06 Util/C	TEA-21 High Priority	$2,500	$2,500	$2,500	$2,500	$0	$0	$0	$0	$14,000
	TEA-3 High Priority (TEA-3 HP) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		TEA-3 High Priority	$0	$11,000	$11,000	$11,000	$0	$0	$0	$0	$33,000
	Federal Transit Administration (FTA) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		FTA	$2,600	$2,600	$2,600	$2,600	$0	$0	$0	$0	$13,000
	Department of Defense (DOD) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		DOD	$2,500	$2,500	$2,500	$2,500	$0	$0	$0	$0	$10,000
	Economic Development Administration (EDA) funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.		EDA	$2,500	$2,500	$0	$0	$0	$0	$0	$0	$5,000
	Transportation Infrastructure Finance and Innovation Act (TIFIA) funding shown in 2004 is estimated and shown for illustrative purposes.		TIFIA	$0	$14,000	$0	$0	$0	$0	$0	$0	$14,000
	Project totals			$10,100	$35,100	$18,600	$18,600	$0	$0	$0	$0	$89,000
A	**Recreational Trails for Alaska** - This program is administered by the Alaska Dept of Natural Resources, Division of Parks and Outdoor Recreation. The program makes funds available through a competitive process for trails improvements. Funding estimate based on 2000 grant awards within AMATS area.	2001 - 2003 Programming	NA	$45	$45	$45	$45	$0	$0	$0	$45	$315
C	**Rail Extensions, signalization and remotely controlled power switches.**	2001 - 2006 Implementation	FRA	$6,000	$10,000	$10,000	$10,000	$0	$0	$0	$0	$48,000
D	**Track Rehabilitation, realignment and Expansion, Elmendorf AFB and Ft Richardson,** continue program of exp: sion, double tracking, signalization across military bases	2001-2003 Implementation	DOD FRA	$8,000	$8,000	$8,000	$0	$0	$0	$0	$0	$44,200
E	**Anchorage Operations Center** - Replace operations center located in Anchorage yard.	2004 Implementation	FRA	$0	$8,000	$0	$0	$0	$0	$0	$0	$8,000
F	**Knik Arm Crossing** - design a transportation connection between the Municipality of Anchorage and the Mat-Su Borough across the Knik Arm. Funding shown in the 2004-06 program years is estimated and shown for illustrative purposes.	2003 PE/D 2005 - PE 2006 - ROW 2006 - Util/C	Earmark	$5,000	$30,600	$35,300	$44,400	$354,300	$470,900	$471,650	$471,650	$1,885,800
G	**C' Street Construction Phase III** [Dimond Boulevard to O'Malley Road] - Construct a new road link south of Dimond Boulevard to O'Malley Road, including lighting, drainage, landscaping and pedestrian facilities (a segment of the North/South Trail). These funds are supplemented by the TIP funds shown in Table 3.	2003 ROW 2004 - Util/Con	FHWA GARVEE	$10,000	$21,100	$0	$0	$0	$0	$0	$0	$31,100
H	**C' Street Construction Phase IV** - Alaska Railroad Crossing at Raspberry Road - Construct a grade-separated crossing of the Alaska Railroad crossing near intersection with 68th Avenue. Construction funded in table 3.	2005 - D 2006 - ROW 2008 - Construct	FHWA GARVEE	$0	$0	$500	$4,500	$0	$0	$0	$0	$5,000
I	**Creekside Towncenter - Transportation Improvements**	2004-06	TEA-21 High Priority	$0	$8,000	$8,000	$9,000	$0	$0	$0	$0	$25,000
J	**Abbott Loop Road Extension/Reconstruction** [48th Avenue to Abbott Road]. Funding shown in the 2004-06 program years are state general fund bonds that will be used to fund the project should the EAST study identify it as a preferred alternative.	2003 - PE/D 2004-06 - PE/D/ROW/Util/ Construct	State General Obligation Bond Funds	$4,010	$2,070	$0	$31,420	$0	$0	$0	$0	$37,500
ANNUAL TOTALS - Other Federally and State funded Improvements within the AMATS Area				**$39,145**	**$87,815**	**$61,845**	**$99,365**	**$354,300**	**$470,900**	**$471,650**	**$471,695**	**$2,085,865**

Draft Table 9. NATIONAL HIGHWAY SYSTEM IMPROVEMENTS
Outside AMATS, Within the Municipality of Anchorage
AMATS FFY 2004-2006 TIP (January 2003)

for information only, no approval required

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR, ($,000) 2003	2004	2005	2006	2007	2008	2009	Estimated funding needs after 2009	Estimated total project cost
a	**Whittier Maintenance and Operations** - Federal-aid eligible portion of Whittier tunnel and approaches, maintenance and operations performed by contractor prior to turnover to ADOT&PF.	2001-2006 - Construction	$2,000	$2,000	$2,000	$2,000	*$2,000*	*$2,000*	*$2,000*	*$8,000*	*$26,156*
b	**Seward Highway MP 75 - 90** [Ingram Creek to Girdwood Road and Bridge Rehabilitation] - Rehabilitate pavement and rehabilitate or replace the following bridges: Placer Creek #0627 & 0629, Portage Creek #0630 and 0631, 20 Mile River #0634, Peterson Creek #0636, Virgin Creek #0638, and Glacier Creek #0639. Provide grade separation of railroad crossing near the intersection of Portage Valley Road and the Seward Highway. Construct passing lanes and a separated trail	2003 - Design 2004 - Design 2006 - ROW	$1,300	$0	$2,500	$1,800	*$39,260*	*$0*	*$0*	*$0*	*$44,860*
c	**Seward Highway MP 99 - 104** [Bird & Indian Bypass] - Design and construct the relocation of Seward Highway to bypass the communities of Bird and Indian. Project includes passing lanes and bicycle/pedestrian trail. This is a segment of the Seward Highway Passing Lanes project.	2002 - Design 2005 - Utility 2006 - Construction	$1,500	$0	$2,000	$20,000	*$0*	*$0*	*$0*	*$0*	*$23,500*
d	**Seward Highway MP 104 - 115** [Indian to Potter, Passing Lanes] - Design and construct passing lanes and a bicycle/pedestrian trail between Indian and Potter Marsh. Includes the Windy Corner project to expand and improve the existing pullout and to add (pedestrian) wildlife viewing, interpretation, and landscaping. This is a segment of the Seward Highway Passing Lanes project.	2002 - Design 2003 - Utility & Construction 2004 - Construction	$7,000	$10,000	$0	$0	*$0*	*$0*	*$0*	*$0*	*$18,500*
	The contingency list of projected for each year will consist of the following year's projects.	**ANNUAL TOTALS**	**$11,800**	**$12,000**	**$6,500**	**$23,800**	**$41,260**	**$2,000**	**$2,000**	**$8,000**	**$153,616**

Draft Table 10 2004-2006 TIP, Pavement Replacement Program (see Table 3, Project 9)

2004-2006 TIP, Pavement Replacement Projects, {see Table 3, Project 9}											
Priority	Project Location	Project Phasing	2003	2004	2005	2006	*2007*	*2008*	*2009*	2009+	Estimated Total funding
1	Lake Otis Parkway Pavement Replacement - DeBarr Road to Northern Lights Boulevard. PE/Design funding proposed with local bonds.	**2003-Construct**	$1,400	$0	$0	$0	*$0*	*$0*	*$0*	*$0*	$1,400
2	9th Avenue Pavement Replacement - L Street to Ingra Street. PE/Design funding proposed with local bonds.	**2004-Construct**	$0	$2,532	$0	$0	*$0*	*$0*	*$0*	*$0*	$2,532
3	Bragaw Street Pavement Replacement - Glenn Highway to Debarr Road. PE/Design funding proposed with local bonds.	**2004-Construct**	$0	$768	$0	$0	*$0*	*$0*	*$0*	*$0*	$768
4	Arctic Boulevard Pavement Replacement - Fireweed Lane to Tudor Road	**2005-Construct**	$0	$0	$3,000	$0	*$0*	*$0*	*$0*	*$0*	$3,000
5	Lake Otis Parkway Pavement Replacement - 68th Avenue to Abbott Road	**2006-Construct**	$0	$0	$0	$3,300	*$0*	*$0*	*$0*	*$0*	$3,300
6	Arctic Boulevard Pavement Replacement - Tudor Road to Raspberry	**2007-Construct**	$0	$0	$0	$0	*$2,500*	*$0*	*$0*	*$0*	$2,500
	New Pavement Program - Placeholder	2007-09 Program Years	$0	**$530**	$1,000	$1,000	*$1,500*	*$4,000*	*$4,000*	*$0*	$12,030
	Pavement Replacement Annual Totals shown in Table 3		**$1,400**	**$3,830**	**$4,000**	**$4,300**	**$4,000**	**$4,000**	**$4,000**	**$0**	**$27,730**

* PE/Design funding proposed with local bonds.

Draft Table 11

2004-2006 TIP, Highway Safety Improvement Program (HSIP) , {see Tables 3 Project 5}

2004-2006 TIP, Highway Safety Improvement Projects (HSIP) {see Table 3)								
Priority	Project	Project Phasing	2003	2004	2005	2006	2006+	Est. Total funding
1	Old Seward Highway @ 48th Avenue Channelization Improvements (Non-NHS)	2003-PE/Design **2004-Construct**	$36	$54	$0	$0	0	$265
2	Northern Lights Boulevard @ Bragaw Street Channelization Improvements (Non-NHS)	2003-PE/Design **2004-Construct**	$35	$85	$0	$0	0	$350
3	10th Avenue @ E Street & C Street Channelization Improvements (Non-NHS)	**2003-PE/D** **2004 -Construct**	$70	$47	$0	$0	0	$693
4	Lake Otis Parkway @ 68th Avenue Channelization Improvements (Non-NHS)	2003-PE/D/Util **2004-Construct**	$181	$369	$0	$0	0	$550
5	Tudor Road @ Folker Street Channelization Improvements (NHS)	2003-PE/Design **2004-ROW/Construct**	$123	$362	$0	$0	0	$485
6	L Street: 5th Avenue to 13th Avenue Channelization Improvements (NHS)	2003-PE/Design **2004-Construct**	$83	$217	$0	$0	0	$300
7	13th Avenue @ Gambell Street Channelization Improvements (NHS)	2003-PE/D/Util **2004-ROW/Construct**	$113	$137	$0	$0	0	$250
8	Safety Database System - This system would house accident information, volume data and statistical traffic figures to be used to improve safety with the MOA.	**2003 - Purchase**	$400	$0	$0	$0	0	$400
	Placeholder for program funding	2005-2006 Program Years	$0	$0	$1,000	$1,000		
	HSIP Annual Totals shown in Table 3		$1,041	$1,271	$1,000	$1,000	$0	$4,312