

ALASKA LEGISLATURE COMMITTEE FILES 1995-1996 86/2

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# STATE OF ALASKA

TONY KNOWLES, GOVERNOR

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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February 26, 1996

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

Dear Senator Rieger:

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

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

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

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

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

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

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

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

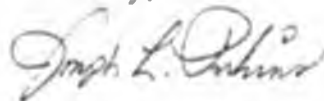
	1996	1997	1998
Anchorage funding outside AMATS	\$12,999.7	\$28,325	\$16,950

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

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

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

Sincerely,



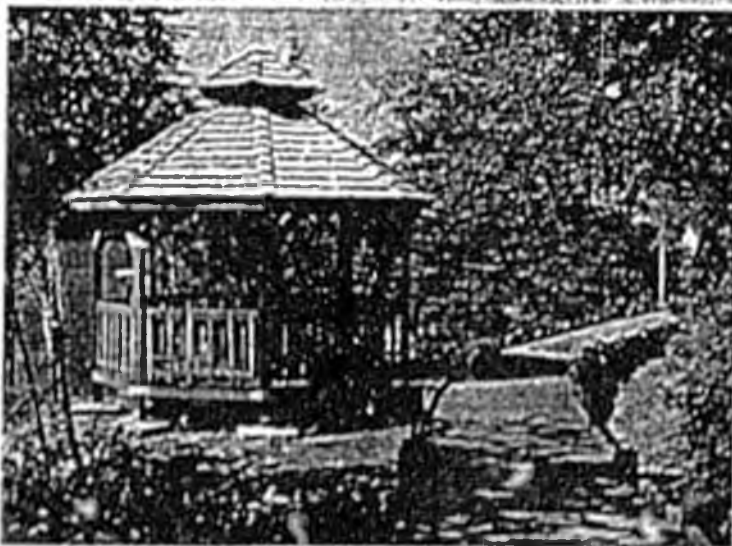
Joseph L. Perkins, F.E.  
Commissioner

Enclosure: Statewide Transportation Improvement Program 1996 - 1998



# Statewide Transportation Improvement Program 1996 - 1998

**DRAFT**  
For Public Review  
Comment by April 5, 1996



Alaska  
Department of  
Transportation  
and Public Facilities  
March 1996

# Remember: Comments due April 5, 1996

## How to contact us:

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

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February 23, 1996

Dear Alaskans:

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

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

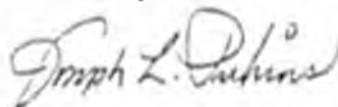
The new STIP is based on the recently released "Transportation Needs and Priorities in Alaska" or Needs List which has also been updated following extensive public review and comment. We will republish the Needs List along with the final STIP in April.

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

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

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

Sincerely,



Joseph L. Perkins, P.E.  
Commissioner

# DRAFT

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

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

### Introduction and Summary

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

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

#### Purpose of the STIP

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

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

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

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

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

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

#### The New Transportation Initiative

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

- Bring Alaska's National Highway System (intercity, statewide and Alaska Marine Highway System routes) up to modern standard (approximately \$120 million a year); *- discharge share is 5% ! Alaska is different*
- Develop a Community Transportation Program (CTP) that creates partnerships with local governments to build projects that serve local and regional needs (approximately \$80 million a year); *A discharge share is 2%?*
- Support the construction of Economic Development roads and *what are they?* transportation projects that directly contributes to the growth of Alaska's economy (annual funding for this program is included in the Community Transportation Program); and,
- Establish the Trails and Recreational Access for Alaska (TRAAK) Program to improve access and recreational opportunities (approximately \$20 million a year).

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

#### What the New Process Includes

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

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

#### Why Geographic Allocation is Not Used

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

... so are  
there any  
more plans?

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

#### How Projects Are Selected for the STIP

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

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

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

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

The Scoring Method  
Ask to build a road  
that a standard is  
used down to  
best

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

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

Community Transportation and Economic Development Program (CTP):

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

Trails and Recreational Access for Alaska (TRAAK):

- TRAAK Criteria

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

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

- Deputy Commissioner

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

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

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

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

#### Major Projects and Priorities Within the STIP

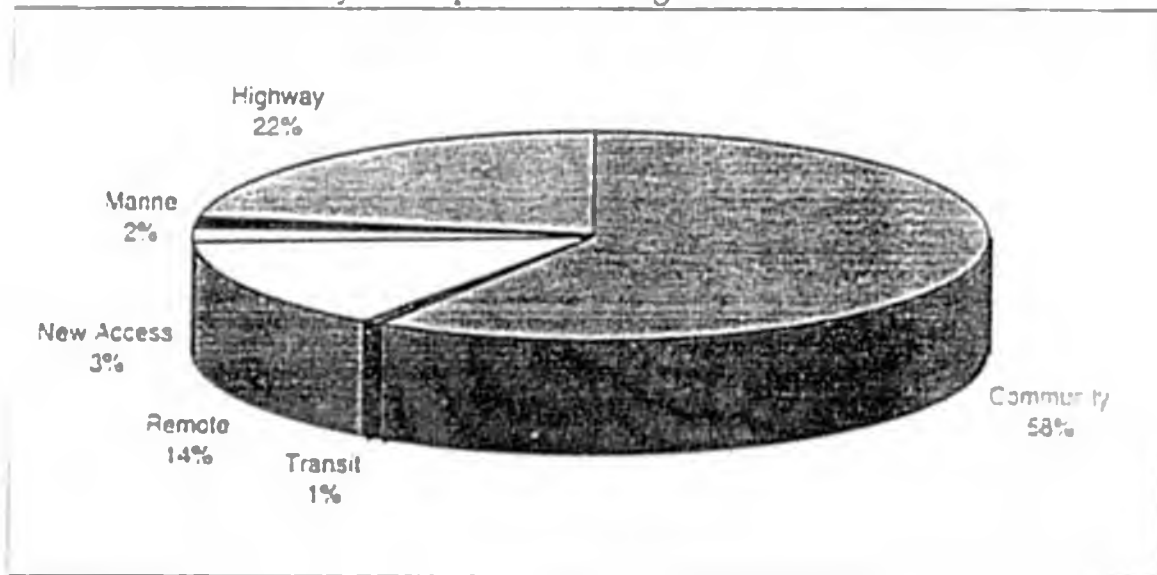
The STIP contains projects of a wide variety of type, size and complexity. Needs such as winter trail markings for trails used for transportation between remote villages are found in the STIP along with new highway interchanges, bus purchases and improvements to ferries. Within this diversity of projects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

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

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

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

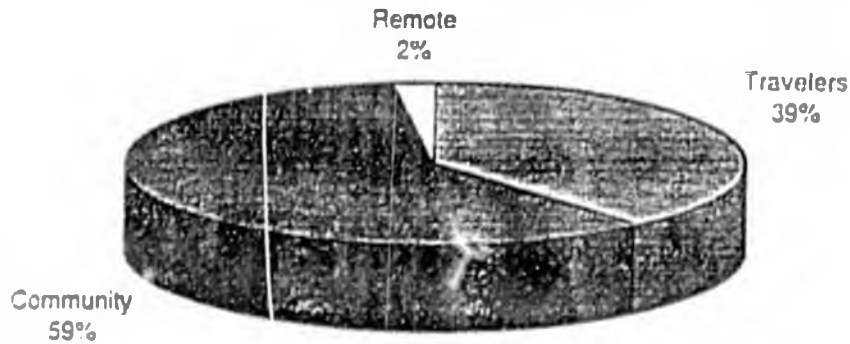
Community Transportation Program Allocation FY 96 - 98



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

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

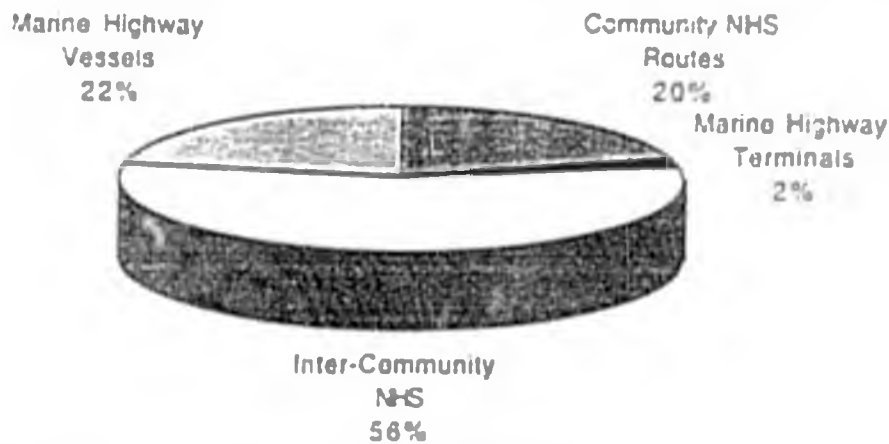
**Trails and Recreational Access for Alaska Allocation FY 96 - 98**



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

Projects of a Statewide Nature		80%
NHS highways between communities	56%	
Marine highways vessels	22%	
Marine highway terminals	2%	
Projects of a Community Nature		20%
NHS highways within communities	20%	<i>- but Alaska only receives 5%</i>

**National Highway System Allocation FY 96 - 98**



### **Air Quality Conformity Finding**

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

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

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

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

### **How the STIP Will Be Finalized**

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

### **Amending the STIP**

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

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

### **Adequacy of Transportation Funding**

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

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

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

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

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

#### **Special Status of Anchorage (AMATS)**

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

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

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

#### How to Reach Us

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

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#### Internet and World Wide Web Access

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

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

## Glossary of Terms

AMHS	Alaska Marine Highway System	The department's system of vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.
--	Apportionment(s)	Maximum program funding levels authorized by ISTEA from the federal Highway Trust Fund. These amounts are calculated annually for each state and are available for four years. Apportionment balances can only be drawn using obligation authority balance. (See also Obligation Limitation.) Programs designated in ISTEA include, Transportation Enhancements, National Highway System, Safety, Interstate Maintenance, Bridge Rehabilitation and Replacement, Surface Transportation Program, and others.
--	Consultation	One party confers with another identified party and, prior to taking action(s), considers that party's views.
--	Cooperation	The parties involved in carrying out the planning, programming and management systems processes work together to achieve a common goal or objective.
--	Coordination	Comparison of the transportation plans, programs, and schedules of one agency with the related plans, programs and schedules of other agencies or entities with legal standing, and the adjustment of plans, programs and schedules to achieve general consistency.
CTP	Community Transportation Program	A new program of the Alaska Department of Transportation and Public Facilities that addresses a wide range of community transportation modes including rural and urban roads, transit, and ferry routes.
FHWA	Federal Highway Administration	The federal agency of the U.S. Department of Transportation responsible for funding highways, trails and ferries.
FTA	Federal Transit Administration	The federal agency of the U.S. Department of Transportation responsible for funding transit systems.
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	An act of Congress providing funding authorizations for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997.
MPO	Metropolitan Planning Organization	The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 3 of the Federal Transit Act must be carried out. In Alaska Anchorage is the only MPO. AMATS (Anchorage Metropolitan Area Transportation Study) is the Anchorage MPO.

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

Alaska

1996 - 1998

Statewide Transportation  
Improvement Program

Alaska Department of  
Transportation and Public Facilities

## Funding Sources and Estimate

### Federal Highways

#### State Apportionment Program

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

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

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

#### Ferry Boat Discretionary Funds

In addition to the routine apportionment categories, ADOT&PF applied for and received Ferry Boat Discretionary funding for FFY96. A total of \$1,331,117 has been authorized from this funding source for the Juneau Auke Bay Terminal.

#### Federal Lands Highway Program

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

	1996	1997	1998
Indian Reservation Road	25,268,000	5,855,500	20,200
Park Roads and Parkway	90,000	2,640,000	90,000
Forest Highway	12,200,000	7,300,000	7,300,000
<b>Program Total</b>	<b>37,559,000</b>	<b>15,797,497</b>	<b>7,412,198</b>

*Where are these 1996?*

### Federal Transit Program

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

#### 49 CFR 5310 (Section 16): Elderly and Persons with Disabilities Program

This program consists of pass-through grants for nonprofit organizations for the purchase of vehicles and related equipment. These vehicles will be used to transport the elderly and persons with disabilities.

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

#### 49 CFR 5311 (Section 18): Nonurbanized Area Formula Program

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

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

#### 49 CFR 5336 (Section 9): Urbanized Area Formula Program

The details of this program are included in the AMATS - TIP.

#### Transfers from Federal Highway State Apportionment Program to Transit

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

#### Estimated Apportionments

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

**Table 1  
Estimate of Available Funds**

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

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

## Program Listings

### Project Tables

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

## Explanation of Terms

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

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

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

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

- Phase 2 - Preliminary Engineering: This is two stages in itself. The first stage includes public and agency scoping; data compilation; conceptual planning and engineering; and environmental analysis necessary to determine project location and footprint. The first stage generally concludes with an approved environmental document. The second stage includes preparing final design plans; obtaining environmental permits; utility agreements; re-evaluation of environmental concerns; and advertising the project.
- Phase 3 - Right of Way and Utilities: This phase includes the identification and purchase of land necessary for construction of the capital improvement. This phase also includes obtaining utility agreements where a project affects public utilities.
- Phase 4 - Construction: This phase includes construction engineering; bidding and awarding construction contracts; and actual construction of the capital improvement including possible utility relocation.
- Phase 8 - Planning and Program Administration: This phase is used to indicate an administrative rather than construction project. This phase includes mandated planning activities such as the development of the Statewide Transportation Improvement Program.

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

# Program Tables

1996 - 1998

## Statewide Transportation Improvement Program

Alaska Department of  
Transportation and Public Facilities

Draft National Highway System Program

Highway	Location	Project Description	Appr	Phase	Estimate (Total Costs in thousands of \$)		
					FFY 96	FFY 97	FFY 98
	Anchorage	AMATS Transportation Improvement Program			7,284.31	4,437.91	5,697.9
	Fairbanks	Cowles Intersection Improvements	315	3,4		283.3	
	Fairbanks	Airport Way/Washington Street Intersection	315	2,3,4	33.8	2,332.7	2,700.0
	Juneau	Egan Drive: Lemon Valley Access	315	2,3,4			1,000.0
	Ketchikan	Tongass: 3rd Avenue Reconstruction	315	4	375.4	2,360.8	
	Ketchikan	Tongass: 3rd Avenue Extension	315	2,3,4	1,128.1	1,227.5	10,500.0
	Ketchikan	Tongass: Lane Improvements	315	2,3,4	472.1		1,500.0
	Ketchikan	Tongass: Viaducts	315	2,3,4			1,000.0
	Kodiak	Rezanof-Gibson Cows Realignment Safety Improvements	315	3,4,7			4,100.0
	Sitka	Maibut Point Road: Peterson Street to Cascade Creek Road	315	2,3	330.0		3,300.0
	Soldotna	Kanai Spur Road MP 0 to 2.8 Rehabilitation	315	3,4		8,970.2	
	Whitler	Road Access to Whitler	330	2,3,4		450.0	15,000.0
	Central Region	Interstate Maintenance Bridge Repair	04M	2,3,4	234.8	238.1	250.0
	Central Region	Pavement Crack Sealing	04M	2,3,4	563.1	568.5	600.0
	Northern Region	Pavement Crack Sealing & Bridge	04M	2,3,4	556.9	561.0	700.0
	Central Region	Chip Sealing	04M	2,3,4	2,500.0	1,000.0	1,500.0
	Northern Region	Chip Sealing	04M	2,3,4	2,500.0	1,000.0	2,000.0
	Central Region	Safety Management Engineering	33A	2	46.3	47.2	50.0
Alaska		MP 1270 to 1314 Rehabilitation	315	2,3,4			330.0
Alaska		MP 1388 to 1358 Reconstruction	315	4		2,347.9	
Dillon		Abgun Bridges at MP 253 and MP 273	118	2,3,4	375.4		4,500.0
Dillon		MP 37 to 49 Reconstruction	315	2,3,4			33.8
Dillon		MP 143 to 174 Reconstruction	315	4			9,000.0
Dillon		MP 274 to 289 Reconstruction	315	2,3,4	375.4		50.0
Dillon		MP 289 to 305 Reconstruction	315	2,3,4		377.7	
Dillon		MP 335 to 359 Reconstruction	315	2,3,4	469.2	141.8	
Dillon		Regulatory, Safety and Distance Signing	33A	2,3,4	23.5	236.1	
Glenn		Knik River Bridge #1 Deck Repair	118	2,3,4	489.2		
Glenn		Eldora to Parks Highway Advance Right of Way Acquisition	315	3	389.7		
Glenn		Glenn Palmer-Wasilla Hwy way Intersection	315	2,3,4			500.0
Glenn		MP 60 to 68 Rehabilitation, Sutton	04M	4			7,500.0
Glenn		MP 68 to 84 Rehabilitation, Chitilstoon	04M	2,3,4		1,000.0	
Glenn		MP 84 to 92 Rehabilitation, Long Lake	04M	2,3,4			1,400.0
Glenn		MP 92 to 97 Rehabilitation, Hold Creek	04M	2,3,4		344.2	
Glenn		MP 97 to 100 Rehabilitation, Pirochie Hill	04M	3,4		5,193.3	
Glenn		MP 109 to 118 Rehabilitation, to Regional Boundary	04M	3,4,7	14,170.4		
Glenn		MP 174 to 189 Rehabilitation	04M	2,3,4		519.3	
Haines		Ferry Terminal to Union Street	315	2,3,4		519.3	
Haines		Union Street to Airport	315	2,3,4	281.9		2,500.0
Haines		Mosquito Lane Road to Munclaster Creek	315	3,4		377.7	
Haines		Munclaster Creek to Little Boulder Creek	315	4			3,500.0
Manne		Ausa Bay Staging Area Expansion	315	2,3,4	4,825.5		
Manne		Homer Terminal Building	315	2,3,4		71.4	
Manne		Prince Rupert Mooring Improvements	315	2,3,4			220.1
Manne		Prince Rupert Uplands Improvements	315	4			423.7
Manne		Aurora Shipboard Waste Handling System	315	4			300.0
Manne		Aurora SOLAS Compliance Fire Safety	315	4	1,753.9		
Manne		Barbet SOLAS Compliance Fire Safety	315	4			705.0
Manne		Compliance Monitoring and Communications	315	2,3,4	749.4		
Manne		LeCone SOLAS Compliance Fire Safety	315	4		1,911.1	
Manne		Melanussa Life Boat And Structural Renewals	315	4	2,743.9		
Manne		Melanussa Shipboard Waste Handling System	315	4			605.4

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

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

**Draft National Highway System Program**

Highway	Location	Project Description	Appr	Phase	Estimate (Total Costs in thousands of \$)		
					FFY 96	FFY 97	FFY 98
Manne		Matanuska SOLAS Compliance Fire Safety	315	4	2,963.8		
Manne		Multi-Purpose Replacement Vessel	315	4	3,759.1	50,528.8	14,846.1
Manne		Annual Vessel Rehabilitation: Maintenance Management System	315	2,3,4	235.0		
Manne		Annual Vessel Rehabilitation: Matanuska Solum: Refurbishment	315	2,3,4	35.0		
Manne		Annual Vessel Rehabilitation: Taku Solum Refurbishment	315	2,3,4	35.0		
Manne		Annual Vessel Rehabilitation: Taku Refrigerant Conversion	315	2,3,4	45.0		
Manne		Annual Vessel Rehabilitation: Ramp Safety Coatings	315	2,3,4	30.0		
Manne		Annual Vessel Rehabilitation: Matanuska/Taku Public Space Flooring Replacement	315	2,3,4	138.8		
Manne		Annual Vessel Rehabilitation: Columbia Passenger Seating Refurbishment	315	2,3,4		596.2	
Manne		Annual Vessel Rehabilitation: LeConte Solum Refurbishment	315	2,3,4		87.0	
Manne		Annual Vessel Rehabilitation: Aurora Solum Refurbishment	315	2,3,4		87.0	
Manne		Annual Vessel Rehabilitation: Columbia Aurora Refrigerant Conversion	315	2,3,4		87.0	
Manne		Annual Vessel Rehabilitation: LeConte Refrigerator Replacement	315	2,3,4		97.0	
Parks		Heavy Area Safety Improvements	33A	2,3,4		47.2	
Parks		Geist-Chena Ridge Interchange	315	4	13,607.4		
Parks		Nenana Canyon Safety/Access Improvements	315	2,3,4	93.8		3,000.0
Parks		Hurricane Gulch Bridge # 258	118	2,3,4	47.2		350.0
Parks		MP 35 to 37 Glenn Highway to Church Street Reconstruction	315	2,3,4		708.2	
Parks		MP 37 to 44, Crusey Street to Seward Mendan Road Rehabilitation	04M	2,3,4	1,258.9		2,500.0
Parks		MP 17 to 44, Lucus Road to Crusey Street Rehabilitation	04M	2,3,4			300.0
Parks		MP 37 to 44, Seward Mendan Road to Church Street Rehabilitation	04M	2,3,4	1,501.9		2,500.0
Parks		MP 238 Kingsfisher Creek Bridge #697	118	2,3,4			350.0
Parks		MP 237 Nenana River Bridge #1147	118	2,3,4			300.0
Parks		MP 240 to 262 Rehabilitation	04M	2,3,4		415.9	
Richardson		Valdez at Egan Drive	315	2,3,4		1,775.2	
Richardson		Kutna Rn # Bridge #572	118	2,3,4	16.9		280.0
Richardson		Lower River Bridge # 557	118	2,3,4	34.4		900.0
Richardson		MP 9 to 14 Rehabilitation	315	2,3,4	154.8		1,500.0
Richardson		MP 14 to 26 Rehabilitation	315	2,3,4	281.9		3,200.0
Richardson		MP 115 to 129 Rehabilitation	04M	2,3,4			4,890.0
Richardson		MP 129 to 148 Rehabilitation	315	2,3,4		226.6	
Richardson		MP 275 North Erosion Control	318	2,2,4			550.0
Richardson		MP 308 to 311 Rehabilitation	04M	4			1,600.0
Richardson		Saxha River Bridge #527	118	2,3,4	47.2		850.0
Richardson		Valdez Glacier Stream Bridge #566	118	2,3,4	29.5	354.9	
Seward		MP 0 to 3 Capacity Improvements	315	2,3,4		1,418.3	
Seward		MP 8 to 13, Grouse Creek Canyon	315	2,3,4	938.4		500.0
Seward		MP 13 to 18, The Summit to Snow River	315	2,3,4	810.0		250.0
Seward		MP 18 to 29, Snow River to Fair Creek	318	2,3,4			1,200.0
Seward		MP 33.0 to 59.3 Rehabilitation	04M	3,4	31,131.4		

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

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

*Missing the last leg of Seward Hwy into Strickland*

Draft National Highway System Program

Highway	Location	Project Description	Appr	Phases	Estimate (Total Costs in thousands of \$)			
					FFY 96	FFY 97	FFY 98	
Seward		MP 90 to 97, Girdwood to Bird Point Reconstruction	315	2,3,4	12,199.7	22,000.0		
Sterling		MP 36 to 45, (3R)	04M	2,3,4	375.4	568.5		
Sterling		MP 169 to 174, Rehabilitation	315	3,4	11,636.8			
Sterling		Soldotna Urban	315	2,3,4	300.3	755.4		
Sterling		Skyview High School Entrance Capacity Improvements	315	2,3,4			300.0	
Tok Cutoff		MP 91 to 110 Rehabilitation	04M	2,3,4			520.0	
Program Total						124,980.7	125,150.7	124,912.0

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

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

**Draft Community Transportation Program**

Project Description	Estimate (Total Costs in thousands of \$)				
	Phases	Appr	FFY 96	FFY 97	FFY 98
Aleknagik North Shore Landfill Road	2,3,4	33D	135.0	1,215.0	
Allakaket: Landfill Road	4	33D		900.0	
AMATS Transportation Improvement Program			16,500.0	16,500.0	16,500.0
Atka Dock Bridge/Road Rehabilitation	4	117	1,600.0		
Beaver: Landfill Road	4	33D	750.0		
Bethel: Ridgecrest Drive Rehabilitation	4	33D	2,400.0		
Brevet Mission: Landfill Road Construction	2,3,4	33D		75.0	725.0
Chena Hot Springs Road: MP 0-7 Reconstruction	4	33D	17,040.0		
Chevak Sanitation Access Road Construction	2,3,4	33D	1,000.0		
Chignik Lagoon Incinerator Site Access Road	2,3,4	33D	100.0	400.0	
Cordova Ferry Terminal Building	4	33D		365.0	
Cordova Ferry Terminal Staging Area-Phase B	4	33D		1,000.0	
Cordova: Lake Avenue Upgrade	2,3,4	33D		150.0	
Cottonwood Lane Bridge Replacement	3,4	117	440.0		
Denali Highway MP 80-104 Resurfacing	4	33D		4,500.0	
Dillingham - Aleknagik Road MP 0-8 Rehabilitation	2,3,4	33D	800.0	6,500.0	
Edgerton Highway Rehabilitation	2,3,4	33D	758.0		7,575.0
Eek Sanitation Road	2,3,4	33D	130.0		
Elliott Highway: MP 131-137 Reconstruction	3,4	33D	400.0	3,200.0	
Elliott Highway: Manley Slough-Tanana River Rehabilitation	4	33D	770.0		
Emmenak: Airport Road and Erosion Control	4	33D	1,350.0		
Fairbanks: CMAQ I/M Technician Training Certification	2,3,4	320	175.0	175.0	
Fairbanks: Holmes Road Drainage	4	33D	310.0		
Fairbanks: Old Steese Highway Reconstruction	3,4	33D		6,800.0	
Fairbanks: Trainor Gate Road Upgrade	2,3,4	33D	500.0		2,200.0
Fairbanks: University/College Intersection Safety Improvements	4	33A			2,500.0
Haines: Klukwan Road	2,3,4	33D	440.0		
Homer: East End Road MP 0.0-3.75 Rehabilitation	2,3,4	33D	600.0	3,000.0	5,000.0
Homer: East End Road MP 3.75-12.5 Rehabilitation	2,3,4	33D	500.0		3,150.0
Homer: Lake Street Rehabilitation & Pioneer Avenue-Lake Street Intersection Safety Improvements	3,4	33D	200.0	1,500.0	
Hoonah Ferry Terminal Ramp/Apron Upgrade	4	33D	325.0		
Hooper Bay Sanitation Road Construction	2,3,4	33D	165.0	3,300.0	
Houston: King Arthur Road Resurface	2,3,4	33D		400.0	
Iliamna-Nondalton Road Completion	2,3,4	33D	750.0	5,000.0	
Juneau Access Environmental Impact Statement	2	33D	750.0		
Juneau: Capital Transit Buses	4	33D	1,040.0		
Juneau: Glacier Highway Indian Point to Point Louisa	2,3,4	33D	300.0	4,000.0	
Juneau: Mendenhall Loop Road at Stephen Richards Drive	2,3,4	33A		140.0	720.0
Juneau: Thane Road Ferry Terminal to Rock Dump	2,3,4	33D	500.0	3,400.0	
Juneau: Willoughby and Glacier Avenue	2,3,4	33D		1,000.0	
Kake Dolphin & Bridge Replacement	2,3,4	33D	100.0	1,100.0	
Karluk Airport Access Road Rehabilitation	2,3,4	33D		100.0	400.0

*What kind of road?*

*What's the traffic count on this one?*

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

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

Draft

Statewide Transportation Improvement Program

**Draft Community Transportation Program**

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

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

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

**Draft Community Transportation Program**

Project Description	Estimate (Total Costs in thousands of \$)				
	Phases	Appr	FFY 96	FFY 97	FFY 98
Petersville Road Rehabilitation/Extension	2,3,4	33D	250.0		2,200.0
Port Alexander: Tract B Boardwalk Repair	2,3,4	33D			225.0
Prince of Wales Island: Big Salt Lake Road	4	33D			3,000.0
Prince of Wales Island: Hydaburg Highway Upgrade and Paving	2,3,4	33D		150.0	
Prince of Wales Island: Thome Bay Road Paving	2,3,4	33D			200.0
Public Transportation Social Service Van Replacement	4	33D	250.0	250.0	250.0
Scammon Bay Sanitation Road Construction	2,3,4	33D	400.0	2,540.0	
Selawik: Boardwalk Improvements	2,3,4	33D	25.0	160.0	
Shaktoclik: Landfill Road	2,3,4	33D	25.0	300.0	
Shungnak: Community & Landfill Road Reconstruction	2,3,4	33D		75.0	250.0
Sitka: Sawmill Creek Road Shoulders	2,3,4	33D			120.0
Sitka: Sawmill Creek/Jarvis Left Turn Bay	4	33A	660.0		
Soldotna: Kalifornsky Beach Road MP 16.4-22.4 Rehabilitation and Safety Improvements	4	33A	2,600.0		
Southeast Region Road Surfacing Program	2,3,4	33D			400.0
Stevens Village: Sanitation Road	4	33D			325.0
Taylor Highway MP 82-Border Reconstruction	2,3,4	33D			7,600.0
Toksook Bay Solid Waste Site Road	2,3,4	33D	815.0		
Unalakleet: Landfill/Airport Road Construction	2,3,4	33D		350.0	3,500.0
Unalaska: East Point/Ballyhoo Road Rehabilitation	2,3,4	33D		300.0	
Valdez: Dayville Road Improvements	2,3,4	33D			750.0
Valdez: Mineral Creek Loop Road Rehabilitation	2,3,4	33D		110.0	1,100.0
Venetie: Sanitation Road Construction	2,3,4	33D		80.0	300.0
Wales: Sanitation Road	4	33D	300.0		
Yakutat: Bayview Drive Retaining Wall & Guardrail	4	33A	660.0		
Annual Internal Review Audit Program	8	33D	210.0	220.0	230.0
Bridge Management System	2	118	310.0	330.0	340.0
Highway Safety Improvement Program Management	2	33A	50.0	60.0	60.0
Metrication	2	33D	50.0	60.0	60.0
National Highway Institute Training	8	33D	100.0	70.0	70.0
On-the-Job Training Support Services	8	33D	80.0	80.0	80.0
Program Review & Evaluation	2	33D	70.0	70.0	70.0
Safety Management System Management	2	33A	60.0	60.0	60.0
Safety Management System Workplan	2	33A	110.0	120.0	130.0
Scenic Byways Grant	8	32C	250.0	250.0	250.0
Seismic Bridge Retrofit Program	2	118	1,250.0	1,250.0	1,250.0
Small USGS Hydrologic Investigations	2	33D	30.0	30.0	30.0
Statewide Annual Planning Work Program	8	081	8,000.0	8,000.0	8,000.0
Statewide Bridge Inventory and Inspection Program	2	118	1,330.0	1,370.0	1,410.0
Statewide Research Program	8	086	1,940.0	1,940.0	1,940.0
Statewide Urban Planning Program	3	085	880.0	770.0	770.0
Truck Weight Enforcement	2	33A	150.0	150.0	160.0
USGS Flood Frequency and Analysis	2	33D	280.0	290.0	310.0
<b>Program Totals</b>			<b>95,071.0</b>	<b>95,375.0</b>	<b>95,510.0</b>

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

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

Draft

where is Chitina railroad trail improvement?

### Draft Trails and Recreational Access for Alaska Program

Project Description	Estimate (Total Costs in thousands of \$)				
	Appr	Phases	FFY 96	FFY 97	FFY 98
Alaska Highway: MP 1348-Robertson River Wayside	33B	2,3,4			100.0
AMATS Transportation Improvement Program			5,500.0	5,500.0	5,500.0
Bering Straits Villages Trail Staking	33B	2,3,4	25.0	150.0	
Central Region ADA Pedestrian Facilities	33B	2,3,4	400.0	600.0	
Central Region Winter Trail Marking	33B	2,3,4	150.0		850.0
Central Scenic Byways	33B	2,3,4	75.0		
Chitina: Visitor Wayside	33B	3,4		330.0	
Dalton Highway: MP 57-Yukon Crossing Wayside/Interpretive Center	33B	2,3,4		25.0	150.0
Dalton Highway: MP 60 Dump Station	33B	2,3,4	400.0		
Dalton Highway: MP150-Grayling Lake Wayside	33B	2,3,4			165.0
Dalton Highway: MP175-Coldfoot Wayside Interpretive Center	33B	2,3,4		50.0	200.0
Dalton Highway: MP 275-Galbraith Lake Wayside	33B	2,3,4			150.0
Fairbanks: Auburn Drive Pedestrian Facility	33B	4	370.0		
Fairbanks: Brown Elementary Bike/Pedestrian Facility	33B	4	165.0		
Fairbanks: Chena River Bicycle Trail	33B	2,3,4		250.0	1,000.0
Fairbanks: McGrath Road Bike/Pedestrian Trail	33B	3,4	200.0	400.0	
Fairbanks: Shannon Park-Ladd School Bike Path	33B	2,3,4		50.0	100.0
Fairbanks: University Avenue: Bridge/Bike Path Rehabilitation	33B	2,3,4			150.0
Glenn Highway: Matanuska Glacier Scenic Overlook	33B	2,3,4		100.0	1,350.0
Haines Ferry Terminal Interpretive Exhibit	33B	2,4		32.0	
Haines Highway: Eagle Viewing Areas/Turnouts	33B	2,3,4	2,000.0		
Hatcher Pass Scenic Overlook & Trailheads	33B	2,3,4		400.0	
Homer Spit Pedestrian Pathway	33B	2,3,4		150.0	1,500.0
Homer: Beluga Lake Trail Construction	33B	4	205.0		
Homer: Fishing Hole Handicapped Access	33B	2,3,4			120.0
Homer: Scenic Overlook	33B	2,3,4		60.0	540.0
Juneau: Glacier Spur Trail	33B	4	450.0		
Juneau: Glacier Highway UAS Overpass	33B	2,3,4			120.0
Juneau: Mendenhall River Pedestrian Crossing	33B	2,3,4	150.0	850.0	
Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities	33B	2,3,4		125.0	600.0
Kenai Spur Road: Unity Trail Pedestrian/Bike Path	33B	2,3,4			100.0
Ketchikan: Central Business District Sidewalk Improvements	33B	2,3,4		30.0	
King Cove: Pathway Construction	33B	2,3,4			40.0
Lake Louise Road Waysides	33B	4	330.0		
Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction	33B	4	1,990.0		
Matanuska-Susitna: Palmer Pedestrian/Bike Paths Construction	33B	4	555.0		
Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction	33B	3,4	200.0	1,665.0	
McCarthy Road/Richardson Highway Interpretive Waysides	33B	2,3,4			100.0
McCarthy: Kennecott River Footbridge Construction	33B	4	1,650.0		
Naknek: Pathway	33B	2,3,4			100.0
Nome: Solomon Waysides	33B	4	250.0		
Nome: Rocker Gulch Wayside	33B	2,3,4			50.0
North Pole: Bike Trail Rehabilitation and Connections	33B	2,3,4		65.0	375.0
Northern Region ADA Pedestrian Facilities	33B	2,3,4	150.0	150.0	150.0

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

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

**Draft Trails and Recreational Access for Alaska Program**

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

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

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

Appendix A  
Federal Lands Highways Funding

1996 - 1998

Statewide Transportation  
Improvement Program

Alaska Department of  
Transportation and Public Facilities

# INDIAN RESERVATION ROADS PROGRAM TRANSPORTATION IMPROVEMENT PLAN STATUS MAY 2011 S.C. 204

TABLE A

TIVA (Region)	STATE	FY 05		FY 06		FY 07		FY 08		TIVA AREA OFFICES
		FUNDING	DATE	FUNDING	DATE	FUNDING	DATE	FUNDING	DATE	
1	Connecticut	0	02/02/05	100,000	03/01/05	0	03/01/05	0	03/01/05	Eastern
	Massachusetts	0	02/02/05	245,000	03/01/04	0	03/01/04	0	03/01/04	Eastern
	New York	641,400	02/02/05	641,400	03/01/05	0	03/01/05	0	03/01/05	Eastern
	Thru Island	160,000	02/02/05	160,000	03/01/05	0	03/01/05	0	03/01/05	Eastern
	Alabama	30,100	02/02/05	0	03/01/05	0	03/01/05	0	03/01/05	Eastern
	Florida	509,400	02/02/05	412,000	03/01/04	0	03/01/04	0	03/01/04	Eastern
	Mississippi	401,000	02/02/05	441,000	03/01/04	0	03/01/04	0	03/01/04	Eastern
	North Carolina	732,000	02/02/05	450,000	03/01/04	0	03/01/04	0	03/01/04	Eastern
	South Carolina	20,000	02/02/05	0	03/01/05	0	03/01/05	0	03/01/05	Eastern
	2	Michigan	575,000	03/08/05	452,000	01/17/05	405,000	01/17/05	405,000	01/17/05
Minnesota	3,407,000	03/08/05	3,123,000	01/17/05	3,107,000	01/17/05	3,107,000	01/17/05	Ann Arbor	
Wisconsin	1,926,200	03/08/05	2,101,500	01/17/05	2,127,000	01/17/05	2,127,000	01/17/05	Ann Arbor	
3	Arizona	31,000	04/17/05	00,000	01/17/05	33,000	01/17/05	33,000	01/17/05	Phoenix
Florida	311,000	05/05/05	2,226,000	05/05/05	1,331,000	05/05/05	1,331,000	05/05/05	Phoenix	
Illinois	1,219,000	05/05/05	300,000	05/05/05	140,000	05/05/05	140,000	05/05/05	Phoenix	
4	California	1,854,000	03/05/05	2,030,000	01/07/04	2,030,000	01/07/04	2,030,000	01/07/04	San Diego
Colorado	11,010,100	06/02/05	12,572,000	06/02/05	1,070,000	06/02/05	1,070,000	06/02/05	San Diego	
Idaho	2,518,000	04/17/05	5,500,000	04/17/05	5,000,000	04/17/05	5,000,000	04/17/05	San Diego	
Montana	8,559,000	04/17/05	5,570,000	04/17/05	0,776,000	04/17/05	0,776,000	04/17/05	San Diego	
Utah	2,122,000	06/08/05	2,310,000	06/08/05	5,115,000	06/08/05	5,115,000	06/08/05	San Diego	
5	Alaska	40,305,000	06/08/05	0,019,000	06/08/05	20,001,000	06/08/05	20,001,000	06/08/05	Juneau
Arkansas	4,105,000	05/05/05	4,310,000	05/05/05	2,025,000	05/05/05	2,025,000	05/05/05	Juneau	
Delaware	2,500,000	01/01/05	3,000,000	01/01/05	2,121,000	01/01/05	2,121,000	01/01/05	Juneau	
6	Alabama	12,025,000	07/11/05	25,200,000	07/11/05	5,055,000	07/11/05	5,055,000	07/11/05	Mobile
Arizona	1,700,500	06/02/05	1,573,000	06/02/05	1,645,200	06/02/05	1,645,200	06/02/05	Mobile	
Florida	3,254,000	06/02/05	3,324,000	06/02/05	3,291,000	06/02/05	3,291,000	06/02/05	Mobile	
7	Alabama	31,000	04/17/05	00,000	01/17/05	33,000	01/17/05	33,000	01/17/05	Montgomery
Florida	311,000	05/05/05	2,226,000	05/05/05	1,331,000	05/05/05	1,331,000	05/05/05	Montgomery	
Illinois	1,219,000	05/05/05	625,000	05/05/05	113,000	05/05/05	113,000	05/05/05	Montgomery	
8	California	1,854,000	03/05/05	2,030,000	01/07/04	2,030,000	01/07/04	2,030,000	01/07/04	San Francisco
Colorado	11,010,100	06/02/05	12,572,000	06/02/05	1,070,000	06/02/05	1,070,000	06/02/05	San Francisco	
Idaho	2,518,000	04/17/05	5,500,000	04/17/05	5,000,000	04/17/05	5,000,000	04/17/05	San Francisco	
Montana	8,559,000	04/17/05	5,570,000	04/17/05	0,776,000	04/17/05	0,776,000	04/17/05	San Francisco	
Utah	2,122,000	06/08/05	2,310,000	06/08/05	5,115,000	06/08/05	5,115,000	06/08/05	San Francisco	
9	Arizona	40,305,000	06/08/05	0,019,000	06/08/05	20,001,000	06/08/05	20,001,000	06/08/05	Phoenix
Arkansas	4,105,000	05/05/05	4,310,000	05/05/05	2,025,000	05/05/05	2,025,000	05/05/05	Phoenix	
Delaware	2,500,000	01/01/05	3,000,000	01/01/05	2,121,000	01/01/05	2,121,000	01/01/05	Phoenix	
10	Alabama	12,025,000	07/11/05	25,200,000	07/11/05	5,055,000	07/11/05	5,055,000	07/11/05	Mobile
Arizona	1,700,500	06/02/05	1,573,000	06/02/05	1,645,200	06/02/05	1,645,200	06/02/05	Mobile	
Florida	3,254,000	06/02/05	3,324,000	06/02/05	3,291,000	06/02/05	3,291,000	06/02/05	Mobile	
11	California	1,854,000	03/05/05	2,030,000	01/07/04	2,030,000	01/07/04	2,030,000	01/07/04	San Francisco
Colorado	11,010,100	06/02/05	12,572,000	06/02/05	1,070,000	06/02/05	1,070,000	06/02/05	San Francisco	
Idaho	2,518,000	04/17/05	5,500,000	04/17/05	5,000,000	04/17/05	5,000,000	04/17/05	San Francisco	
Montana	8,559,000	04/17/05	5,570,000	04/17/05	0,776,000	04/17/05	0,776,000	04/17/05	San Francisco	
Utah	2,122,000	06/08/05	2,310,000	06/08/05	5,115,000	06/08/05	5,115,000	06/08/05	San Francisco	
12	California	1,854,000	03/05/05	2,030,000	01/07/04	2,030,000	01/07/04	2,030,000	01/07/04	San Francisco
Colorado	11,010,100	06/02/05	12,572,000	06/02/05	1,070,000	06/02/05	1,070,000	06/02/05	San Francisco	
Idaho	2,518,000	04/17/05	5,500,000	04/17/05	5,000,000	04/17/05	5,000,000	04/17/05	San Francisco	
Montana	8,559,000	04/17/05	5,570,000	04/17/05	0,776,000	04/17/05	0,776,000	04/17/05	San Francisco	
Utah	2,122,000	06/08/05	2,310,000	06/08/05	5,115,000	06/08/05	5,115,000	06/08/05	San Francisco	



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

STATE: 02 ALASKA

BIA AREA CODE E-JURIEAU

FIS 911

COUNTY AND RESERVATION	ROUTE NUMBER	FD PROJECT NUMBER HIGHWAY (BRIDGE) PROJECT NAME	TRIMLINE IN ( STATE 0 ) TO ( BIA 0 )	PROJECT UNITS (MILE)	PRE EXISTING EST. BUDGET AMOUNT	EXISTING PROJ TOTAL (\$000)	FY95, SIA RATING	STATUS - - - - -	EXIST TYPE
ALASKA ALASKA	0001 0001	E00020 AINGOOK	TRAIL PAVING	1.00	5.0 .0	.0 5.0	01	GRAVEL RECON	
YUKON-KOTUKUK KALTAG	0020	E00342 KALTAG ROAD	VILLAGE RIVER	1.50	25.0 150.0	4,769.0 4,751.0	01	GRAVEL RECON	
YUKON-KOTUKUK KOTUKUK	0034	E00343 KOTUKUK	WEST EAST	1.20	20.0 211.0	2,719.0 2,992.0	01	GRAVEL RECON	
UNISTU HAY DILLINGHAM	0035	E00344 DILLINGHAM	SOUTH NORTH	9.50	.0 50.0	500.0 550.0	01	GRAVEL RECON	
ALUTIAK ISL. ST. GEORGE	0036	E00351 SAINT GEORGE	SOUTH HAY VILLAGE	1.10	21.0 401.0	3,121.0 3,610.0	01	GRAVEL RECON	
ALUTIAK ISL. ST. PAUL	0037	E00352 SAINT PAUL	EAST WEST	6.00	10.0 .0	.0 10.0	10	GRAVEL RECON	
UNISTU HAY NAJOKUTAK	0043	E00361 NAJOKUTAK	NAJOKUTAK NAJOKUTAK RD	1.00	5.0 .0	.0 5.0	01	GRAVEL RECON	
FRANK KOTZEBUE	0001 0001	E00362 KOTZEBUE	TRAIL LAHUTEL	6.00	10.0 .0	.0 10.0	01	GRAVEL RECON	
DETHLEF KOTZEBUE	0001 0001	E00363 KOTZEBUE	TRAIL LAHUTEL	1.00	10.0 .0	.0 10.0	01	GRAVEL RECON	
UPPER YUKON CHALKVITSIK	0001 0001	E00376 CHALKVITSIK	SOUTH NORTH	.20	5.0 .0	.0 5.0	01	GRAVEL RECON	
ALUTIAK ISL. PETERSBURG	0001 0001	E00380 PETERSBURG	TRAIL NORTH	.40	5.0 .0	.0 5.0	01	GRAVEL RECON	
FRANK KOTZEBUE	0051	E00382 KOTZEBUE	TRAIL LAHUTEL	3.90	5.0 .0	.0 5.0	01	GRAVEL RECON	

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DATE 06/26/95

INDIAN RESERVATION ROAD(THRU) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1995

3RD QTR

PAGE 1

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

STATE OF ALASKA

BIA AREA CODE E-JUKLAU

149 911

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI IN ( STATE ) TO ( DIA )	PROJECT UNITS ( FEET)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	1995 STA RATING	STATUS - - - - - CONSTR TYP
DETHLEFSEN TUNNIAK	0001 0001	E00178 TUNNIAK	SEMINARAKS TUNIAK	1.00	5.0 .0	.0 5.0	01	GRAVEL HEAVY
IRVIE WALES	0005	E00194 WALES-TIN CITY	OCEAN LOOP TACKON	2.60	.0 25.0	.0 25.0	01	GRAVEL HEAVY
KENAI-COOK IN SELKOVIA	0000	E00197 SELKOVIA	HARBANA CREEK BECKWOOD CIRCLE	5.00	.0 50.0	.0 50.0	01	GRAVEL HEAVY
WHAINGELI PENE KAKE	0001 0001	E00532 WHAINGELI	TAMU HONING	.10	5.0 .0	.0 5.0	01	GRAVEL HEAVY
* TOTALS *					161.0 1,012.0	12,611.0 14,046.0		
AREA ENGINEER	<i>[Signature]</i>		DATE: <i>6/22/95</i>		DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES FEDERAL HIGHWAY ADMINISTRATION		DATE: <i>7/2/95</i>	
AREA DIRECTOR	<i>[Signature]</i>		DATE: <i>7/1/95</i>		<i>[Signature]</i>		DATE: <i>7/28/95</i>	

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OPERATIONS

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DATE 06/26/95

INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1995

3RD QTR

PAGE 4

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

STATE 02 ALASKA

BIA AREA CODE

E-JUREAU

FIS 912

COUNTY AND RESERVATION	ROUTE NUMBER	IR PROJECT NUMBER HIGHWAY (BRIDGE) PROJ DATE	TRIMLINE IN ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	1915, SIA RATING	STATUS - - - - - CONST TYP
NELENAH ISLA ELIH	0014 0003	ELIH E00441	ELIH ROSES POINT	1.00	.0 65.0	2,250.0 2,315.0	01	GRAVEL DEMCON
* TOTALS *					.0 65.0	2,250.0 2,315.0		
AREA ENGINEER	<i>Carol W. [Signature]</i>		DATE: <i>6/28/95</i>	DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		<i>Carol [Signature]</i>		DATE: <i>7/12/95</i>
AREA DIRECTOR	<i>[Signature]</i>		DATE: <i>7/15/95</i>	FEDERAL HIGHWAY ADMINISTRATION		<i>[Signature]</i>		DATE: <i>7/17/95</i>

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 JUL 10 1995  
 BIA BRANCH OF PROGRAM  
 OPERATIONS

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

STATE: 02 ALASKA

BIA AREA CODE: E-JUDEAN

FIS 911

COUNTY AND RESERVATION	ROUTE NUMBER	TD PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI IN ( STATE # ) TO ( DIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR MONTH	CONSTR PROJ TOTAL (\$000)	INS, STA RATING	STATUS - - - - - (CONSTR TYP)
ALASKA ALASKA	0001 0001	E00020 ALASKA	TERR PAVING	1.00	120.0 000.0	20.0 940.0	01	GRAVEL DECK
ALEUTIAN ISL. ST. PAUL	0031	E00352 SAINT PAUL	EAST WEST	6.00	20.0 307.0	4,301.0 4,630.0	10	GRAVEL DECK
BRISTOL BAY NANOKOTAK	0043	E00361 NANOKOTAK	NANOKOTAK NANOKOTAK HTS	4.00	5.0 5,022.0	.0 5,027.0	01	GRAVEL DECK
ALEUTIAN ISLA NIKOLSKI	0001 0001	E00380 PETERSBURG	TERR HOUSING	.40	.0 450.0	30.0 400.0	01	GRAVEL DECK
KODUK KOTZEBUE	0051	E00382 KOTZEBUE	TERR LANDFILL	3.90	5.0 5,192.0	.0 5,197.0	01	GRAVEL DECK
NETHEL. QUINHAGAK	0009	E00411 QUINHAGAK	WEST EAST	4.60	22.0 156.0	3,464.0 3,042.0	01	GRAVEL DECK
BARROW NEN ST. IKROQSUT	0042	E00451 IKROQSUT	CHRYVILLE RIVER IKROQSUT	3.00	14.0 152.0	4,146.0 4,512.0	01	GRAVEL DECK
IKRO. UINAKLEET	0055	E00475 UINAKLEET	SOUTH NORTH	4.20	5.0 .0	.0 5.0	01	GRAVEL DECK
WAINWELL. KAKE	0001 0001	E00532 WAINWELL	TERR HOUSING	.30	.0 450.0	30.0 480.0	01	GRAVEL DECK
* TOTAL *					191.0 12,929.0	11,993.0 25,111.0		
AREA ENGINEER	<i>[Signature]</i>		DATE: 6/27/95		DIRECTOR, OFFICE OF MOST RESPONSIBLE OFFICER		DATE: 7/12/95	
AREA DIRECTOR	<i>[Signature]</i>		DATE: 7/12/95		FEDERAL HIGHWAY ADMINISTRATION		DATE: 7/17/95	

RECEIVED  
JUL 10 1995  
BIA BRANCH OF PROGRAM  
OPERATIONS









05-Jan-96

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

## FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 304

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Project Number/Name	Project Limits/Termini	Length/Type of Work	Net Construction Program Funding Amount (\$000)	Contracting Agency	Letting Date
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Net'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Net'd 10	NPS	
Statewide		Total of Preliminary and Construction Engineering for all projects			10		
Cost and Funding Summary					Total Program Cost for fiscal year:	90	
					Program Funds Available:	90	
					Balance:	0	
Federal Lands Highway Program Approval: <u>Richard G. Masill</u>				Date: <u>1/8/96</u>	State Inclusion In STIP: _____ Date: _____		

PARK ROADS AND PARKWAYS (PR&P) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1997

FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 304

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount (\$000)	Contracting Agency	Priority
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH RURAL	Net'd 50	FWS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH RURAL	Net'd 30	FWS	
	RTB 10	KATHAI HV VALLEY ROAD 10(1)	BROOKS CAMP TO VALLEY CP 10,000 BROOKS	23.0 MI MINOR GRADING & BARR	3,400	WYJLD/VIWA	
Statewide	Total of Preliminary and Construction Engineering for all projects:				360		
Cost and Funding Summary					Total Program Cost for fiscal year:	2,640	
					Program Funds Available:	2,640	
					Balance:	0	
Federal Lands Highway Program Approval: <u>Richard G. Masill</u> RICHARD G. MASILL				Date: <u>1/8/96</u>	State Inclusion in STIP: _____ Date: _____		

05-Jan-96

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

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

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Project Number/Name	Project Limits/Termini	Length/Type of Work	Est. Construction Program Funding Amount (\$000)	Contracting Agency	Letting Date
STATEWIDE	---	NATIONAL PARK SERVICE SPOT MAINTY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH RMIAD	Est'd 10	HPA	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY MAINTENANCE REPAIRS	VARIABLE	VARIABLE LENGTH RMIAD	Est'd 10	HPA	
Statewide		Total of Preliminary and Construction Engineering for all projects			10		
Cost and Funding Summary					Total Program Cost for (fiscal) year:	10	
					Program Funds Available:	10	
					Balance:	0	
Federal Lands Highway Program Approval: <u>Richard G. Wasill</u>				Date: <u>1/8/96</u>	State Inclusion in STIP: _____ Date: _____		
				RICHARD G. WASILL			

Appendix B  
Preliminary Program

1999 - 2001

Statewide Transportation  
Improvement Program

Alaska Department of  
Transportation and Public Facilities

### National Highway System Program

				Estimate (Total Costs in Thousands of \$)		
Highway	Location	Project Description	Phases	FFY 99	FFY 00	FFY 01
		AMATS Transportation Improvement Program		2,000.0	3,000.0	1,000.0
	Fairbanks	3rd Street Intersection Improvements	2,3,4	900.0		2,900.0
	Juneau	Brotherhood Bridge at Mendenhall River	2,3,4	400.0		4,000.0
	Juneau	Egan Drive: Riverside to Main Street	2,3,4			1,550.0
	Juneau	Egan Drive: Lemon Valley Access	2,4		6,000.0	
	Ketchikan	Tongass: Viaducts	2,3,4	6,300.0	5,500.0	
	Ketchikan	Tongass: Resurfacing	2,3,4			5,000.0
	Ketchikan	Tongass: Pedestrian Improvements	2,3,4		900.0	
	Whittier	Road Access to Whittier	2,3,4	20,000.0		
	Statewide	Destination & Distance Signing	2,4	100.0		1,000.0
	Central Region	Interstate Maintenance Bridge Repair	2,4	250.0	250.0	250.0
	Central Region	Pavement Crack Sealing	2,4	600.0	500.0	500.0
	Northern Region	Pavement Crack Sealing & Bridge	2,4	700.0	700.0	700.0
	Central Region	Chip Sealing	2,4	2,000.0	2,500.0	2,500.0
	Northern Region	Chip Sealing	2,4	2,000.0	2,500.0	2,500.0
	Central Region	Safety Management Engineering	2	50.0	50.0	50.0
Alaska		MP 1270-1314 Rehabilitation	2,4		4,800.0	
Dalton		MP 0 to 2 Reconstruction	2,3,4	300.0	350.0	
Dalton		MP 2 to 11 Reconstruction	2,3,4		150.0	150.0
Dalton		MP 37 to 49 Reconstruction	2,3,4		8,000.0	
Dalton		MP 22 to 37 Reconstruction	2,3,4			900.0
Dalton		MP 111 to 143 Reconstruction	4		9,300.0	
Dalton		MP 235 to 247 Reconstruction	2,3,4	750.0		150.0
Dalton		MP 247 to 274 Reconstruction	2,3,4	400.0		6,750.0
Dalton		MP 274 to 289 Reconstruction	2,3,4	4,500.0		
Dalton		MP 289 to 305 Reconstruction	2,3,4	50.0		5,200.0
Dalton		MP 305 to 335 Reconstruction	2,3,4			500.0
Dalton		MP 335 to 359 Reconstruction	2,3,4	7,000.0		
Elliott		MP 0 to 4 Reconstruction	2,3,4		150.0	
Glenn		MP 53 to 56 Rehabilitation, Moose Creek Canyon	2,3,4	800.0		300.0
Glenn		MP 56 to 60 Rehabilitation, Moose Creek to Sutton	3,4		1,000.0	
Glenn		MP 68 to 84 Rehabilitation, Chickaloon	2,3,4	1,300.0		12,000.0
Glenn		MP 84 to 92 Rehabilitation, Long Lake	2,3,4		22,500.0	
Glenn		MP 92 to 97 Rehabilitation, Hicks Creek	2,3,4	10,000.0		
Glenn		MP 174-189 Rehabilitation	2,4	5,000.0		
Haines		Big Boulder Creek to North Mackenzie Loop Road	2,3,4		4,500.0	
Haines		Chitka River Bridge to Mosquito Lake Road	2,3,4			5,500.0
Haines		Ferry Terminal to Union Street	2,3,4	5,500.0		
Haines		Mosquito Lake Road to Muncaster Creek	3,4	4,500.0		
Haines		North Mackenzie Loop Road to Canadian Border	2,3,4		200.0	
Koonsee		William Henry Moore Bridge Replacement	2,4		300.0	
Manne		Haines Mooring Improvements	4	1,250.5		
Manne		Homer Mooring Improvements	4		275.0	
Manne		Petersburg Uplands Improvements	3,4	550.4		2,202.0
Manne		Prince Rupert Mooring Improvements	2,4		5,063.0	
Manne		Valdez Terminal Replacement	2,4		743.1	
Manne		Aurora Deck Renovation	2			1,181.2
Manne		Barrett Replacement	2,4		1,000.0	
Manne		Columbia Hotel Renovation	4	3,632.0		
Manne		Columbia SCLAS Compliance-Fire Safety	4	2,300.0		
Manne		Matanuska Deck Renovation	2		2,993.5	
Manne		Taku Steam/Gray Water/Asbestos	4		1,101.0	
Manne		Annual Vessel Rehabilitation	2,4	1,000.0	1,000.0	1,000.0
Manne		Annual Vessel Rehabilitation; Stateroom Fixtures Replacement	2,4	1,000.0		

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

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

### National Highway System Program

		Estimate Total Costs in Thousands of \$				
Highway	Location	Project Description	Phase	FFY 99	FFY 00	FFY 01
Manna		Annual Vessel Rehabilitation: Public Address System Rehabilitation	2.4	550.0		
Manna		Annual Vessel Rehabilitation: Sperry Gyro System Refurbishment	2.4	450.0		
Parks		Heavy Area Safety Improvements	2.4	450.0		
Parks		Parks Highway and Glenn Highway Interchange	2,3,4		1,300.0	
Parks		MP 37-44, Crusey Street to Seward Mendan Road Rehabilitation	2,3,4	13,400.0		
Parks		MP 37-44, Fairview Loop to Gershmenthyer Road Interchange	2,3,4		1,000.0	2,700.0
Parks		MP 35-37 Glenn Highway to Church Street Reconstruction	2,3,4			7,500.0
Parks		MP 37-44, Lucas Road to Crusey Street Rehabilitation	2,3,4		200.0	
Parks		MP 37-44, Seward Mendan Interchange	2,3,4			700.0
Parks		MP 37-44, Seward Mendan Road to Church Street Rehabilitation	2,3,4		18,100.0	
Parks		MP 52-57 Rehabilitation	2.4		7,500.0	
Parks		MP 206-210 Rehabilitation	2.4		190.0	
Parks		MP 240 Nenana Canyon Slide Repair	2.4	1,700.0		
Parks		MP 240-262 Rehabilitation	2.4	4,000.0		
Richardson		MP 129 to 148 Rehabilitation	2,3,4	3,860.0		
Richardson		MP 148 to 159 Reconstruction	2,3,4		100.0	700.0
Richardson		MP 173 to 186 Reconstruction	2,3,4			1,100.0
Richardson		MP 203 to 206 Reconstruction	2,3,4		2,200.0	
Richardson		MP 218 to 235 Reconstruction	2,3,4		2,550.0	
Richardson		MP 275 North Erosion Control	2.4			4,050.0
Seward		MP 0 to 8, Seward to Grouse Creek Canyon	2,3,4			800.0
Seward		MP 9 to 13, Grouse Creek Canyon	2,3,4			10,000.0
Seward		MP 13 to 18, the Summit to Snow River	2,3,4	6,500.0		
Seward		MP 18 to 25, Snow River to Falls Creek	2,3,4		500.0	3,250.0
Seward		MP 25 to 30, Falls Creek to Moose Pass	2,3,4		300.0	
Seward		MP 30 to 36, Moose Pass to Sterling Ave	2,3,4			300.0
Sterling		MP 38 to 45, (3R)	2,3,4	250.0		16,150.0
Sterling		MP 45 to 60, (3R)	2,3,4		2,000.0	500.0
Sterling		Soldotna Urban	2,3,4	800.0		11,500.0
Tox Cutoff		MP 0-30 Rehabilitation	2.4		600.0	
Tox Cutoff		MP 30 to 38 Reconstruction	4	6,600.0		
Tox Cutoff		MP 81-110 Rehabilitation	2.4		4,730.0	
Tox Cutoff		MP 110 to 124 Reconstruction	2	925.0		5,775.0
<b>Program Total</b>				<b>129,127.9</b>	<b>129,009.9</b>	<b>129,008.2</b>

*These items more critical than Glen*

*Missing many projects at other end of Seward Hwy*

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

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

## Community Transportation Program

Project Description	Phases	Estimate (Total Costs in thousands of \$)		
		FFY 99	FFY 00	FFY 01
Akiachak Sanitation Road Resurfacing	2,3,4	500.0		
AMATS Transportation Improvement Program		16,500.0	16,500.0	16,500.0
Birch Creek Landfill Road Construction	2,3,4		75.0	250.0
Central: Dust Control/Paving	2,3,4	25.0	750.0	
Chignik Bay Airport Access Road Rehabilitation	2,3,4		60.0	600.0
Copper River Highway: Million Dollar Bridge Rehabilitation	2,4			275.0
Cordova: Lake Avenue Upgrade	2,3,4	1,500.0		
Deering: Sanitation Road Construction	2,3,4	70.0	175.0	
Denali Highway: MP21-42 Resurfacing	4	6,000.0		
Fairbanks: College Road Intersection/Safety	2,3,4		500.0	1,600.0
Fairbanks: Illinois-Barnette & Bridge	2,3,4			3,200.0
Fairbanks: University Avenue Widening	2,3,4			2,500.0
Galena: Campion Road Landfill Access Road Resurfacing	2,3,4			500.0
Grayling: Sanitation Road Construction	2,3,4		60.0	500.0
Haines: Mud Bay & Beach Roads Intersection Improvements	2,3,4	310.0		
Homer: East End Road MP 3.75-12.5 Rehabilitation	2,3,4	6,700.0		
Homer: East End Road MP 12.5-22 Rehabilitation	2,3,4		500.0	175.0
Hoonah Terminal Building Construction	2,3,4	50.0	250.0	
Hughes: Landfill/Cemetery Road	2,4			200.0
Hyder: Trestle & Road Surfacing	2,3,4	450.0	4,500.0	
Juneau: Glacier Highway: Eagle Beach-Echo Cove Paving	2,3,4		600.0	3,450.0
Juneau: Willoughby and Glacier Avenue	2,3,4	2,000.0		
Kake Ferry Terminal Building	2,3,4	100.0	750.0	
Kenai River Bridge Access Road Rehabilitation	2,3,4	750.0		
Ketchikan: North Tongass Highway MP 15 to Settler's Cove Paving	2,3,4		2,200.0	2,200.0
Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	2,3,4	10,000.0		
King Cove Airport Access Road Rehabilitation	2,3,4		200.0	1,125.0
King Cove Lagoon Bridge Replacement	3,4	200.0	1,500.0	
Kivalina: Sanitation Road Construction	2,3,4		100.0	1,000.0
Knik River Road	2,3,4	300.0	3,200.0	
Kodiak: Chiniak Road Rehabilitation	2,3,4	1,400.0	4,000.0	6,000.0
Kodiak: Otmelov Way Rehabilitation	2,3,4		200.0	1,000.0
Kodiak: Selief Lane Reconstruction	2,3,4	500.0	2,500.0	4,900.0
Matanuska-Susitna: Hatcher Pass Road MP 7-14 Rehabilitation	2,3,4	4,000.0		
Matanuska-Susitna: Palmer-Wasilla Highway Extension	2,3,4	550.0	1,100.0	3,000.0
Matanuska-Susitna: Trunk Road Reconstruction	2,3,4	6,000.0		

I thought was in critical slope

1/3 highway priority

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

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

*Do the people want back hrs per? Community Transportation Program doesn't like this one*

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

*Any public use?*

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

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

## Trails and Recreational Access for Alaska Program

Project Description	Estimate (Total Costs in thousands of \$)			
	Phases	FFY 99	FFY 00	FFY 01
Alaska Highway: MP1348-Roberson River Wayside	2,3,4	500.0		
Alaska Marine Highway Shipboard Visitor Information Kiosks	2,3,4			220.0
Alaska Marine Highway Vessel Interpretive Displays	2,3,4	60.0		
AMATS Transportation Improvement Program		5,500.0	5,500.0	5,500.0
Almautluak: North Boardwalk Repair	2,3,4			500.0
Auke Bay Ferry Terminal Enhancements	2,3,4	165.0	1,000.0	
Bering River Train Railroad Park	2,3,4			75.0
Bethel: Boardwalk Construction	2,3,4	50.0	500.0	
Central Region: Visual Enhancement Management	2,3,4		250.0	
Chena Hot Springs Road: Chena River State Recreation Area	2,3,4		90.0	510.0
Chena Hot Springs Road: Yukon Guest Trail	2,3,4	50.0	250.0	
Chitina: Pedestrian/Bike Facility	2,3,4	60.0	200.0	
Cordova Interpretive Boardwalk	2,3,4	500.0		
Dalton Highway: Deadhorse Wayside	2,3,4			150.0
Dalton Highway: MP 57-Yukon Crossing Intermodal Facility	2,3,4			500.0
Dalton Highway: MP 165-Cathedral Lakes Overlook	2,3,4			25.0
Dalton Highway: MP 207-Bettles River Access	2,3,4			60.0
Dalton Highway: MP 215-Arctic Leon Ponds Overlook	2,3,4			140.0
Dalton Highway: MP 275-Galbraith Lake Campground	2,3,4			200.0
Dalton Highway: MP 286-Toolik Lake Overlook	2,3,4			50.0
Dalton Highway: MP132-Solstice Point Recreation Site	2,3,4	25.0		
Dalton Highway: MP56-Yukon River Overlook	2,3,4		250.0	
Delta Junction: Sullivan Roadhouse	2,3,4			150.0
Denali Highway: MP 15-Tangle Lakes Archaeological District Wayside	2,3,4			40.0
Denali Highway: MP 22-Tangle Lakes/Delta Wild River Trailhead	2,3,4	60.0	250.0	
Denali Highway: MP 36-MacClaren Summit Wayside	2,3,4		55.0	
Denali Highway: MP 42-Geologic Point of Interest	2,3,4		60.0	
Denali Highway: MP 120-Information and Orientation Wayside	2,3,4		45.0	255.0
Dillingham: Wood River Bikepath	2,3,4			100.0
Fairbanks North Star Borough Bus Stop Shelters	2,3,4		475.0	
Fairbanks: College Road Bike Path Rehabilitation	2,3,4			1,100.0
Fairbanks: South Cushman Enhancements	2,3,4			850.0
Fairbanks: Steamship Nenana Renovation	2,3,4			20.0
Fairbanks: Tanana Railroad Engine #1 Restoration	4			55.0
Fairbanks: University Avenue: Bridge/Bike Path Rehabilitation	2,3,4	1,000.0		
Girdwood Valley: Iditarod Trail	2,3,4		400.0	1,500.0
Girdwood: Winner Creek Trail	2,3,4		60.0	340.0
Hatcher Pass Scenic Overlook & Trailheads	2,3,4		4,235.0	
Juneau: Glacier Highway UAS Overpass	2,3,4	700.0		
Juneau: Glacier Highway-McNugget to DelRae Pedestrian Improvements	2,3,4			1,500.0
Juneau: North Douglas Highway Trail	2,3,4			1,500.0
Kenai Spur Road: Unity Trail Pedestrian/Bike Path	2,3,4	200.0	1,500.0	
Kenai: Isak Walton Campground Archaeological Investigation	2,3,4			250.0
Ketchikan: Central Business District Sidewalk Improvements	2,3,4	220.0		
Ketchikan: North Tongass Bicycle/Pedestrian Trail Facility	2,3,4			160.0
King Cove: Pathway Construction	2,3,4	210.0		
King Salmon: Pathway Construction	2,3,4	150.0	450.0	
Kodiak: Fort Abercrombie Historic Trail	2,3,4			600.0
Matanuska-Susitna: Wasilla-Bogard Road and Crusey Pathways	4	555.0		

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

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

**Trails and Recreational Access for Alaska Program**

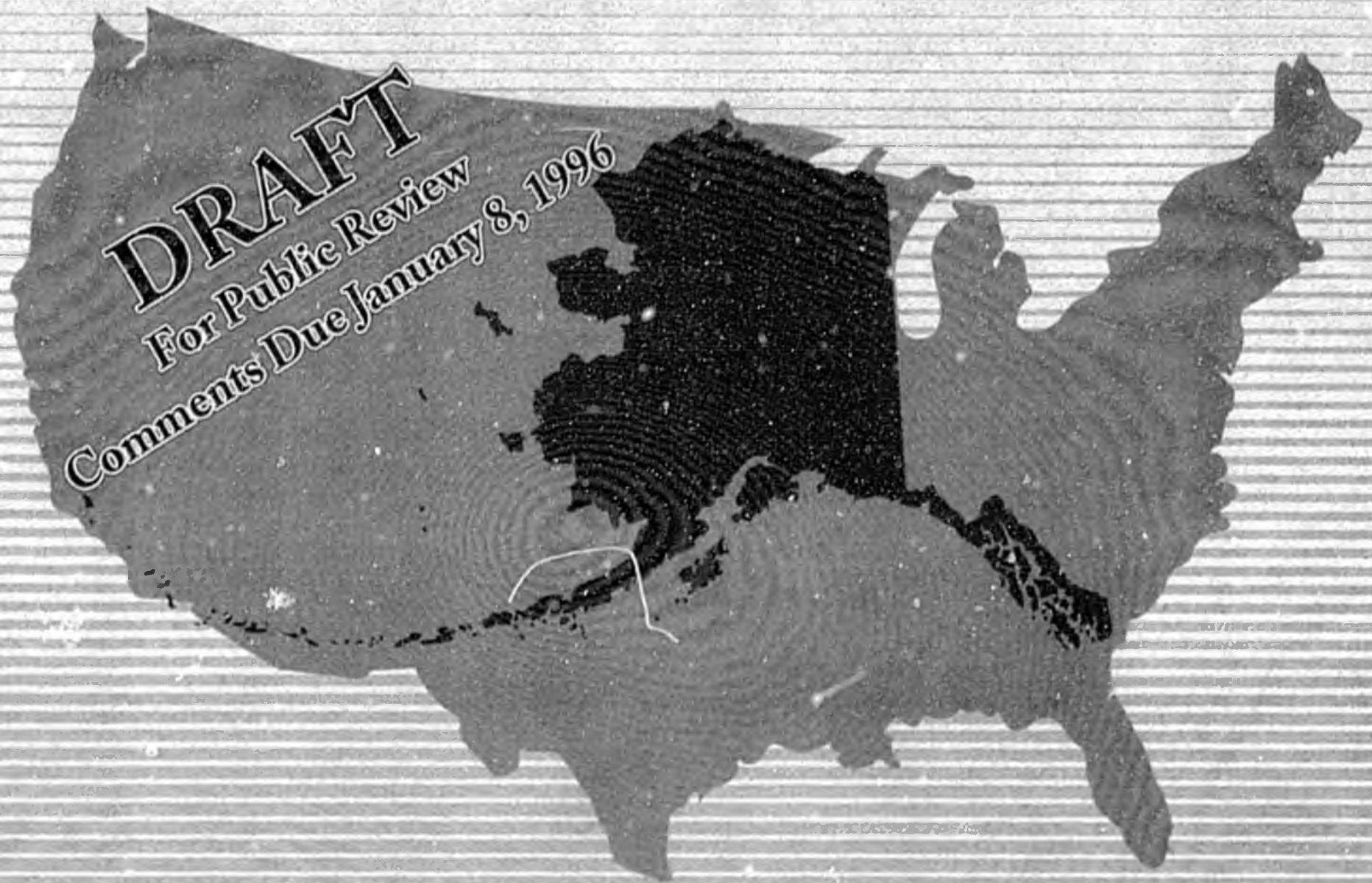
Project Description	Estimate (Total Costs in thousands of \$)			
	Phases	FFY 99	FFY 00	FFY 01
McCarthy Road/Richardson Highway Interpretive Waysides	2,3,4	500.0		
McCarthy: Kennicott R. West Wayside	2,3,4	500.0		
Naknek: Pathway	2,3,4	1,000.0		
Nenana: Bike Trail Construction	2,3,4			50.0
Nome: Rocker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

Preliminary

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

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

# Transportation Needs and Priorities in Alaska



Alaska Department of Transportation and Public Facilities  
November, 1995

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

**Introduction**

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

**We Need Your Help**

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

We hope you will find that a reasonable balance of these requests has been made and that the projects high in the Needs List are deserving ones. Whatever your opinion we ask that you give us your comments. Specifically, we would like

your views on all aspects of the Needs List--the process, scoring criteria, and individual project results. Please take the time to write, fax, call or e-mail your message. It *does* count and we *do* need your comments. Comments are due by January 8, 1996.

**Purpose of the Needs List**

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

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

### Needs List Organization

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

### The New Transportation Initiative

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

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

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

- Introduce the Trails and Recreational Access for Alaska (TRAAK) Program to improve access and recreational opportunities (\$10 to \$20 million a year).

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

### What the New Process Includes

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

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

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

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

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

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

Community Transportation and Economic Development Program (CTP):

- Rural and Urban Streets and Roads Criteria
- Remote Roads and Trails Criteria

- Transit Projects Criteria
- Alaska Marine Highway System Criteria

Trails and Recreational Access for Alaska (TRAAK):

- TRAAK Criteria

**How Projects Were Scored**

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

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

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

**Priority 3 and 4 Projects**

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

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

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

#### **Public Review and Potential Modification to the Needs List**

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

#### **After the Needs List**

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

will also involve a draft STIP and a public comment and review period, followed by a final STIP which will be submitted to the Federal Highway Administration (FHWA), and the Federal Transit Administration.

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

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

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

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

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

#### **More About the National Highway System**

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

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

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

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

#### **Special Status of Anchorage (AMATS)**

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

#### **How are Aviation and Harbors Addressed?**

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

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

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

#### **Adequacy of Transportation Funding**

The number and dollar value of projects within the Needs List continues to grow. Alaska, because of its small population, vast geographic expanses, difficult terrain and environment and recent frontier age continues to require large levels of transportation investment for the most basic of needs. Such basic requirements as surface transportation to essential health and sanitation facilities, winter trails for remote villages and upgrading highways from standards prevalent more than 50 years ago compete with projects to build interchanges and replace transit coaches in urban areas. So long as the extreme imbalance between need and funding exists the process of selecting projects will remain highly competitive and will fail to serve large numbers of deserving projects. The department is concerned with this growing imbalance, but expansion of either

federal or state funds is not likely. We continue to seek innovative funding concepts including tolls, shared funding with other parties and donations of right-of-way, material sources and design services.

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

#### **How to Reach Us**

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

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

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

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

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

John Tolley, Planning and Administrative Chief  
Central Region  
PO Box 196900  
Anchorage, Alaska 99519-6900  
Phone: 266-1462  
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Mike McKinnon, Planning Chief  
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Gary Hayden, Director  
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3132 Channel Drive  
Juneau, Alaska 99801  
Phone: 465-8827  
Fax: 465-6984  
E-mail: Gary\_Hayden@dot.state.ak.us

#### **Internet and World Wide Web Access**

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

# Federal Aid Surface Transportation Needs and Priorities

**Intermodal Surface Transportation Efficiency Act**

**by Priority**

**National Highway System**

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

**NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES**

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

Priority	Highway	Location	Name	Description	Cost Estimate
1	Marine Highway	Valdez	Valdez Terminal Replacement	Acquire right-of-way and replace all existing facilities at the Valdez ferry terminal.	10,349,000
1	Parks Highway		Geist-Chena Ridge Interchange	Construct new highway interchange at the intersection of the Parks Highway, Geist Road and Chena Ridge Road.	11,900,000
1	Parks Highway		Glenn Highway to Church Street Rehabilitation	Construct a multi-lane facility (four lanes with frontage roads) from the Glenn Highway interchange to Church Street.	8,250,000
1	Parks Highway		Hurricane Gulch Bridge #258	Repair.	400,000
1	Parks Highway		Kingfisher Creek Bridge #097	Repair.	350,000
1	Parks Highway		MP 37-44 Rehabilitation-Seward Meridian Road to Church Street	Upgrade to four lanes with frontage roads.	19,900,000
1	Parks Highway		MP 37-44 Fairview Loop-Gershmor/Hyor Road Interchange	Construct an interchange at the Parks Highway and Fairview Loop Road.	14,500,000
1	Parks Highway		MP 37-44 Rehabilitation-Crusey Road to Seward Meridian Road	Upgrade from Crusey Street to Seward Meridian Road to a multi-lane facility (four- and five-lane divided highway with frontage roads are options to be evaluated).	17,000,000
1	Parks Highway		MP 37-44 Seward Meridian Interchange	Construct an interchange at the junction of the Parks Highway and Seward Meridian Road.	10,300,000
1	Parks Highway		Nonana River Bridge #1147	Repair.	900,000
1	Parks Highway	Wasilla	MP 37-44 Rehabilitation-Lucus Road to Crusey Street	Rehabilitate the existing five-lane facility from Lucus Road to Crusey Street. Upgrade the Parks Highway from Crusey Street to Seward Meridian Road to a multi-lane facility (four- and five-lane divided highway with frontage roads are options to be evaluated).	3,600,000
1	Richardson Highway		Egan Drive at Valdez	Resurface, rehabilitate, and restore.	1,880,000
1	Richardson Highway		Klutina River Bridge #572	Repair.	300,000
1	Richardson Highway		Lowie River Bridge #557	Repair.	900,000
1	Richardson Highway		MP 115-129	Resurface, rehabilitate, and restore.	4,990,000

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

## NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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

NATIONAL HIGHWAY SYSTEM TRANSPORTATION NEEDS AND PRIORITIES

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