

# Central Council Tlingit and Haida Indian Tribes of Alaska

## 2012 - LONG RANGE TRANSPORTATION PLAN

Indian Reservation Roads Program

Number: E09801-CENTRAL COUNCIL TLINGIT & HAIDA INDIAN TRIBES OF ALASKA



*Prepared For:*

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March 2012

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**March 2012**

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## **EXECUTIVE SUMMARY**

The Central Council Tlingit and Haida Indian Tribes of Alaska (CCTHITA) Tribal Transportation department issued a Task Order under its IDIQ contract with Rodney P. Kinney Associates, Inc. (RPKA) to assist in developing a Long Range Transportation Plan (LRTP). This LRTP includes and incorporates prior tribal transportation plans including the Central Council Tlingit and Haida Long Range Transportation Plan prepared in March of 2011.

This LRTP reflects a more in depth understanding of the immediate opportunities to add value to the Tribe. This plan calls for strategic application of the tribes Indian Reservation Roads (IRR) tribal share funds to meet the transportation needs of tribal owned facilities, to partner with other Native and (i.e. Health Care and Housing) and community providers in the delivery of their services, and development of needed transportation infrastructure.

This LRTP identifies transportation needs and opportunities within the CCTHITA service area that have become evident, through planning outreach, as critical to the Tribe, partner organizations and to the community. The funding source for the planning of the projects discussed in this Update comes from Tribal Share monies allocated by the Federal Highway Administration (FHWA) Indian Reservation Roads (IRR) Program.

The CCTHITA has approximately 170 miles of official IRR roads currently inventoried, 20 miles of unapproved roadways submitted in previous updates, and 71 miles of existing and proposed roadways which are to be submitted as an updated inventory for 2012. The Tribe developed an updated list of inventory roads they feel are needed over the next 20 years to serve the CCTHITA service area and the surrounding community. These routes, in addition to the priorities discussed in the 2011 Transportation Plan, are necessary for everyday transportation and transit needs of our tribal citizens. Our system provides access to and supports movement of goods and services, access to employment, housing, health care, schools along with access to lands and resources for economic and cultural development, subsistence activities, and to enhance surrounding public safety. The updated inventory list for 2012 can be found in Section 4.2, and both official and updated inventory routes can be viewed in Section 4.3 - Road Inventory Figures.

CCTHITA has identified projects that would best benefit the Tribe and the surrounding community. A list of short and long term Tribal transportation projects is shown below that takes into consideration the priorities in the 2011 Transportation Plan, this 2012 LRTP Update, and the community's transportation needs.

Whereas CCTHITA is a Regional Tribe representing the historical geographic area occupied by Tlingit and Haida people in Southeast Alaska, this plan is focused on the Juneau service area. Tribal members live and work throughout the City & Borough of Juneau (CBJ). Tribal members were invited to participate in the development of this plan update via informal open house type sessions, through surveys and with specific outreach. The following list, not necessarily in prioritized order, shows the Tribe's main transportation priorities. See Figures 1 through 9 in Section 4.3 and Figures 10 through 12 in Section 4.4 for a visual location of the updated inventory and an overview of the Tribe's transportation priorities.

1. Tlingit and Haida Central Council's Andrew Hope Building Parking Facilities (Reconstruction and Expansion)
2. Tlingit and Haida Central Council's Vocational Training and Resource Center Parking Facilities (Reconstruction)
3. Edward K. Thomas Building - Parking Facilities (Improvements)
4. Tlingit and Haida Central Council Community Council Building – Parking Facility (Improvements)
5. Tlingit and Haida Central Council's Head Start Parking Facilities (Reconstruction)
6. Tlingit and Haida Central Council's Maintenance Facilities (Improvement and Upgrades)
7. Tlingit and Haida Regional Housing Authority (THRHA) Partnership Projects:
  - a. Kowee Creek Subdivision
  - b. Kananta Street Development Expansion
  - c. Silver Bay Senior Housing Project
  - d. Coogan Drive Development
  - e. Glacier Highway Subdivision
8. THRHA Maintenance Facility Parking Upgrades
9. Hidden Valley Development
10. Southeast Alaska Regional Health Consortium Partnership Projects
11. Safety Program
12. Transit Program (Elder focus; partner opportunities with existing transit programs in Juneau)
13. Enhancement Projects with the CBJ

## INTRODUCTION

Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is the Tribal Government representing more than 28,000 Tlingit and Haida Indians worldwide. CCTHITA is a sovereign entity and has a government to government relationship with the United States. Founded through an Act of Congress in 1935, the Central Council of the Tlingit and Haida Indian Tribes of Alaska was established to pursue a land suit on behalf of the Tlingit and Haida people. The organization of Central Council evolved out of the struggle of our people to retain to a way of life strongly based on subsistence. That struggle included the rights of our people to claim lands we had used from time immemorial, lands we were given no claim to under the Western concept of land ownership.

The CCTHITA is comprised of 21 separate Community Council Chapters that represent the Tlingit and Haida native population. Central Council's headquarters are in Juneau, Alaska but it is committed to serving the Tlingit and Haida people throughout the traditional homelands of SE Alaska, the State of Alaska, and United States. CCTHITA's transportation program and this Long Range Transportation Plan focus on the Tribal members that live in the Juneau service area. Juneau is located in Southeast Alaska and is the State Capital. It is 900 air miles north of Seattle and 600 air miles southeast of Anchorage. The economy is based on government, tourism, mining, logging, and fishing. Juneau is not connected to any main road system. The Tlingit and Haida Juneau population does not have a specific village boundary where all the members reside. The CCTHITA Tribal members and the Juneau residents share all modes of transportation, educational and health facilities, community resources, public facilities, recreational parks and trails, and subsistence access routes.

CCTHITA is a regional tribe, one of only two in Alaska. This presents unique challenges. Many other Southeast Alaska Native tribes are based in the Region and are recognized by the federal government either through the Indian Reorganization Act or as Traditional Councils. CCTHITAS respects these tribes as sovereign entities and acknowledges their jurisdictional boundaries. Also, proximate to the Juneau service area, are several governmental and Native organization land owners which makes transportation planning and coordination complex. However, CCTHITA's unique status creates the opportunity to contribute and work with the City and Borough of Juneau, (CBJ), the State of Alaska, the U.S. Forest Service, Tlingit and Haida Regional Housing Authority (THRHA), and the Southeast Alaska Regional Health Consortium (SEARHC) on transportation projects that will benefit the community as a whole. All groups affiliated with CCTHITA's Long Range Transportation Plan had the opportunity to review and comment on the report prior to finalization. A copy of the notice is included in Appendix D.

A Draft Tribal Long Range Transportation Plan (LRTP) for Southeast and a 2011 IRR Inventory Submission had been prepared in the past and can be found in Appendix E. The goal of this LRTP is to ensure that transportation improvements and other commitments of IRR funds are matched to the needs of CCTHITA and that they provide value to its citizens, resulting in improved, convenient and safe movement throughout the Tribe's existing and future road system.

## **1.0 EXISTING TRANSPORTATION SYSTEM**

### **1.1 Transportation System Characteristics**

Within the City and Borough of Juneau boundary is land owned by the U. S. Forest Service, the State of Alaska, the Bureau of Land Management (BLM), Gold Belt Village Corporation, Sealaska Regional Corporation and the incorporated CBJ. There are approximately 170 miles of official BIA roads currently inventoried for the CCTHITA, 20 miles of inventoried roads pending approval that were submitted in previous updates and 71 miles of existing and proposed roadways which are to be submitted as updated inventory for this fiscal year of 2012. The roadways include roads and trails owned by the CBJ, the State of Alaska, and the U.S. Forest. In accordance with 25 CFR Part 170.443, once built all roadways constructed with IRR dollars will be open to the public.

CCTHITA's demographics and its proximity within the populated State Capital, make it unlike most rural villages in the state of Alaska in many ways, but very similar in the fact that they are still an isolated and remote community. Although, tribal members are settled largely among an urban community as well as throughout southeast and have many benefits and opportunities that other rural villages do not; they still have limited accessibility by air and waterways to neighboring towns and villages. The terrain and characteristics of Alaska alone, affect villages both in rural and urban settings with unique transportation challenges. It can be expensive to construct even small scale transportation projects with these resource, transportation, accessibility and fuel limitations.

Most development within the core area of CBJ is connected by the main road system in Juneau, but residents have no road access outside of the Juneau area. However, Juneau is connected to the National Highway system by the Alaska Marine Highway providing the connection over water to the national road network. CCTHITA tribal members and Juneau residents have to rely on air or marine transportation to access areas outside of their community. The road network within the CBJ core area is made up of minor collector routes and a major highway that feed into the local transportation network. All of the roads, whether they are State, CBJ, U.S. Forest Service or private, are part of the transportation system that CCTHITA utilizes daily. All State routes are built to the standards specified in the American Association of State Highway and Transportation Officials (AASHTO) policy manual. Other streets and roads within the CBJ are designed and constructed to the standards specified by the CBJ.

### **1.2 Trip Generators**

Looking at the CBJ service area as a whole, the main trip generators are similar to those of any town. Traffic congestion through the roads that access the schools, healthcare facilities, and stores are the highest. Midday traffic and the transportation of students in the morning and afternoon to and from school are critical times when traffic gets overly congested. The main highway, collector routes and local streets around town are busy throughout the day and traffic increases during the hours when residents are commuting to work and school.

The Juneau transportation network is unique in that it is made up of several populated areas all linked together. The main State roads that join together provide a long access route that starts at the southern end of Juneau with Thane Road that leads into the Capital center and downtown Juneau, where tourist cruise boats dock and the Juneau-Douglas Bridge provides access to Douglas Island. The main highway turns into Egan Drive and goes through the populated Lemon Creek area and then into the Mendenhall Valley. The Mendenhall Valley provides a gorgeous view of Mendenhall Glacier, houses the main airport for Juneau, and is the main residential area. Egan Drive becomes the Glacier Highway and goes to Auke Bay where the main ferries and barges come into the Bay. The Glacier Highway goes for roughly another 15 miles before ending, providing access to several homes, facilities, trail and docks. This long extension of highways provides access to all the populated areas in Juneau available for expansion away from the coast line. Each area provides a service that is needed by the community as a whole. Whether it is the airport, hospital, shipping yard or housing, this combination of main highways links the community together. Smaller collector roads off the main highway provide access to local streets and recreational and subsistence trails and waterways.

Design standards for roads are based on the amount of traffic use a road experiences over a full day referred to as the Average Daily Traffic (ADT). The design parameters of a road are established based on the type, speed, and amount of traffic that a particular route generates. Most State roads have ADT values. Within the past year, CCTHITA has initiated a traffic count program to refine these calculated values. These published ADT values for the State and along with actual CCTHITA counts for CBJ routes will be used to update the CCTHITA IRR inventory. CCTHITA plans to continue a traffic count program and future inventory updates will reflect this more accurate assessment of use.

### **1.3 Population Growth**

The City of Juneau has grown at a rate nearly 2% in a 10-year period between 2000 and 2010 according to U.S. Census Data shown in Table 1. In conjunction with the increasing population in Southeast, the Alaskan Native population in Juneau has also grown. With the increase in population throughout the CBJ and Southeast Alaska it is important to focus on the transportation needs and issues that the existing and future community will need to address. Population growth affects the traffic volume in congested downtown corridors, residential areas, and school zones as well as the volume of commuters on the main highways. Many of the main roads through Juneau that are included in CCTHITA's inventory are projected for rehabilitation and expansion over the next 20 years to adequately facilitate the estimated growth in population and traffic volume.

Approximately half of the CCTHITA membership population resides in Southeast Alaska communities. 20% of the total CCTHITA membership resides in CBJ with 40% of the SE Alaskan population located in CBJ. Table 2 shows the CCTHITA tribal member breakdown based on location and numbers. Figures 1 through 9 in Section 4.2 show the location of CCTHITA tribal members by indicating their approximate residence with a white dot. The figures illustrate how tribal members are truly scattered among the Juneau community and utilize the transportation facilities on a daily bases.

**Table 1: City of Juneau and Alaskan Native Population Data in the Juneau Area:**

Year	City of Juneau Population	Alaska Native Population	% Alaska Native Population
2000	30,711	3,496	11.4
2009	30,796	--	--
2010	31,275	3,690	11.8

Source: US Census Data

**Table 2: CCTHITA Membership by Community:**

Community	Number of Members	% of SE AK Membership	% of Total Membership
Angoon	442	3.3	1.6
Craig	443	3.3	1.6
Haines	406	3.0	1.5
Hoonah	591	4.4	2.2
Hydaburg	302	2.3	1.1
<b>Juneau</b>	<b>5,425</b>	<b>40.5</b>	<b>20.2</b>
Kake	547	4.1	2.1
Kasaan	30	0.2	0.1
Ketchikan	1,361	10.2	5.1
Klawock	513	3.8	1.9
Klukwan	89	0.7	0.3
Metlakatla	353	2.6	1.3
Pelican	25	0.2	0.1
Petersburg	433	3.2	1.6
Saxman	200	1.5	0.7
Sitka	1,383	10.3	5.1
Wrangell	546	4.1	2.0
Yakutat	306	2.3	1.1
<b>TOTAL IN SOUTHEAST</b>	<b>13,395</b>	<b>100</b>	<b>49.8</b>
<b>OUTSIDE SE ALASKA</b>			
Anchorage	1,567	0	5.8
San Francisco	665	0	2.5
Seattle	4,143	0	15.4
Other (Registered Community not Specified)	7,132	0	26.5
<b>GRAND TOTAL</b>	<b>26,902</b>	<b>100</b>	<b>50.2</b>

Source: SE Alaska Comprehensive Economic Development Strategy (CEDS) 2008 UPDATE

#### **1.4 Agencies Responsible For Maintenance**

The CCTHITA is considered a public authority of the Tribes and would maintain public access for any Tribal road constructed on CCTHITA land or facility. However, there are no Tribal roads within the CBJ and the majority of the roads are maintained by the State or the CBJ. The highway bill (SAFETEA-LU) authorized a percentage of IRR dollars for maintenance. The CCTHITA can utilize up to 25% of its annual construction funds for maintenance on proposed roadways they construct or facility that they own. Ownership boundaries and the purpose of a road determine who maintains the other roads that Central Council members use daily. As previously mentioned, the CBJ is responsible for the maintenance of most of the roads in the City and Borough boundary and some are only maintained seasonally. The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains most State roads and the majority of bridges within the Borough. The U.S. Forest Service maintains most of the roads and trails on Forest Service land, even though they are within the CBJ boundary.

#### **1.3 Construction Material Sources**

There are several local and State borrow sites in the CBJ. It will not be difficult for the CCTHITA to find construction materials when the time comes to build some of their priorities. With the availability of usable material in the area the CCTHITA will have the opportunity to procure a supplier that will work best with the organization.

### **2.0 MASTER PLANNING OF TRANSPORTATION IMPROVEMENTS**

#### **2.1 Regulations for Transportation Improvements**

Under state law, organized boroughs have the authority for planning, platting, and land use regulations within their boundaries, or may delegate authority to certain entities depending on the circumstances. All of the routes that are currently in the system and/or proposed to be updated into the BIA Inventory are either the responsibility of the CBJ, the State or the U.S. Forest Service. The CCTHITA is required to obtain all permits, design and construct to specific standards, and comply with all regulations set forth by the appropriate authority. Land use requirements for specific road projects will vary depending on the project location. As applicable, road improvements are subject to Federal, State, and Borough regulations, community requirements, and private landowners approval.

#### **2.2 Long Range Transportation Planning**

In analyzing their future transportation goals, the CCTHITA looked at projects that would best benefit the Tribal members and the Juneau community. The list of transportation projects shown below takes into consideration the community's current needs and the Tribal priorities documented in this report. The community and the Tribal members were given the opportunity to voice concerns during three separate public meetings, one held in December of 2011 and the other two in February of 2012. The meetings were conducted to identify transportation needs that the community and Tribal

members feel are priority. A transportation survey was distributed and also made available on the CCTHITA website. From the survey and meetings its evident that maintenance and safety for children is the main concern for the community members along with user improvements to the transit system. Any upgrades, improvements, or snow and road maintenance concerns were based on the need for safer facilities for the pedestrians that utilize the roadways. Written comments, meeting notes, and the results from the transportation survey can be found in Appendix D.

Additionally, the need for expansion is also a concern for residents. Because Juneau is located along the coast line and the terrain from the coast quickly climbs steep mountains the Capital has expanded narrowly along the coastline. Further expansion is being considered on North Douglas Island that is directly across Juneau and has only a single access bridge. New roads within Douglas and an additional crossing at the North end of the Island are desired for expansion and to relieve congestion over the single bridge accessing Douglas. During accidents or emergencies the single access route can be blocked and cut off access to the emergency facilities and airports. Furthermore, with the increase in population and the Island being the most feasible place for expansion the single access route is starting to become congested. Congestion will only increase as future expansion on Douglas Island continues. The additional crossing will help to alleviate traffic congestion and provide an alternate route on and off the Island.

Another issue discussed is Juneau's limited outside access. The issue of a proposed road to Skagway or an improved marine highway system continues to be the subject of study and debate. Included below is a list of transportation priorities that are based on community meetings, Juneau's overall transportation needs, and CCTHITA's transportation objectives. The following priority list focuses on the transportation needs most desired by the CCTHITA at this time but are not necessarily listed in order of importance. Figures 10 through 12 illustrate the listed priorities of the CCTHITA.

**1. Tlingit & Haida Central Council's Andrew Hope Building Parking Facilities (Reconstruction and Expansion)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at their downtown Juneau Andrew Hope Building. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

**2. Tlingit & Haida Central Council's Vocational Training and Resource Center Parking Facilities (Reconstruction)**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning project to rehabilitate and expand the parking facilities at their Vocational Training and Resource Center. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.

3. **Edward K. Thomas Building (EKT) – Parking Facility Improvements**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at the Edward K. Thomas Building, the administrative headquarters for the CCTHITA. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.
4. **Tlingit and Haida Central Council Community Council Building – Parking Facility (Improvements)**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate the parking facilities at the Central Council Community Council Building. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.
5. **Tlingit & Haida Central Council's Head Start Parking Facilities (Reconstruction)**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at their Head Start facilities. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility.
6. **Tlingit & Haida Central Council's Maintenance Facilities (Improvement and Upgrades)**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning a project to rehabilitate and expand the parking facilities at their Maintenance Facilities. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility as well as expand the facility to include a new building to the existing house and maintain equipment.
7. **Tlingit & Haida Regional Housing Authority Partnership Projects**
  - a. **Kowee Creek Subdivision**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Kowee Creek Subdivision. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

- b. Kananta Street Development Expansion**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Kananta Street Development Expansion. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.
  - c. Silver Bay Senior Housing Project:**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Silver Bay Senior Housing Project. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.
  - d. Coogan Drive Development**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Coogan Drive Development. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.
  - e. Glacier Highway Subdivision**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Glacier Highway Subdivision. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.
- 8. THRHA Maintenance Facility Parking Upgrades**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority to rehabilitate and expand the parking facilities at the THRHA Maintenance Facilities. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface to the facility as well as expand and possibly add a new facility building and maintain equipment.
- 9. Hidden Valley Development**  
The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with the Tlingit-Haida Regional Housing Authority on the development of the Hidden Valley Development Project. The proposed project will construct access, sidewalks and parking facilities; provide adequate storm drainage and treatment, lighting, public safety upgrades, and an asphalt surface.

**10. Southeast Alaska Regional Health Consortium (SEARHC) Partnership Projects**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is planning to work with Southeast Alaska Regional Health Consortium on projects to rehabilitate and expand the parking facilities at the SEARHC locations. The proposed project will rehabilitate the current parking facilities by grading the facility for positive drainage; provide adequate storm drainage and treatment, lighting, public safety upgrades, ensure accessibility standards and add an asphalt surface.

**11. Safety Program**

The Central Council of Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is committed to reducing the number of deaths and serious injuries by improving the overall safety of the transportation system, facilitating transportation safety education, and acting as an advocate on behalf of the Tribe. The CCTHITA intends to formalize a safety program. The program will focus on approaches and advocate to solve safety problems within the community. The program will identify and prioritize safety needs, include a safety policy or mission statement, and will work on the areas of engineering, and education. The program will work in coordination with the City, State, and Federal governments and the Southeast Alaska Regional health Consortium.

**12. Transit Program (collaborating with existing transit programs in Juneau)**

The CBJ offers several different services that provide public transportation throughout the Juneau area. Some systems operate in a specific area and others connect with the main transit system to move passengers between the main population centers. The CCTHITA would like an improved program that better matches the safe transportation of residents and elders to their health care appointments, provides scheduled rides to schools, work, and shopping needs. The CCTHITA currently is undertaking the task of identifying the transit needs and develop solutions through an Federal Transit Authority (FTA) grant. The results of the transit planning work will be incorporated into future updates to the Tribes LRTP.

**13. Enhancement Projects with the CBJ**

Transportation projects that are occurring in the surrounding communities are a priority to the CCTHITA tribal members due to the fact that members are scattered throughout the CBJ. As future projects arise that will benefit the community and the CCTHITA, the organizations need to work together and pool funding sources so that transportation improvements and positive growth will continue to benefit all groups residing in the CBJ area.

### **2.3 Cultural and Traditional Subsistence Routes**

The subsistence and traditional lifestyle that many Alaskans live compels residents to travel outside of town to seek the resources they need. The areas important for subsistence needs can be many miles from the town itself. CCHITA Members and Juneau residents use the roads and waterways scattered all throughout the Southeast Region during subsistence and harvest seasons. The highway offers access to roads that lead to trails, which provide routes to lands, mountains, rivers and oceans that supplies many Alaskans with their food for the year. Cultural reports prepared for the region document the Tlingit and Haida's history and mention some of the traditional routes used for travel and resource gathering. They state that many of the existing roads were originally established as subsistence routes used by the Tribe during their annual migrations in search of resources and food. Although the routes listed in this update focus on the road network in and around the CBJ, some of the routes are used to access cultural sites and subsistence areas that are close by. Improvements to these routes will allow the community to continue their subsistence lifestyle. These roads will provide access to hunting and fishing locations, as well as traditional berry-picking and resource-gathering areas. Providing the tribe with access to these destinations allows them to preserve their cultural way of life and increase their economic prosperity.

Some of the traditional routes and subsistence locations used by the Tribe in the past are still used today. There are several subsistence areas within the CBJ boundary and surrounding areas accessed by waterways that access fishing grounds, as well as berry, plant, and resource gathering areas (such as timber and mining operations). These sites are used by Tribal members and are important to the people for both subsistence and economic purposes. Other traditional inventoried trails are not only used by the Tribe, but also by other Alaskan residents and visitors to the State. Most of these are recreational trails used for hiking, camping, and various outdoor sports. However, some directly access subsistence areas or are used to access other trails for hunting and fishing. The majority of these trails are owned and maintained by the U.S. Forest Service, but some are the responsibility of the CBJ depending on their location.

### **2.4 Marine and River Transportation and Facilities**

Marine and river facilities are unique transportation needs in rural and urban Southeast Alaska alike. Due to the limited road system, aircraft and boats are common modes of transportation in this region, proving access to areas not accessible by road. Watercrafts offer access to many homes, businesses, recreational properties and subsistence areas that are reachable only by water passages. Boats and ferries provide transportation for residents and tourists and offer lightering services off barges transporting freight. They are also used to access subsistence resources and to get to recreational destinations. Improving and constructing marine facilities such as docks, boat harbors, ports, barge landings, ferry terminals and breakwater structures is an important part of transportation in Southeast Alaska.

Three areas of marine transportation that are being heavily looked at in the CBJ are: (1) the development of new facilities and the maintenance of existing facilities and vessels, (2) supplementary ferry operations serving additional villages more frequently, (3) access improvements to resource and tourist locations to boost economic growth. Juneau's port connects CBJ residents and businesses to surrounding communities and shipping points beyond Alaska. Implications of future development and improvements to the port are important to commuters, land owners, and for economic growth. As the CBJ continues to grow and develop, more marine infrastructure will be needed. More frequent routes and improved vessels will be conducive in providing alternative haul routes for materials, bulk items, consumer goods and passenger transportation.

The Alaska Marine Highway System (AMHS) and other waterway transportation development are vital for the CCTHITA and the community future prosperity. The AMHS provides services include passenger travel for worker, recreationists, tourists and the transportation of freight. The previously reference FTA transit grant intends to fully assess the Marine Highway system and identify infrastructure and service gaps. Additional ferry services would aid in sustaining the economies of the area and support development by reducing the travel time between the surrounding communities and assisting in freight transportation. The development of new vessels that have the capability to transport freight, vehicles, and pedestrians are being produced in Alaska and could be used in additional marine systems. The CCTHITA supports the development of ferry systems that would service all the surrounding Tlingit and Haida villages from the major Southeast hubs of Juneau and Sitka.

## **2.5 Transit Program**

CCTHITA has identified the CBJ's Capital Transit Program and the Catholic Community Transit Services both as important services to be used by tribal members . These transit programs provide transportation for those in the community who may be less privileged, disabled, young, or elderly. They provide services that range from transporting commuters who travel between the surrounding communities and the CBJ to specific services for different private organizations. The main transportation service for the CBJ is the Capital Transit System (CTS) that serves down town Juneau, Mendenhall Valley, Lemon Creek and Auke Bay, which are the main population centers. CTS also offers an Express/University route that covers the main route to the airport and Douglas Island, the other main population center for the borough. Revenue to sustain CTS comes from user fees, federal operating funds, federal capital funds, and local subsidies. Care-A-Van is another transportation service that provides prescheduled transportation through the Juneau area. This program is designed for senior citizens and persons unable to ride a Capital Transit bus due to disability.

Through the fore mentioned FTA Transit Plan, CCTHITA will identify transit opportunities and seeks funds for such items as: pick-up and drop-off facilities, the purchase and operation of a transportation vehicle or even supporting the existing community transit programs.

Several native tribes throughout the State of Alaska have started their own transit program that focuses on serving the members of their own native community, but also includes tying into other transit services in the surrounding communities to complete an effective transit network that encompasses the entire service area. The CTS is a good example of what can be accomplished through a well developed public transportation service. CCTHITA is interested in collaborating with the existing Capital Transit system and the Care-A-Van program on ways to improve and provide more services throughout the community. Depending upon the fluctuating amount of funds each year, the Tribe could use IRR funds for transit facilities and services. This would allow for the planning and development of a transit program that would either provide a new transportation system in the community or contribute to existing programs.

## **2.6 Trails, Boardwalks, and Hardened Trails**

Boardwalks are not used as primary transportation routes like they are in the delta regions of Southwest Alaska. However, the rain forest conditions of Southeast require the use of boardwalks along wet trails and because towns are predominantly built along the coast, boardwalks are used around harbor facilities. Several of the subsistence and recreational trails inventoried have at least small segments of boardwalks or hardened trail material crossing wet sections or small creeks. Boardwalks, docks, and piers are used along the harbors and marinas as well as providing access to marine facilities along the water's edge. These structures are extremely important in coastal communities that have nearly the same amount of boats as they do vehicles. Boardwalk construction and hardened trail improvements are needed to provide a more efficient and safe access to or across water bodies, wetlands, and trails the people use for subsistence fishing and annual resource gathering.

## **3.0 COMPREHENSIVE TRANSPORTATION PLANNING**

The need for comprehensive and coordinated transportation planning is to ensure that the transportation system will be capable of handling the CBJ's expected growth over a span of 20 years. A community can find itself virtually gridlocked if transportation planning and improvements are not accomplished in an insightful manner. After reviewing comprehensive and transportation plans produced by various organizations in the CBJ it is evident that similar goals and comparative objectives are being sought. Listed below are comprehensive transportation goals that are important to both CCTHITA and CBJ. The list combines both short term and long term goals and gives both an overview and specific transportation objectives that could be reached in the future as the affiliated organizations work together.

With the slow but increasing population growth that the CBJ has experienced, traffic congestion has slowly become a concern for residents and commuters. Peak traffic hours coupled with seasonal traffic increases requires a robust roadway maintenance effort. Expanding neighborhoods and the deterioration of roads due to use and weather are a continual concern. Listed are four areas of transportation improvement that are needed to facilitate the inevitable future growth and provide solutions to promote fluid traffic flow and enhance the local economy and quality of life. The comprehensive goals listed below are a mutual priority to the CCTHITA

and CBJ. Specific priorities important to the CCTHITA are discussed in detail in the previous Section 2.2 and shown on Figures 9 through 12 in Section 4.4.

1. Roadway Improvement Projects and Maintenance Improvements
  - a) Construct bypass routes around congested areas in town and consider construction of an additional route to Douglas Island.
  - b) Extend existing road system connecting major transportation corridors. Connect Juneau by road to the main Highway System in Skagway and possibly to the Haines Highway via a short ferry shuttle from Skagway.
  - c) Upgrade existing roads, improving efficiency and ability to handle future traffic flows.
  - d) Improve traffic signals and walkways around busy intersections and highly used pedestrian crossings.
  - e) Improve winter maintenance to accommodate pedestrians and keep them off the roadways.
  
2. Public Transportation Improvements
  - a) Support and promote the expanding public transit system throughout the Capital, surrounding populated areas, and the CBJ.
  - b) Provide a transit system and program that can serve the present community and has the ability to expand as the need and popularity of public transportation grows.
  - c) Coordinate and combine programs to utilize vehicles and make efficient route schedules.
  - d) Coordinate with existing programs to build a future transit program that specifically targets the elderly population.
  
3. Marine Transportation System Improvements
  - a) Develop supplementary ferry routes and purchase additional vessels that can facilitate the needed stops and increase travel frequency.
  - b) Replace old and no longer cost-effective vessels that transport both passengers and goods.
  - c) Support a ferry system that will more effectively connect Juneau to the road system outside of CBJ.
  - d) Advocate for rural port and harbor projects within the region.
  
4. Recreational Transportation System Improvements
  - a) Improve walking trails along major transportation routes in residential area and downtown to provide a transportation alternative for pedestrians and cyclists.
  - b) Improve traditional and recreational trails to preserve access along traditional routes, improve access to subsistence areas, and promote recreational activities adding to the appeal of a growing community.

Project complexity and regulatory requirements set forth by the Federal and State Governments will affect the reality and time frame of the projects mentioned above. However the controlling factor for any of the projects is the funding allocation. The magnitude of most of these projects will require joint funding from several organizations. The Tribe, CBJ, federal and state organizations, and the community will have to combine resources and grants to accomplish any of these goals. The transportation and planning publications produced by the community indicate that improved roadways and transportation improvements are the top priority for community members. Creative means of financing and joint efforts will have to be pursued to meet these mutual transportation goals.

## **4.0 ROADWAY FACILITY NEEDS**

### **4.1 Transportation Needs Assessment**

The transportation mission and assessment standard for each inventory route is to improve the transportation system within the service area that the Central Council Tribal members and community residents share. Upgrading and improving the inventoried routes will ensure a transportation network that it is safe, efficient, and economical, while addressing the growing transportation needs of the community. The transportation needs are based on the updated long range transportation goals described in Section 2.2, the comprehensive community goals listed in Section 3.0, and general safety concerns from the public. Priority status for each route is based on existing levels of services, proposed land use, economic and cultural development, subsistence activities, tourism, recreation, housing, commercial development, and health benefits. The following two sections provide the inventory that the CCTHITA chose as a benefit to their community and transportation system that they utilize. Section 4.1 provides a list of the updated inventory to be submitted for 2012. Section 4.2 has figures that give the location and route identification for the updated inventory list and also has the current status of the CCTHITA's existing inventory. The figures in Section 4.3 give an overview of the Tribe's main transportation priorities.

## **4.2 - 2012 UPDATED ROAD INVENTORY LIST**

**CCTHITA Updated Inventory for 2012**  
 Central Council Tlingit & Haida Indian Tribes of Alaska – E09801

<b>Route Number</b>	<b>Section Number</b>	<b>Route Name</b>	<b>Length (Miles)</b>
2000	10	Ocean View Road	1.0
2001	10	Auke Rec Road	1.7
2002	10	Wildmeadow Lane	0.3
2003	10	Tongass Boulevard	0.1
2004	10	Haloff Way	0.1
2005	10	Kodiak Bear Street	0.1
2006	10	Cub Street	0.1
2007	10	Glacier Bear Street	0.1
2008	10	Brown Bear Street	0.1
2009	10	Black Bear Street	0.1
2010	10	CCTH2010	0.1
2011	10	Polar Bear Street	0.1
2012	10	Kant Court	0.1
2013	10	Killewich Drive	0.1
2014	10	Orca Circle	0.1
2015	10	El Camino Street	0.1
2016	10	Sesame Street	0.1
2017	10	Albatross Street	0.1
2018	10	North Loop Way	0.1
2019	10	Easy Street	0.2
2020	10	Manor Avenue	0.2
2020	20	Manor Avenue	0.3
2021	10	CCTH2021	0.1
2022	10	CCTH2022	0.1
2023	10	CCTH2023	0.1
2024	10	CCTH2024	0.1
2025	10	Eyelet Court	0.1
2026	10	Counterpane Lane	0.1
2027	10	Gladstone Street	0.1
2028	10	Black Wolf Way	0.3
2029	10	Pond Vista Drive	0.2
2030	10	Magnolia Court	0.1
2031	10	Poppy Court	0.1
2032	10	Dredge Lake Trail	0.8
2033	10	Glacier Highway	0.4

<b>Route Number</b>	<b>Section Number</b>	<b>Route Name</b>	<b>Length (Miles)</b>
2034	10	Del Rae Road	0.2
2035	10	Sunset Drive	0.1
2036	10	Kevin Court	0.1
2037	10	Glacier Highway	0.4
2038	10	CCTH2038	0.5
2039	10	CCTH2039	0.2
2040	10	Mob Home Park	0.1
2041	10	Gull Way	0.1
2042	10	CCTH2042	0.2
2043	10	Salmon Creek Reservoir Road	1.7
2043	20	Salmon Creek Reservoir Bridge	50 ft
2043	30	Salmon Creek Reservoir Road	0.5
2043	40	Salmon Creek Reservoir Trail	0.9
2044	10	Dixion Street	0.2
2045	10	Cloverdale Street	0.2
2046	10	Ferndale Street	0.1
2047	10	Headstart Parking Lot	0.1

**CCTHITA Updated Inventory - Resubmittal from Previous Updates**  
 Central Council Tlingit & Haida Indian Tribes of Alaska – E09801

<b>Route Number</b>	<b>Section Number</b>	<b>Route Name</b>	<b>Length (Miles)</b>
3100	10	Sheep Creek Trail	0.3
4002	10	South Franklin Street	0.3
4335	10	Point Bridget Trail	3.5
4345	10	Mt. Juneau Trail	1.0
4346	10	Perseverance Trail	2.2
4347	10	Mt. Roberts Trail	1.5
4352	10	Pederson Hill Trail	1.7
4353	10	Auke Lake Trail	1.1
4362	10	Irwin Street	0.1
4362	20	Irwin Street	0.2
4375	10	Worrier Street	0.1
4396	10	Brotherhood Bridge Parking Lot	0.1
4396	20	Brotherhood Bridge Parking Lot	0.1
4398	10	Atlin Drive	0.2
4418	10	Erin Street	0.1
4453	10	Downtown Transit Center Road	0.1
4459	10	Easy Street	0.1
4462	10	West 5th Street	0.1
4492	10	Hooter Lane/Amarack Trails	0.1
4494	10	Borrow Street	0.1
4497	10	Hummingbird Street	0.1
4498	10	Daisy Street	0.1
4499	10	Iris Street	0.1
4511	10	Carrs Drive	0.2
4513	10	A Street	0.1
4514	10	D Street	0.2
4515	10	G Street	0.2
4524	10	Trinity Drive	0.1
4525	10	Coho Drive	0.1
4526	10	Duck Creek Loop	0.3
4527	10	King Crab Lane	0.2
4528	10	Glacier View Drive	0.2
4529	10	Mountain View Drive	0.2
7000	10	Point Bishop/Dupont Trail	0.1
7001	10	Auke Nu Trail	2.5

<b>Route Number</b>	<b>Section Number</b>	<b>Route Name</b>	<b>Length (Miles)</b>
7002	10	Amalga Trail State Park Boundary	0.7
7002	20	Amalga Trail USFS Boundary	6.8
7003	10	Windfall Lake/Montana Creek Trail State Pk Boundary	0.7
7003	20	Windfall Lake/Montana Creek Trail USFS Boundary	12.8
7004	10	Yankee Basin Trail	6.0
7005	10	Bessie Creek Trail Private Property	0.4
7005	20	Bessie Creek Trail USFS Boundary	2.1
7006	10	Peterson Lake Trail State Pk Boundary	0.5
7006	20	Peterson Lake Trail USFS Boundary	4.0
7008	10	Spaulding Meadow Trail	3.0

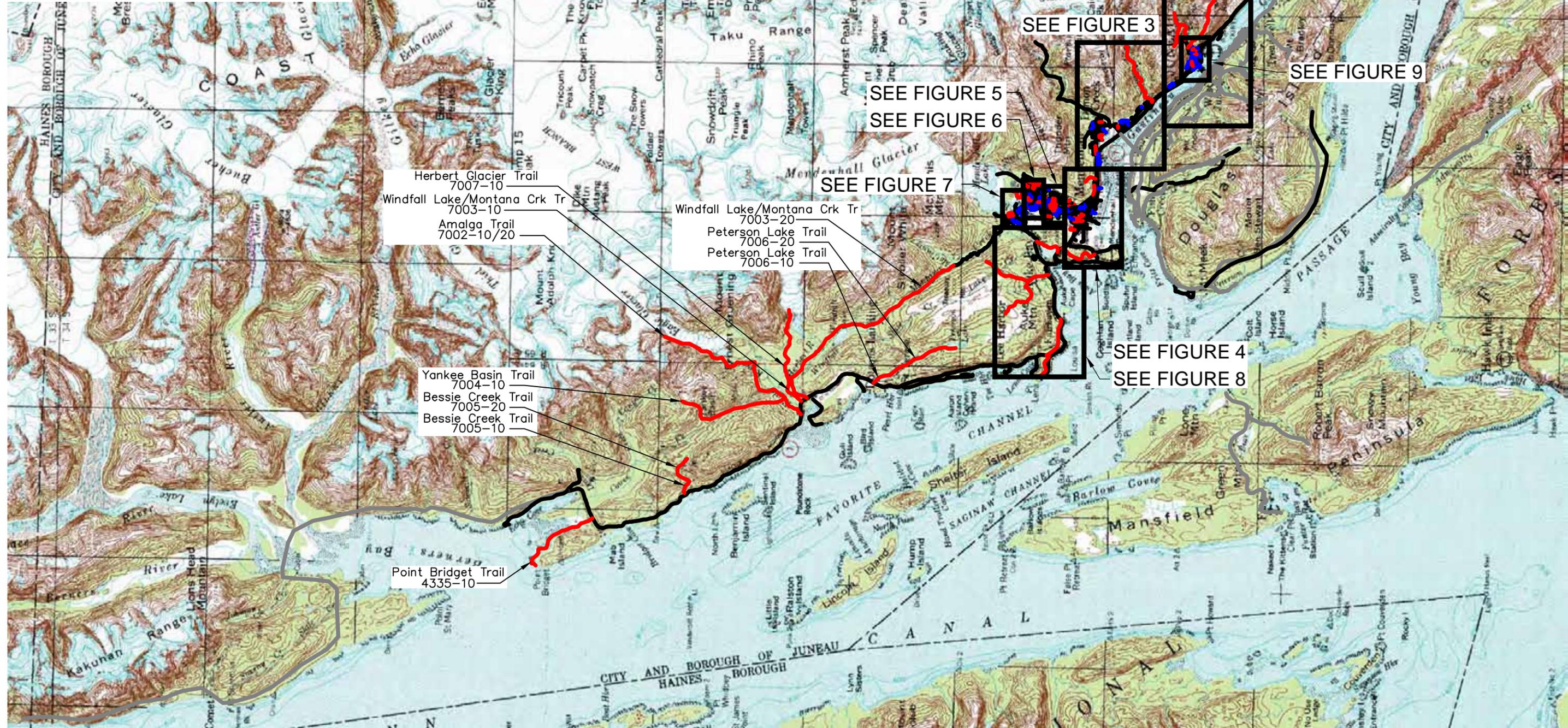
### **4.3 – UPDATED ROAD INVENTORY FIGURES**

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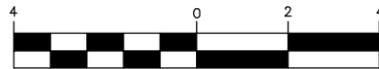
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-  CCTHITA ROUTE - UPDATED INVENTORY
-  CCTHITA ROUTE - AT BIA
-  DIA ROUTES

Glacier Highway 3008-100 CCTHITA ROUTE NAME & IRR ROUTE NUMBER

IMAGE SOURCE: USGS JUNEAU 250K QUADRANGLE MAP



**GRAPHIC SCALE**



1 inch = 4 MILES



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LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM

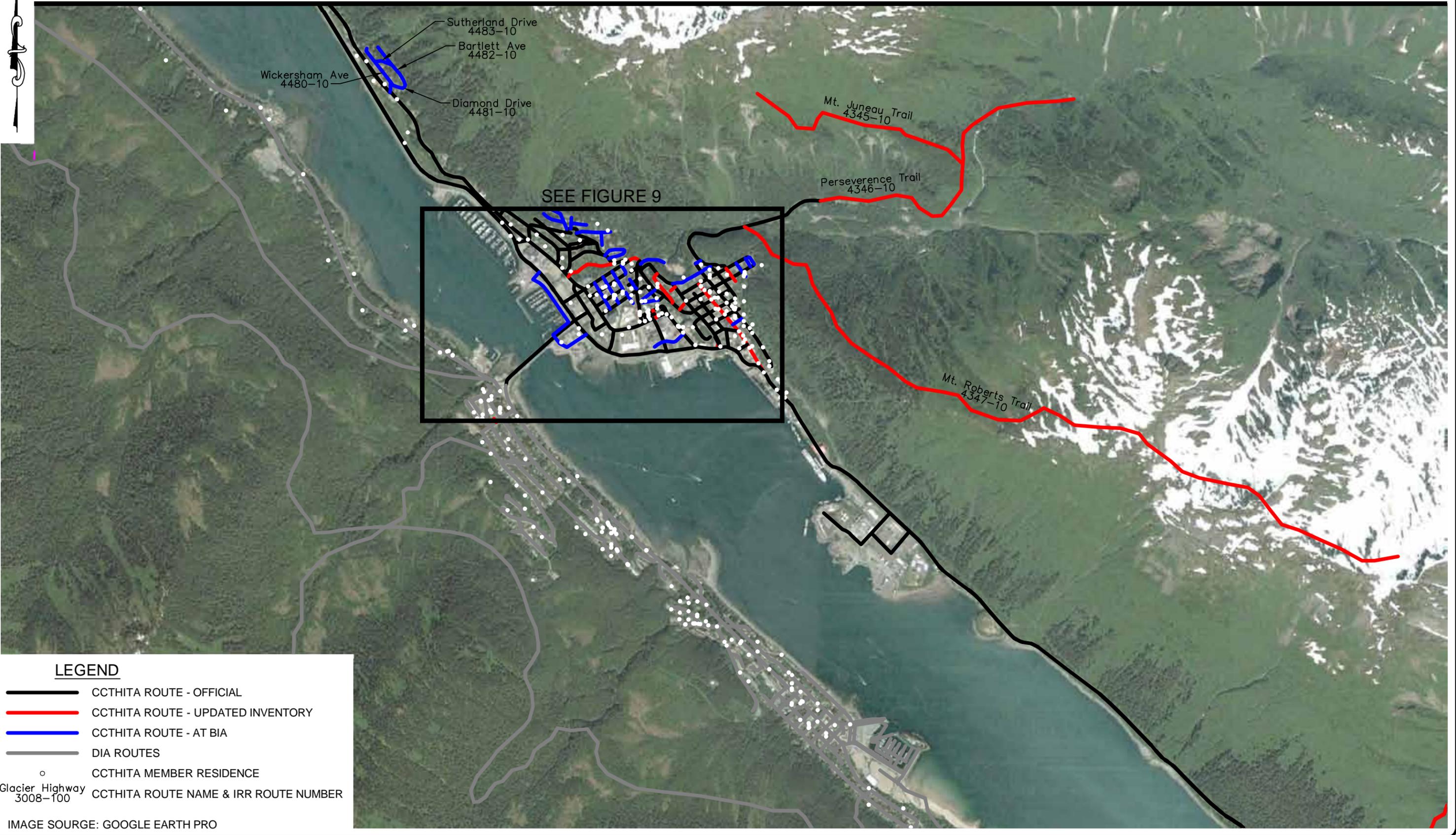
UPDATED INVENTORY ROUTES  
 ROAD INVENTORY MAP  
 KEY MAP

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1"=4 MILES

FIGURE 1

SEE FIGURE 3

SEE FIGURE 9

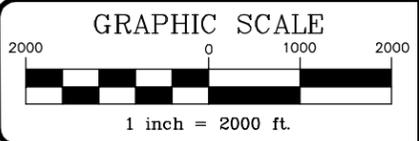


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- CCTHITA ROUTE - UPDATED INVENTORY
- CCTHITA ROUTE - AT BIA
- DIA ROUTES
- CCTHITA MEMBER RESIDENCE
- CCTHITA ROUTE NAME & IRR ROUTE NUMBER

Glacier Highway  
3008-100

IMAGE SOURCE: GOOGLE EARTH PRO



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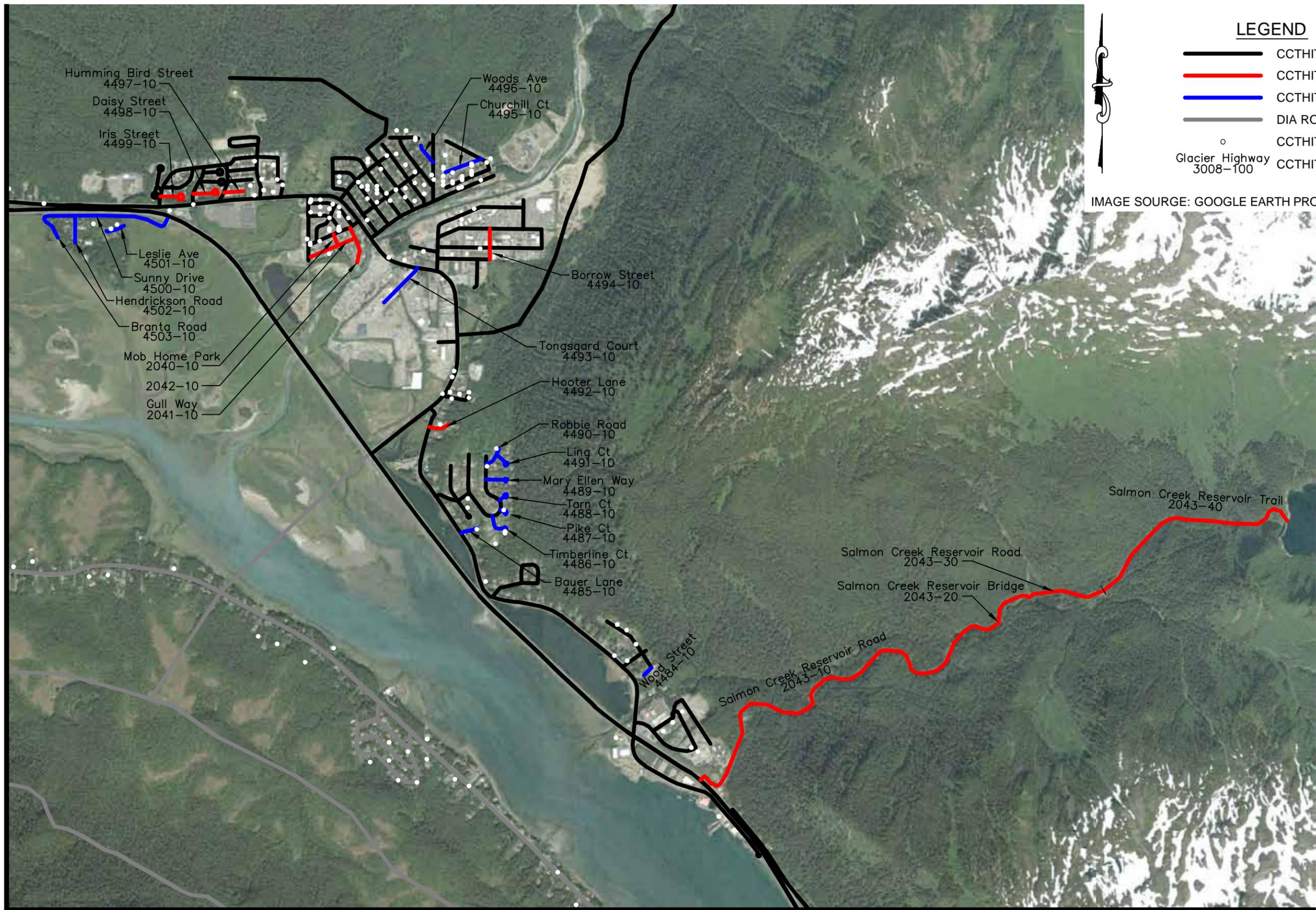
LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM

UPDATED INVENTORY ROUTES  
 ROAD INVENTORY MAP  
 JUNEAU / DOUGLAS AREA

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1"=2000'

FIGURE 2

SEE FIGURE 4

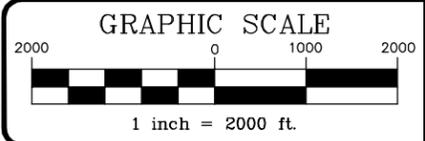


**LEGEND**

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- CcThita ROUTE - UPDATED INVENTORY
- CcThita ROUTE - AT BIA
- DIA ROUTES
- o CcThita MEMBER RESIDENCE
- Glacier Highway 3008-100 CcThita ROUTE NAME & IRR ROUTE NUMBER

IMAGE SOURCE: GOOGLE EARTH PRO

SEE FIGURE 2



**Central Council Tlingit & Haida**  
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LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM

UPDATED INVENTORY ROUTES  
 ROAD INVENTORY MAP  
 LEMON CREEK AREA

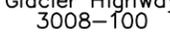
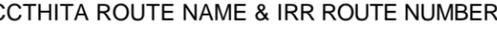
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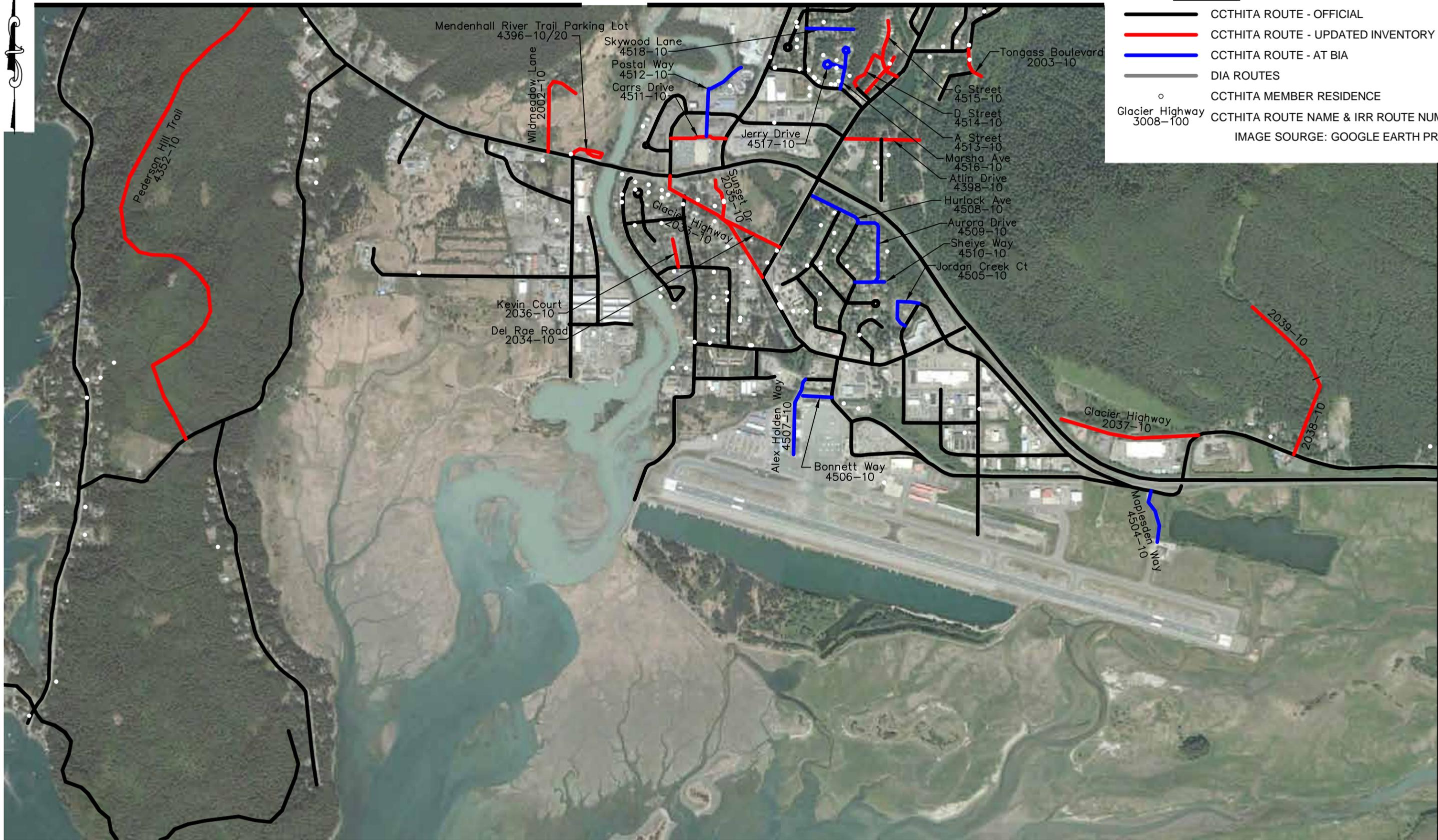
FIGURE 3

SEE FIGURE 8

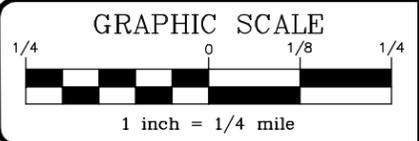
SEE FIGURE 5

**LEGEND**

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  -  CCTHITA ROUTE - AT BIA
  -  DIA ROUTES
  -  CCTHITA MEMBER RESIDENCE
  -  Glacier Highway 3008-100
  -  CCTHITA ROUTE NAME & IRR ROUTE NUMBER
- IMAGE SOURCE: GOOGLE EARTH PRO



SEE FIGURE 3



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**LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM**

**UPDATED INVENTORY ROUTES  
 ROAD INVENTORY MAP  
 MENDENHALL VALLEY AREA**

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1"=1/4 mile

**FIGURE 4**

SEE FIGURE 6

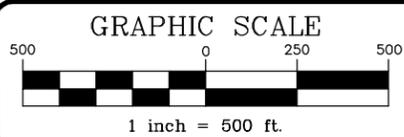


**LEGEND**

- CCTHITA ROUTE - OFFICIAL
- CCTHITA ROUTE - UPDATED INVENTORY
- CCTHITA ROUTE - AT BIA
- DIA ROUTES
- CCTHITA MEMBER RESIDENCE
- Glacier Highway 3008-10 CCTHITA ROUTE NAME & IRR ROUTE NUMBER

IMAGE SOURCE: GOOGLE EARTH PRO

SEE FIGURE 4



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LONG RANGE TRANSPORTATION PLAN  
2012 INVENTORY ADDENDUM

UPDATED INVENTORY ROUTES  
ROAD INVENTORY MAP  
MENDENHALL VALLEY AREA

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1"=500'

FIGURE 5

SEE FIGURE 7

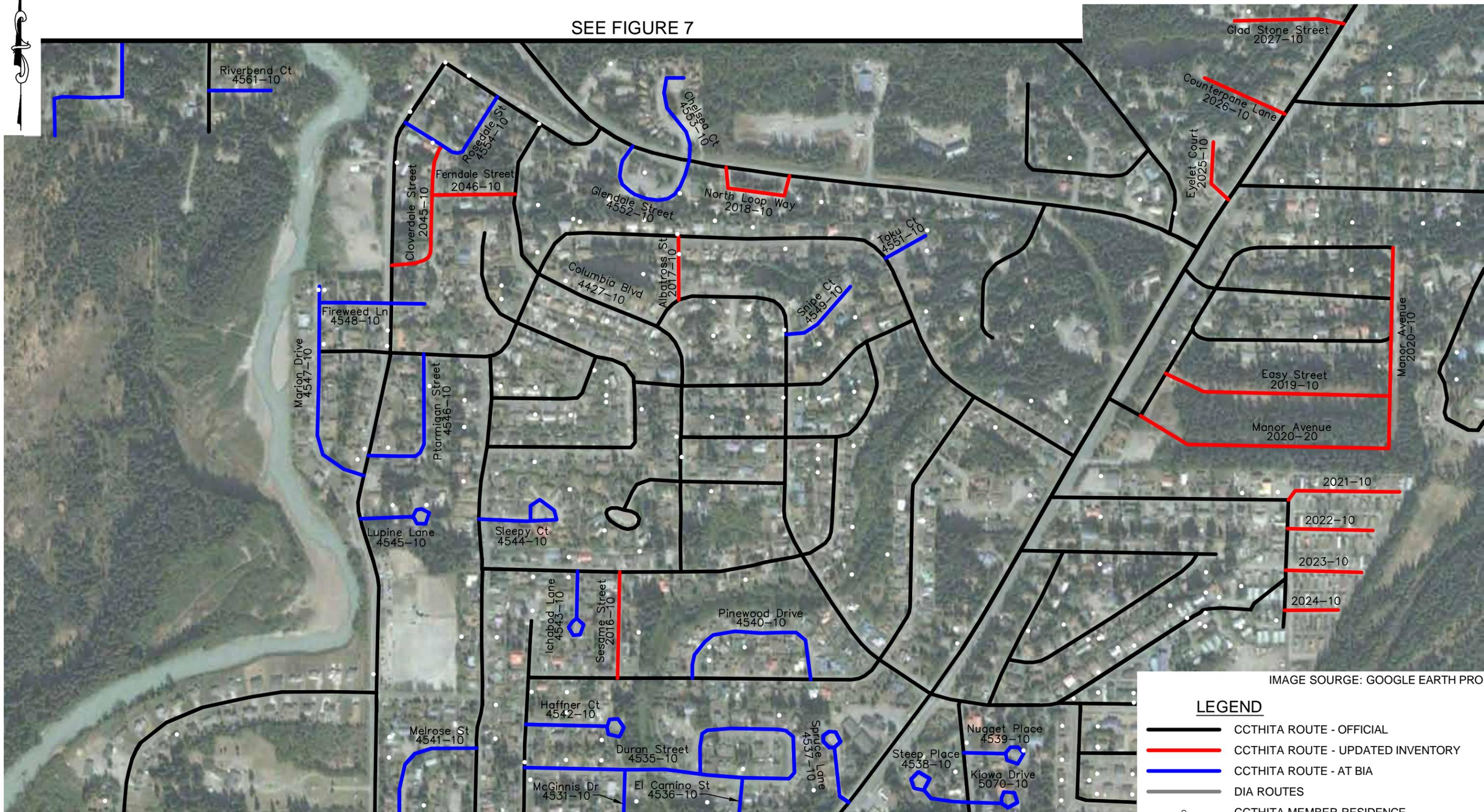
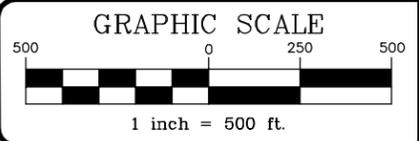


IMAGE SOURCE: GOOGLE EARTH PRO

**LEGEND**

- CCHITA ROUTE - OFFICIAL
- CCHITA ROUTE - UPDATED INVENTORY
- CCHITA ROUTE - AT BIA
- DIA ROUTES
- o CCHITA MEMBER RESIDENCE
- Glacier Highway 3008-100 CCHITA ROUTE NAME & IRR ROUTE NUMBER

SEE FIGURE 5



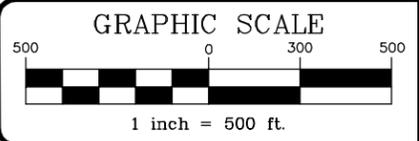
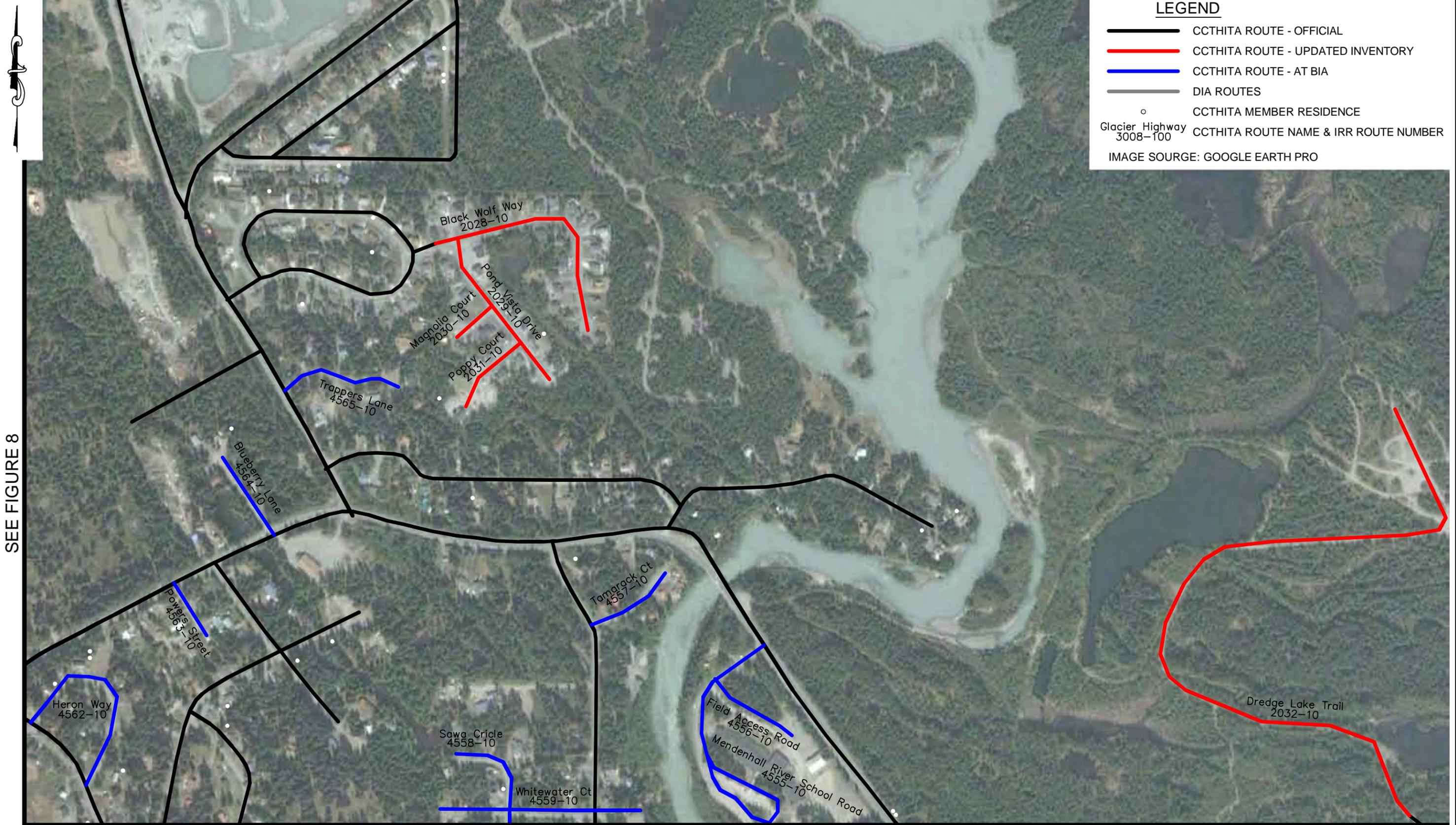
**CENTRAL COUNCIL TLINGIT & HAIDA  
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LONG RANGE TRANSPORTATION PLAN  
2012 INVENTORY ADDENDUM

UPDATED INVENTORY ROUTES  
ROAD INVENTORY MAP  
MENDENHALL VALLEY AREA

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
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FIGURE 6



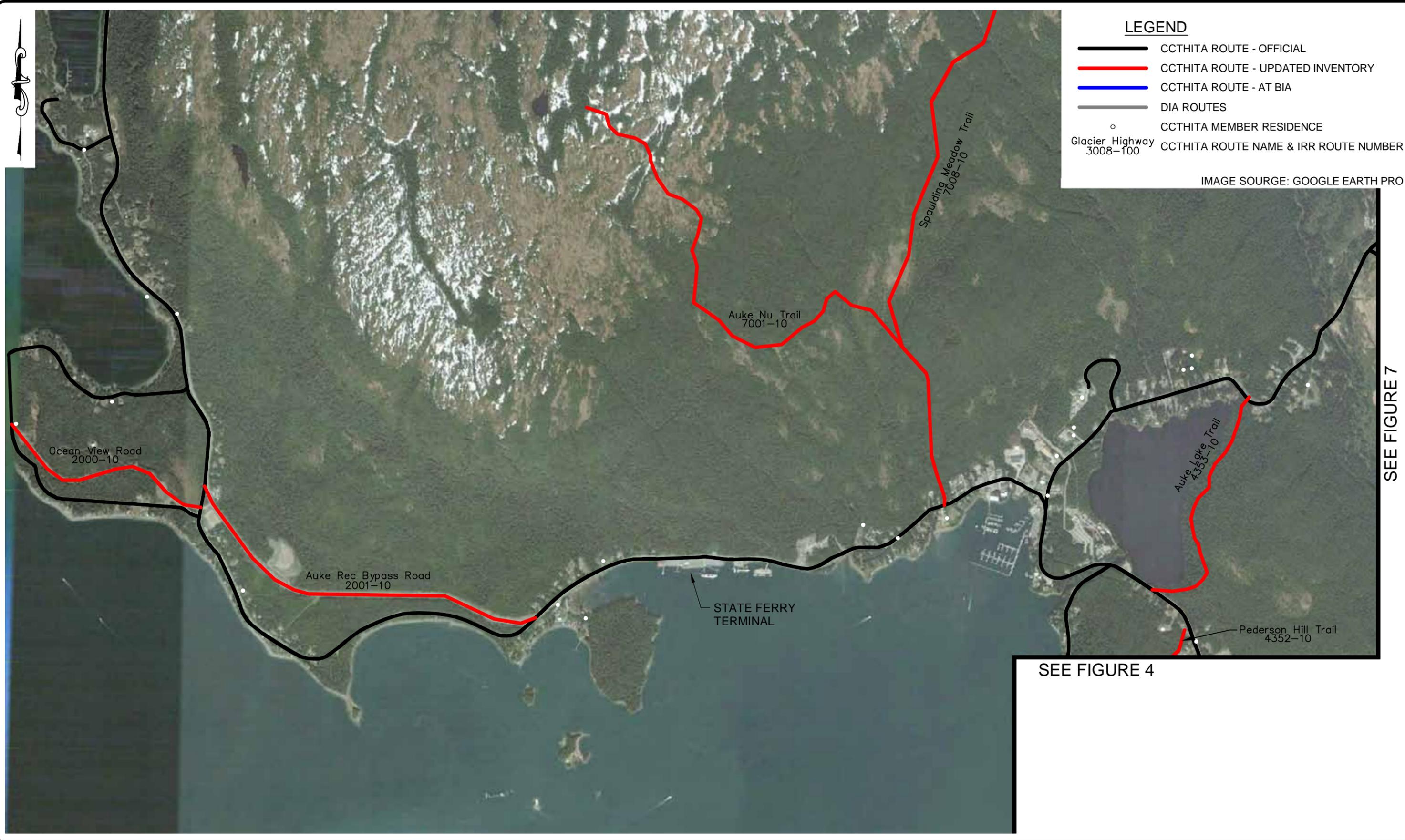
CENTRAL COUNCIL TLINGIT & HAIDA  
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LONG RANGE TRANSPORTATION PLAN  
2012 INVENTORY ADDENDUM

UPDATED INVENTORY ROUTES  
ROAD INVENTORY MAP  
MENDENHALL VALLEY AREA

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1"=500'

FIGURE 7



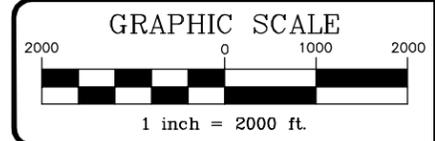
**LEGEND**

- CcThita ROUTE - OFFICIAL
- CcThita ROUTE - UPDATED INVENTORY
- CcThita ROUTE - AT BIA
- DIA ROUTES
- CcThita MEMBER RESIDENCE
- Glacier Highway 3008-100 CcThita ROUTE NAME & IRR ROUTE NUMBER

IMAGE SOURCE: GOOGLE EARTH PRO

SEE FIGURE 7

SEE FIGURE 4



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**LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM**

**UPDATED INVENTORY ROUTES  
 ROAD INVENTORY MAP  
 AUKE BAY AREA**

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1"=2000'

**FIGURE 8**

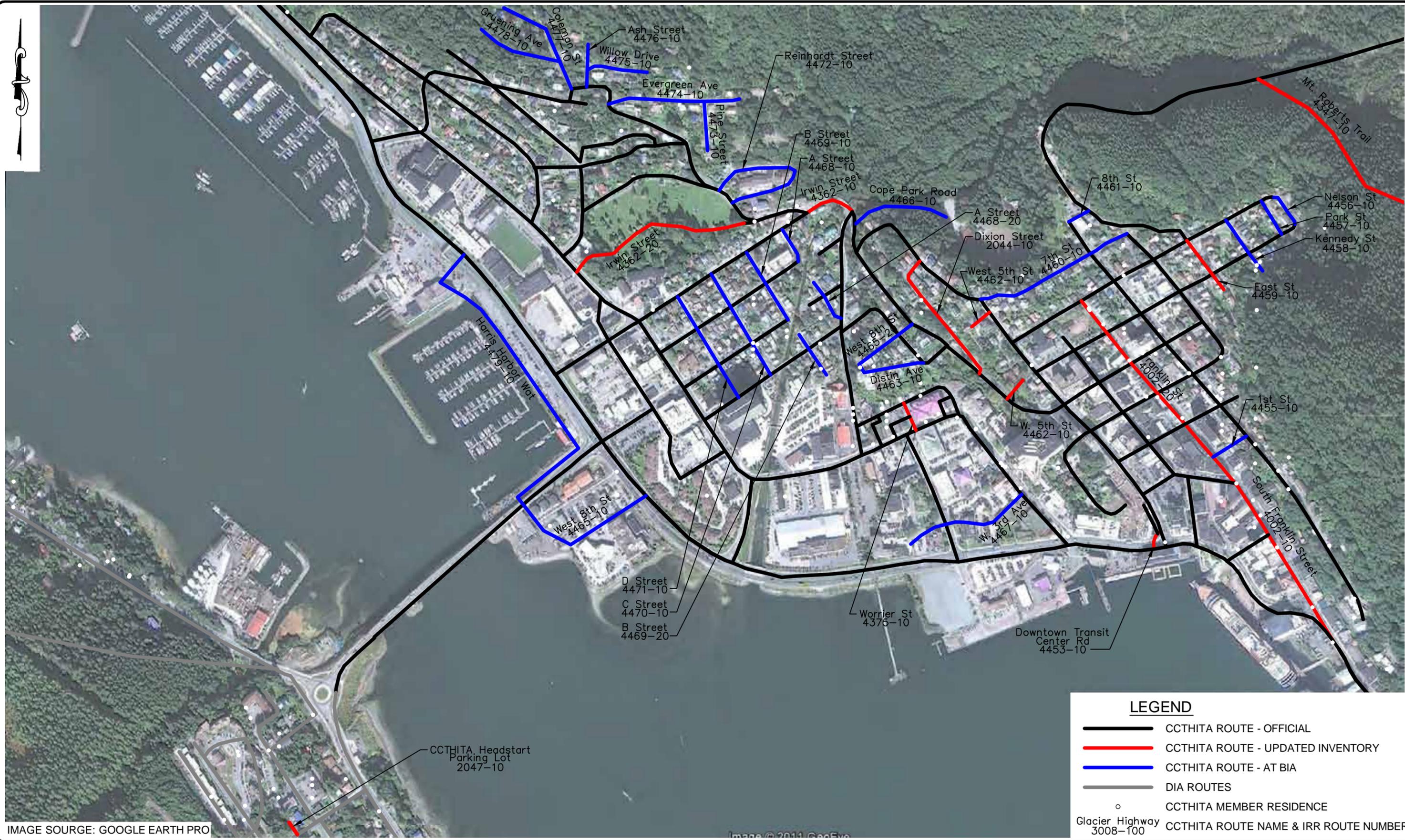
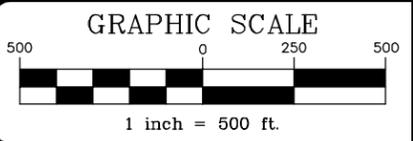


IMAGE SOURCE: GOOGLE EARTH PRO



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LONG RANGE TRANSPORTATION PLAN  
2012 INVENTORY ADDENDUM

UPDATED INVENTORY ROUTES  
ROAD INVENTORY MAP  
DOWNTOWN JUNEAU AREA

DESIGNED BY: AEC  
DRAWN BY: JCS  
APPROVED BY: BLP  
DATE: MARCH 12, 2012  
SCALE: 1"=500'

FIGURE 9

## **4.4 – TRANSPORTATION OVERVIEW FIGURES**

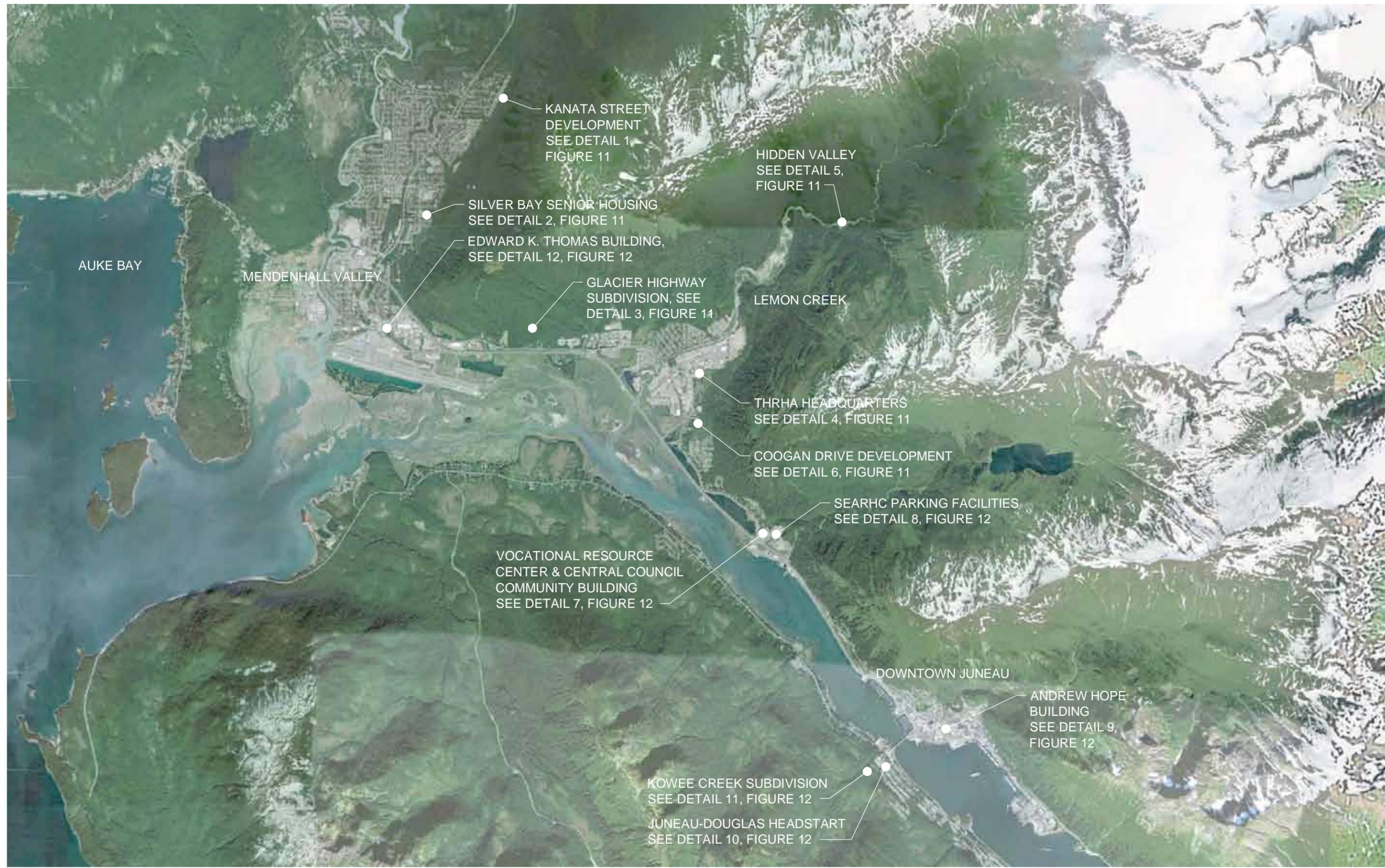
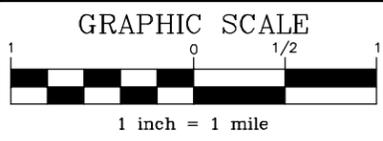


IMAGE SOURCE: GOOGLE EARTH PRO



**CENTRAL COUNCIL TLINGIT & HAIDA  
INDIAN TRIBES OF ALASKA**  
300 W. WILLOUGHBY Ave, SUITE 300  
JUNEAU, ALASKA 99801  
PHONE:(907)586-1432 FAX:(907)586-8970

**LONG RANGE TRANSPORTATION PLAN  
2012 INVENTORY ADDENDUM**

**TRANSPORTATION OVERVIEW  
EXISTING AND FUTURE PRIORITIES  
AREA MAP**

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1" = 1 mile

**FIGURE 10**



**DETAIL 1**  
**KANATA STREET DEVELOPMENT**  
 1" = 1000'



**DETAIL 2**  
**SILVER BAY SENIOR HOUSING DEVELOPEMENT**  
 1" = 500'



**DETAIL 3**  
**GLACIER HIGHWAY SUBDIVISION**  
 1" = 1000'



**DETAIL 4**  
**THRHA HEADQUARTERS PARKING FACILITIES & NEW DEVELOPEMENT**  
 1" = 200'

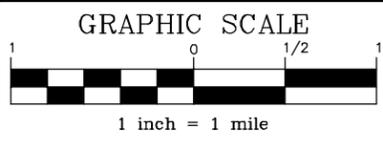
IMAGES SOURCE:  
 GOOGLE EARTH PRO



**DETAIL 5**  
**HIDDEN VALLEY DEVELOPEMENT**  
 1" = 1/2 MILE



**DETAIL 6**  
**COOGAN DRIVE DEVELOPEMENT**  
 1" = 200'



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**LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM**

**TRANSPORTATION OVERVIEW  
 EXISTING AND FUTURE PRIORITIES  
 LOCATION DETAILS**

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1" = 1 mile



**DETAIL 7**  
 VOCATIONAL RESOURCE CENTER & TLINGIT & HAIDA  
 COMMUNITY COUNCIL BUILDING PARKING FACILITIES  
 1" = 200'



**DETAIL 8**  
 SEARHC PARKING FACILITIES  
 1" = 250'



**DETAIL 9**  
 ANDREW HOPE BUILDING PARKING FACILITIES  
 1" = 100'



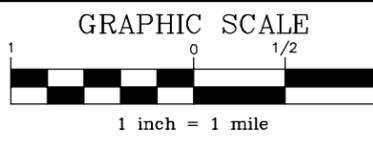
**DETAIL 10**  
 JUNEAU DOUGLAS - HEADSTART PARKING FACILITIES  
 GOOGLE EARTH PRO  
 1" = 100'



**DETAIL 11**  
 KOWEE CREEK SUBDIVISION  
 1" = 500'



**DETAIL 12**  
 EDWARD K. THOMAS BUILDING PARKING FACILITIES  
 1" = 200'



**CENTRAL COUNCIL TLINGIT & HAIDA  
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LONG RANGE TRANSPORTATION PLAN  
 2012 INVENTORY ADDENDUM

TRANSPORTATION OVERVIEW  
 EXISTING AND FUTURE PRIORITIES  
 LOCATION DETAILS

DESIGNED BY:	AEC
DRAWN BY:	JCS
APPROVED BY:	BLP
DATE:	MARCH 12, 2012
SCALE:	1" = 1 mile

## RESOURCES

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[http://www.poa.usace.army.mil/en/cw/fld\\_haz/juneau.htm](http://www.poa.usace.army.mil/en/cw/fld_haz/juneau.htm)

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# Appendix A

## Resolutions



CENTRAL COUNCIL  
*Tlingit and Haida Indian Tribes of Alaska*  
ANDREW P. HOPE BUILDING  
320 West Willoughby Avenue • Suite 300  
Juneau, Alaska 99801-1726

---

Executive Council of the Central Council  
TLINGIT AND HAIDA INDIAN TRIBES OF ALASKA

Resolution EC/ 12-13

Title: Revised Long Range Transportation Plan

WHEREAS, Central Council of Tlingit and Haida Indian Tribes of Alaska (Central Council) is a federally recognized tribe of more than 28,000 tribal citizens worldwide; and

WHEREAS, the Executive Council is the governing body of Central Council; and

WHEREAS, Central Council has identified a need to update and/or create mileage in the Bureau of Indian Affairs Indian Reservation Roads (IRR) system for Central Council; and

WHEREAS, Central Council has identified routes that qualify as IRR and are vital to the general health and welfare of the native community and its economical development; and

WHEREAS, Central Council is updating its Long Range Transportation Plan (LRTP) for 2012 by incorporating the routes identified on Attachment A which will help to establish future direction for infrastructure development in our community to ensure that transportation projects are derived in a coordinated fashion.

NOW THEREFORE BE IT RESOLVED, that the Executive Council hereby approves of the Updated Long Range Transportation Plan.

ADOPTED this 14th day of March 2012, by the Executive Council of the Central Council of Tlingit and Haida Indian Tribes of Alaska, by a vote of 4 yeas, 0 nays, 0 abstentions and 2 absences.

**CERTIFY**

  
President Edward K. Thomas

**ATTEST**

  
Tribal Secretary Harold Houston





CENTRAL COUNCIL  
*Tlingit and Haida Indian Tribes of Alaska*  
ANDREW P. HOPE BUILDING  
320 West Willoughby Avenue • Suite 300  
Juneau, Alaska 99801-1726

---

Executive Council of the Central Council  
TLINGIT AND HAIDA INDIAN TRIBES OF ALASKA

Resolution EC/ 12-12

Title: Authority to Add Routes to Indian Reservation Road (IRR) Transportation Facilities Inventory and Modify Average Daily Traffic (ADT) Counts

WHEREAS, Central Council of Tlingit and Haida Indian Tribes of Alaska (Central Council) is a federally recognized tribe of more than 28,000 tribal citizens worldwide; and

WHEREAS, the Executive Council is the governing body of Central Council; and

WHEREAS, Central Council has identified a need to update and/or add mileage to the Bureau of Indian Affairs (BIA) Indian Reservation Roads (IRR) system for Central Council; and

WHEREAS, Central Council has identified the project routes on Attachment A Inventory Catalog for 2012 to this resolution that are used by its tribal members for access to employment, education, healthcare, housing, subsistence, economic opportunities, and intermodal transportation; and

WHEREAS, the transportation facilities that belong in the IRR inventory are those facilities that are open to use by the public, are eligible for assistance under the IRR Program, and have been requested by the Tribe to be included; and

WHEREAS, Central Council has determined that the area to be included for consideration in determining its priorities includes the area encompassed by the City and Borough of Juneau, ANSCA lands including but not limited to those under the ownership of Goldbelt, Incorporated; trust lands; and our traditional, historic and customary use lands; and

WHEREAS, Central Council will work collaboratively and cooperatively with the jurisdictional owners on any future construction improvements to the transportation facilities identified on the attachment to the resolution, including but not limited to: reconstruction, upgrading the roadway, improving access, bridges, and enhancements; and

WHEREAS, Central Council will not interfere with the authority of the respective jurisdictional owners to design, procure, construct, or maintain transportation facilities under their jurisdiction; and

WHEREAS, Central Council has developed IRR Transportation Facility Inventory Catalog for 2012 for submittal to the BIA in accordance with IRR Program Regulations, 25 CFR 170; and

NOW THEREFORE BE IT RESOLVED, that the Executive Council hereby authorizes the Central Council's Tribal Transportation Department to request the BIA add the routes identified on Attachment A to the IRR Inventory database.

ADOPTED this 14th day of March 2012, by the Executive Council of the Central Council of Tlingit and Haida Indian Tribes of Alaska, by a vote of 4 yeas, 0 nays, 2 abstentions and 2 absences.

**CERTIFY**

  
President Edward K. Thomas

**ATTEST**

  
Tribal Secretary Harold Houston

Central Council Tlingit and Haida Indian Tribes of Alaska - 2012 Updated Inventory Catalog

Resolution No. EC/12-12

Date: 3/14/2012

Route	Section	Route Name	POB Latitude	POB Longitude	POE Latitude	POE Longitude	Length (miles)	Ownership	Construction Need
2000	10	Ocean View Road	58.3851	134.7452	58.3901	134.7680	1.0	4	2
2001	10	Auke Rec Road	58.3785	134.7050	58.3864	134.7448	1.7	3	2
2002	10	Wildmeadow Lane	58.3709	134.6066	58.3733	134.6046	0.3	4	2
2003	10	Tongass Boulevard	58.3752	134.5751	58.3741	134.5741	0.1	4	2
2004	10	Haloff Way	58.3839	134.5760	58.3840	134.5725	0.1	4	2
2005	10	Kodiak Bear Street	58.3838	134.5778	58.3827	134.5779	0.1	4	2
2006	10	Cub Street	58.3838	134.5788	58.3821	134.5788	0.1	4	2
2007	10	Glacier Bear Street	58.3835	134.5795	58.3823	134.5795	0.1	4	2
2008	10	Brown Bear Street	58.3835	134.5806	58.3823	134.5806	0.1	4	2
2009	10	Black Bear Street	58.3835	134.5817	58.3823	134.5817	0.1	4	2
2010	10	CCTH2010	58.3835	134.5828	58.3823	134.5828	0.1	4	2
2011	10	Polar Bear Street	58.3829	134.5828	58.3829	134.5788	0.1	4	2
2012	10	Kant Court	58.3839	134.5856	58.3832	134.5856	0.1	4	2
2013	10	Killewich Drive	58.3872	134.5921	58.3852	134.5922	0.1	4	2
2014	10	Orca Circle	58.3854	134.5810	58.3854	134.5828	0.1	4	2
2015	10	El Camino Street	58.3883	134.5714	58.3889	134.5731	0.1	4	2
2016	10	Sesame Street	58.3911	134.5766	58.3927	134.5766	0.1	4	2
2017	10	Albatross Street	58.3967	134.5750	58.3977	134.5750	0.1	4	2
2018	10	North Loop Way	58.3987	134.5737	58.3986	134.5719	0.1	4	2
2019	10	Easy Street	58.3957	134.5612	58.3954	134.5549	0.2	4	2
2020	10	Manor Avenue	58.3976	134.5548	58.3947	134.5549	0.2	4	2
2020	20	Manor Avenue	58.3947	134.5549	58.3951	134.5619	0.3	4	4
2021	10	CCTH2021	58.3939	134.5577	58.3940	134.5546	0.1	4	2
2022	10	CCTH2022	58.3935	134.5577	58.3934	134.5553	0.1	4	2
2023	10	CCTH2023	58.3928	134.5578	58.3928	134.5556	0.1	4	2
2024	10	CCTH2024	58.3923	134.5578	58.3923	134.5563	0.1	4	2
2025	10	Eyelet Court	58.3983	134.5595	58.3992	134.5600	0.1	4	2
2026	10	Counterpane Lane	58.3996	134.5579	58.4001	134.5602	0.1	4	2
2027	10	Gladstone Street	58.4009	134.5563	58.4010	134.5594	0.1	4	2
2028	10	Black Wolf Way	58.4092	134.5932	58.4080	134.5887	0.3	4	2
2029	10	Pond Vista Drive	58.4093	134.5925	58.4072	134.5898	0.2	4	2
2030	10	Magnolia Court	58.4083	134.5915	58.4078	134.5925	0.1	4	2
2031	10	Poppy Court	58.4078	134.5907	58.4068	134.5922	0.1	4	2
2032	10	Dredge Lake Trail	58.4008	134.5648	58.4069	134.5654	0.8	7	2
2033	10	Glacier Highway	58.3661	134.5904	58.3701	134.5974	0.4	3	2
2034	10	Del Rae Road	58.3684	134.5934	58.3673	134.5891	0.2	4	2
2035	10	Sunset Drive	58.3684	134.5934	58.3699	134.5940	0.1	4	2
2036	10	Kevin Court	58.3665	134.5967	58.3676	134.5971	0.1	4	2
2037	10	Glacier Highway	58.3601	134.5574	58.3607	134.5678	0.4	3	2

Central Council Tlingit and Haida Indian Tribes of Alaska - 2012 Updated Inventory Catalog

Resolution No. EC/12-12

Date: 3/14/2012

Route	Section	Route Name	POB Latitude	POB Longitude	POE Latitude	POE Longitude	Length (miles)	Ownership	Construction Need
2038	10	CCTH2038	58.3594	134.5502	58.3624	134.5486	0.5	4	2
2039	10	CCTH2039	58.3624	134.5486	58.3652	134.5535	0.2	7	2
2040	10	Mob Home Park	58.3568	134.5041	58.3574	134.5046	0.1	4	2
2041	10	Gull Way	58.3578	134.5028	58.3558	134.5020	0.1	4	2
2042	10	CCTH2042	58.3561	134.5069	58.3572	134.5023	0.2	4	2
2043	10	Salmon Creek Reservoir Road	58.3273	134.4650	58.3362	134.4336	1.7	4	2
2043	20	Salmon Creek Reservoir Bridge	58.3362	134.4336	58.3363	134.4336	50 ft	4	2
2043	30	Salmon Creek Reservoir Road	58.3363	134.4336	58.3381	134.4225	0.5	4	2
2043	40	Salmon Creek Reservoir Trail	58.3381	134.4225	58.3421	134.4032	0.9	4	2
2044	10	Dixon Street	58.3040	134.4151	58.3023	134.4133	0.2	4	2
2045	10	Cloverdale Street	58.3972	134.5831	58.3990	134.5817	0.2	4	2
2046	10	Ferndale Street	58.3982	134.5820	58.3983	134.5797	0.1	4	2
2047	10	Headstart Parking Lot	58.2949	134.4334	58.2951	134.4337	0.1	2	2

Central Council Tlingit and Haida Indian Tribes of Alaska - 2012 Updated Inventory Catalog

2012 Resubmittal from Previous Updates

Resolution No. EC/12-12

Date: 3/14/2012

Route	Section	Route Name	Length (miles)	Ownership	Construction Need
3100	10	Sheep Creek Trail	0.3	4	2
4002	10	South Franklin Street	0.3	4	2
4335	10	Point Bridget Trail	3.5	4	2
4345	10	Mt. Juneau Trail	1	4	3
4346	10	Perseverance Trail	2.2	4	3
4347	10	Mt. Roberts Trail	1.5	4	3
4352	10	Pederson Hill Trail	1.7	4	3
4353	10	Auke Lake Trail	1.1	4	3
4362	10	Irwin Street	0.1	4	2
4362	20	Irwin Street	0.2	4	2
4375	10	Worrier Street	0.1	4	2
4396	10	Brotherhood Bridge Parking Lot	0.1	4	2
4396	20	Brotherhood Bridge Parking Lot	0.1	4	2
4398	10	Atlin Drive	0.2	4	2
4418	10	Erin Street	0.1	4	2
4453	10	Downtown Transit Center Road	0.1	4	2
4459	10	Easy Street	0.1	4	2
4462	10	West 5th Street	0.1	4	2
4492	10	Hooter Lane/Amarack Trails	0.1	4	2
4494	10	Borrow Street	0.1	4	2
4497	10	Hummingbird Street	0.1	4	2
4498	10	Daisy Street	0.1	4	2
4499	10	Iris Street	0.1	4	2
4511	10	Carrs Drive	0.2	4	2
4513	10	A Street	0.1	4	2
4514	10	D Street	0.2	4	2
4515	10	G Street	0.2	4	2
4524	10	Trinity Drive	0.1	4	2
4525	10	Coho Drive	0.1	4	2
4526	10	Duck Creek Loop	0.3	4	2
4527	10	King Crab Lane	0.2	4	2
4528	10	Glacier View Drive	0.2	4	2
4529	10	Mountain View Drive	0.2	4	2
7000	10	Point Bishop/Dupont Trail	0.1	4	2
7001	10	Auke Nu Trail	2.5	4	2
7002	10	Amalga Trail State Park Boundary	0.7	4	2
7002	20	Amalga Trail USFS Boundary	6.8	7	2
7003	10	Windfall Lake/Montana Creek Trail State Pk Boundary	0.7	4	2

Central Council Tlingit and Haida Indian Tribes of Alaska - 2012 Updated Inventory Catalog

2012 Resubmittal from Previous Updates

Resolution No. EC/12-12

Date: 3/14/2012

Route	Section	Route Name	Length (miles)	Ownership	Construction Need
7003	20	Windfall Lake/Montana Creek Trail USFS Boundary	12.8	7	2
7004	10	Yankee Basin Trail	6	7	2
7005	10	Bessie Creek Trail Private Property	0.4	4	2
7005	20	Bessie Creek Trail USFS Boundary	2.1	7	2
7006	10	Peterson Lake Trail State Pk Boundary	0.5	4	2
7006	20	Peterson Lake Trail USFS Boundary	4	7	2
7008	10	Spaulding Meadow Trail	3	4	2

Central Council Tlingit and Haida Indian Tribes of Alaska  
 2012 Updated Inventory Catalog - ADT Modifications

Resolution No. FC/12-12

Date: 3/14/2012

Route	Section	Modified ADT Count
2019	10	222
4040	10	185
4050	10	788
4051	10	565
4052	10	595
4101	10	210
4102	10	430
4103	10	330
4312	10	293
4313	10	262
4316	10	101
4317	10	146
4323	10	292
4328	10	171
4331	10	180
4333	10	121
4402	10	110
4404	10	109
4406	10	368
4409	10	304
4410	10	359
4411	10	418
4413	10	256
4415	10	318
4416	10	207
4417	10	606
4418	10	793
4419	10	346
4420	10	222
4420	20	120
4421	10	120
4423	10	342
4426	10	253
4428	10	127
4429	10	133
4430	10	248
4431	10	172
4434	10	203
4435	10	91
4436	10	164
4437	10	120
4438	10	805
4440	10	90
4444	10	333
4445	10	435
4446	10	47
4447	10	922
4448	10	36
4449	10	605
4497	10	157
4525	10	124
4526	10	141
4527	10	100
4528	10	60
4529	10	130
4760	10	417
4860	10	722

**Central Council Tlingit and Haida Indian Tribes of Alaska  
2012 Updated Inventory Catalog - ADT Modifications**

Resolution No. FC/12-12

Date: 3/14/2012

Route	Section	Modified ADT Count
4940	10	119
4970	10	406
4990	10	93
5010	10	650
5010	20	202
5040	10	94
5070	10	74
5080	10	202
3000	10	5516
3000	30	3723
3000	40	2656
3000	50	1934
3000	60	1934
3000	70	11844
3000	80	11844
3000	100	11844
3000	110	12278
3000	120	12172
3000	130	12544
3000	140	12762
3000	150	13201
3003	10	9439
3005	10	12115
3006	10	3441
3006	20	2015
3006	40	513
3007	10	11170
3007	20	12104
3007	30	13033
3007	50	13033
3007	60	13665
3007	70	16710
3007	80	17407
3007	90	19292
3007	100	22629
3007	110	24031
3007	130	24031
3007	140	21910
3007	160	21910
3007	170	25802
3007	180	23499
3007	190	23586
3007	200	13949
3007	210	12717
3007	220	12097
3007	240	12097
3007	250	8442
3007	260	1427
3007	270	6724
3008	10	3896
3008	20	2017
3008	30	2118
3008	40	972
3008	50	729
3008	70	729
3008	80	542

Central Council Tlingit and Haida Indian Tribes of Alaska  
 2012 Updated Inventory Catalog - ADT Modifications

Resolution No. EC/12-12

Date: 3/14/2012

Route	Section	Modified ADT Count
3008	100	396
3008	120	396
3008	130	146
3008	140	136
3008	150	136
3008	160	136
3008	180	136
3009	10	23093
3009	20	16429
3009	30	15879
3009	40	15879
3009	50	14652
3009	60	7840
3009	70	7840
3009	80	4788
3009	90	4788
3009	110	5274
3009	120	5274
3009	140	3624
3009	160	3624
3010	10	10783
3010	30	10783
3011	10	8997
3050	10	236
3051	10	462
3052	10	240
3052	30	240
3053	10	2139
3055	10	1401
3055	20	473
3060	10	1785
3101	10	1237
3102	10	427
3103	10	346
3500	10	984
3500	30	954
4001	10	3051
4002	10	3805
4002	20	3805
4003	10	1204
4004	10	9586
4004	20	2149
4006	10	1166
4007	10	2951
4008	10	1444
4009	10	2257
4010	10	7432
4011	10	3762
4020	10	4202
4030	10	10072
4031	10	5994
4100	10	4667
4200	10	6960
4201	10	9115
4201	20	1652
4203	10	2553
4220	10	4299

Central Council Tlingit and Haida Indian Tribes of Alaska  
2012 Updated Inventory Catalog - ADT Modifications

Resolution No. EC-12-12

Date: 3/14/2012

Route	Section	Modified ADT Count
4221	10	2330
4300	10	956
4303	10	464
4304	10	167
4307	10	10072
4322	10	1105
4325	10	1053
4332	10	5274
4361	10	2887
4363	10	2337
4372	10	285
4373	10	235
4374	10	565
4383	10	2237
4443	10	2045
4524	10	613
4550	10	1673
4550	20	948
4550	40	948
4570	10	1755
4870	10	4370
4991	10	3329
4991	20	3329
5020	10	3718

# Appendix B

## Existing (Accepted) IRR Inventory



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801									
Region	Alaska									
Agency	Southeas									
Reservation	Tlingit									
Road Name										
4-IRR Route Number	0001	0001	0001	0001	0001	0002	0002	0002	0002	0002
5-Section Number	10	20	30	40	50	10	20	30	40	50
10-Class	4	4	4	4	4	4	4	4	4	4
15-Length of Section	0.8	0.2	0.3	0.6	1.5	4.3	0.3	0.1	0.3	0.1
18-Bridge Number										
19-Bridge Condition										
20-Bridge Length										
32-County	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01
7-State	AK									
8-Ownership	1	1	1	1	1	1	1	1	1	1
12-Construction Need	4	4	4	4	4	4	4	4	4	4
11-Terrain	3	3	3	3	3	3	3	3	3	3
25-Roadbed Condition	0	0	0	0	0	0	0	0	0	0
24-Surface Condition Index	0	0	0	0	0	0	0	0	0	0
16-Surface Width	0	0	0	0	0	0	0	0	0	0
13-Surface Type	0	0	0	0	0	0	0	0	0	0
9-Federal Aid Category										
28-Right of Way Status	1	1	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent										
17-Shoulder Width	0	0	0	0	0	0	0	0	0	0
14-Shoulder Type										
22-Existing ADT										
21-ADT Year										
23-Percent Trucks	0	0	0	0	0	0	0	0	0	0
34-Owner Route Number	ECOVE	ECOVE	ECOVE	ECOVE	ECOVE	NDOUG	NDOUG	NDOUG	NDOUG	NDOUG
<b>Roadway Width</b>	<b>10</b>									
<b>TTAM Future ADT</b>	<b>74</b>									
<b>TTAM ADS Number</b>	<b>12</b>									
<b>TTAM Future Surface Type</b>	<b>G</b>									
35-Drainage Condition	0	0	0	0	0	0	0	0	0	0
36-Shoulder Condition	0	0	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE	0	0	0	0	0	0	0	0	0	0
39-Right of Way Utility	0	0	0	0	0	0	0	0	0	0
40-Right of Way Cost	0	0	0	0	0	0	0	0	0	0
26-Level of Maintenance										
27-Snow & Ice Control										
41-Begin Latitude										
42-End Latitude										
43-Begin Longitude										
44-End Longitude										
45-Atlas Map Number [99]										
46-50 Grade/Sight/Curve/Stop / Sai	5 1 1 1 7	5 1 0 1 7	5 1 0 1 7	5 1 0 1 7	5 1 4 4 7	5 1 1 1 7	5 1 1 1 7	5 1 1 1 7	5 1 1 1 7	5 1 1 1 7
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change										
<b>Update Year</b>	<b>2001</b>									
<b>Status</b>	<b>OFFICIAL</b>									



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name											
4-IRR Route Number	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002	0002
5-Section Number	60	70	80	90	100	110	120	130	140	150	
10-Class	4	4	4	4	4	4	4	4	4	4	4
15-Length of Section	0.3	0.2	0.2	0.3	0.5	0.3	0.2	0.6	1.0	0.4	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	1	1	1	1	1	1	1	1	1	1	1
12-Construction Need	4	4	4	4	4	4	4	4	4	4	4
11-Terrain	3	3	3	3	3	3	3	3	3	3	3
25-Roadbed Condition	0	0	0	0	0	0	0	0	0	0	0
24-Surface Condition Index	0	0	0	0	0	0	0	0	0	0	0
16-Surface Width	0	0	0	0	0	0	0	0	0	0	0
13-Surface Type	0	0	0	0	0	0	0	0	0	0	0
9-Federal Aid Category											
28-Right of Way Status	1	1	1	1	1	1	1	1	1	1	1
29-Right of Way Width	0	0	0	0	0	0	0	0	0	0	0
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	0	0	0	0	0	0	0	0	0	0	0
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks	0	0	0	0	0	0	0	0	0	0	0
34-Owner Route Number	NDOUG										
<b>Roadway Width</b>	<b>10</b>										
<b>TTAM Future ADT</b>	<b>74</b>										
<b>TTAM ADS Number</b>	<b>12</b>										
<b>TTAM Future Surface Type</b>	<b>G</b>										
35-Drainage Condition	0	0	0	0	0	0	0	0	0	0	0
36-Shoulder Condition	0	0	0	0	0	0	0	0	0	0	0
37/38 # RR X I NG/RR XING TYPE	0	0	0	0	0	0	0	0	0	0	0
39-Right of Way Utility	0	0	0	0	0	0	0	0	0	0	0
40-Right of Way Cost	0	0	0	0	0	0	0	0	0	0	0
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	5 1 1 1 7	5 1 1 1 7	5 1 1 1 7	5 1 1 1 7	5 0 1 1 7	5 1 1 1 7	5 1 1 1 7	5 1 1 1 7	5 1 3 1 7	5 1 1 2 7	
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change											
<b>Update Year</b>	<b>2001</b>										
<b>Status</b>	<b>OFFICIAL</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name				Ocean Vi	Auke Rec	Wildmead	Tongass	Haloff W	Kodiak B	Cub Stre	
4-IRR Route Number	0002	<b>1001</b>	<b>1001</b>	2000	2001	2002	2003	2004	2005	2006	
5-Section Number	160	<b>10</b>	<b>20</b>	10	10	10	10	10	10	10	
10-Class	4	<b>3</b>	<b>3</b>	5	2	3	3	3	3	3	
15-Length of Section	1.0	<b>0.1</b>	<b>0.3</b>	1.0	1.7	0.3	0.1	0.1	0.1	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	1	2	2	4	3	4	4	4	4	4	
12-Construction Need	4	2	2	2	2	2	2	2	2	2	
11-Terrain	3	1	1	1	1	1	1	1	1	1	
25-Roadbed Condition	0	4	0	5	5	4	4	7	4	4	
24-Surface Condition Index	0	40	0	80	90	56	38	75	46	46	
16-Surface Width	0	25	0	24	55	20	20	20	18	18	
13-Surface Type	0	5	0	5	5	4	3	5	4	4	
9-Federal Aid Category		1	1	1	1	1	1	1	1	1	
28-Right of Way Status	1	1	1	3	3	3	3	3	3	3	
29-Right of Way Width	0	60	0	66	120	50	60	50	40	40	
TTAM BIA Share	100	100	100	100	9.03	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	0	0	0	2	4			2			
14-Shoulder Type				2	3			4			
22-Existing ADT											
21-ADT Year											
23-Percent Trucks	0										
34-Owner Route Number	NDOUG	TRIBE									
<b>Roadway Width</b>	<b>10</b>	<b>25</b>	<b>25</b>	<b>28</b>	<b>63</b>	<b>20</b>	<b>20</b>	<b>24</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future ADT</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>149</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>12</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition	0	2	0								
36-Shoulder Condition	0	0	0								
37/38 # RR X I NG/RR XING TYPE	0	0	0								
39-Right of Way Utility	0	1	1								
40-Right of Way Cost	0	0	0								
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]		01	01								
46-50 Grade/Sight/Curve/Stop / Sai	5 1 2 2 7	7	9								
51-Road Category	Q	Y	Y	A	U	A	A	A	A	A	
52-Year of Construction Change		1959		1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2001</b>	<b>2002</b>	<b>2002</b>	<b>2012</b>							
<b>Status</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>							



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name	Glacier	Brown Be	Black Be	Ccth2010	Polar Be	Kant Cou	Killewic	Orca Cir	El Camin	Sesame S	
4-IRR Route Number	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	4	4	4	4	4	4	4	4	4	4	4
24-Surface Condition Index	46	46	46	46	46	50	50	46	56	50	50
16-Surface Width	18	18	18	18	18	20	20	18	22	20	20
13-Surface Type	4	4	4	4	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	40	40	40	40	40	50	60	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>18</b>	<b>22</b>	<b>20</b>	<b>20</b>
<b>TTAM Future ADT</b>	<b>37</b>										
<b>TTAM ADS Number</b>	<b>18</b>										
<b>TTAM Future Surface Type</b>	<b>E</b>										
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category	A	A	A	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2012</b>										
<b>Status</b>	<b>AT-THE-REGI</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	Alaska										
Region	Southeas										
Agency	Tlingit										
Reservation	Albatros	North Lo	Easy Str	Manor Av	Manor Av	Ccth2021	Ccth2022	Ccth2023	Ccth2024	Ccth2024	Eyelet C
Road Name	2017	2018	2019	2020	2020	2021	2022	2023	2024	2024	2025
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	10
5-Section Number	3	3	3	3	3	3	3	3	3	3	3
10-Class	0.1	0.1	0.2	0.2	0.3	0.1	0.1	0.1	0.1	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	4	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	4	4	7	4	0	4	4	4	4	4	4
24-Surface Condition Index	50	50	80	50		46	46	46	46	46	50
16-Surface Width	20	20	22	20		18	18	18	18	18	20
13-Surface Type	4	4	5	4	0	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	0	3	3	3	3	3	3
29-Right of Way Width	50	50	60	50	50	20	20	20	20	20	40
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>20</b>	<b>20</b>	<b>22</b>	<b>20</b>		<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>20</b>
<b>TTAM Future ADT</b>	<b>37</b>										
<b>TTAM ADS Number</b>	<b>18</b>										
<b>TTAM Future Surface Type</b>	<b>E</b>										
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category	A	A	A	A	A	A	A	A	A	A	A
52-Year of Construction Change	1959	1959	1959	1959		1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2012</b>										
<b>Status</b>	<b>AT-THE-REGI</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name	Counterp	Gladston	Black Wo	Pond Vis	Magnolia	Poppy Co	Dredge L	Glacier	Del Rae	Sunset D	
4-IRR Route Number	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	5	2	3	3	3
15-Length of Section	0.1	0.1	0.3	0.2	0.1	0.1	0.8	0.4	0.2	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	4	4	4	4	4	7	3	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain							1	1			
25-Roadbed Condition	4	4	6	6	6	6	3	5	4	4	4
24-Surface Condition Index	50	52	56	56	56	56	34	85	75	56	56
16-Surface Width	18	20	22	22	22	22	18	55	22	22	22
13-Surface Type	4	4	4	4	4	4	3	5	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	0	3	3	3	3
29-Right of Way Width	30	30	50	50	50	50	40	100	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	9.03	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width								4			
14-Shoulder Type								3			
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>18</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>22</b>	<b>22</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>149</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category	A	A	A	A	A	A	A	U	A	A	A
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2012</b>										
<b>Status</b>	<b>AT-THE-REGI</b>										



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name	Kevin Co	Glacier	Ccth2038	Ccth2039	Mob Home	Gull Way	Ccth2042	Salmon C	Salmon C	Salmon C	Salmon C
4-IRR Route Number	2036	2037	2038	2039	2040	2041	2042	2043	2043	2043	2043
5-Section Number	10	10	10	10	10	10	10	10	10	20	30
10-Class	3	2	5	8	3	3	3	5	5	5	5
15-Length of Section	0.1	0.4	0.5	0.2	0.1	0.1	0.2	1.7	1.7	0.5	0.5
18-Bridge Number										<b>E0980120432</b>	
19-Bridge Condition										1	
20-Bridge Length										50	
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	3	4	7	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain		1	1					1	1	1	1
25-Roadbed Condition	4	6	2		4	4	4	4	3		2
24-Surface Condition Index	56	90	0		48	48	48	30	30		0
16-Surface Width	22	55	14	12	18	18	18	14	14		12
13-Surface Type	4	5	1	1	4	4	4	3	3		1
9-Federal Aid Category	1	1	1	1	1	1	1	1	1		1
28-Right of Way Status	3	3	0	0	3	3	3	0	0		0
29-Right of Way Width	80	50	30	30	40	40	40	30	30		30
TTAM BIA Share	100	9.03	100	9.03	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width		4									
14-Shoulder Type		3									
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>22</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>14</b>		<b>12</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>149</b>	<b>74</b>	<b>30</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>74</b>		<b>74</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>7</b>	<b>13</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>13</b>		<b>13</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>G</b>		<b>G</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■		■ ■ ■
51-Road Category	A	U	E	E	A	A	A	E	E		E
52-Year of Construction Change	1959	1959			1959	1959	1959	1959	1959		
<b>Update Year</b>	<b>2012</b>										
<b>Status</b>	<b>AT-THE-REGI</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Salmon C	Dixon S	Cloverda	Ferndale	Cchthita	Old Glac	Old Glac	Old Glac	Salmon C	Old Glac	Old Glac
Road Name	2043	2044	2045	2046	2047	3000	3000	3000	3000	3000	3000
4-IRR Route Number	40	10	10	10	10	10	10	10	20	30	30
5-Section Number	5	3	3	3	5	6	6	6	6	6	6
10-Class	0.9	0.2	0.2	0.1	0.1	0.1	0.1	0.1		0.6	0.6
15-Length of Section									A787		
18-Bridge Number									9		
19-Bridge Condition									126		
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	2	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	1				1						
25-Roadbed Condition	2	4	4	4	3	6	6	6		6	6
24-Surface Condition Index	0	46	50	50	30	80	80	80		80	80
16-Surface Width	12	14	20	20	50	22	22	22		32	32
13-Surface Type	1	4	4	4	3	5	5	5		5	5
9-Federal Aid Category	1	1	1	1	1	2	2	2		3	3
28-Right of Way Status	0	3	3	3	0	3	3	3		3	3
29-Right of Way Width	30	50	50	50	100	50	50	50		50	50
TTAM BIA Share	100	100	100	100	100	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width						2	2	2		2	2
14-Shoulder Type						3	3	3		3	3
22-Existing ADT						5516	5000	5000		3723	2433
21-ADT Year						2010	2007	2007		2010	2004
23-Percent Trucks						0	0	0		0	0
34-Owner Route Number						29622	29622	29622		29622	29622
<b>Roadway Width</b>	<b>12</b>	<b>14</b>	<b>20</b>	<b>20</b>	<b>50</b>	<b>26</b>	<b>26</b>	<b>26</b>		<b>36</b>	<b>36</b>
<b>TTAM Future ADT</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>8191</b>	<b>7425</b>	<b>7425</b>		<b>5529</b>	<b>3613</b>
<b>TTAM ADS Number</b>	<b>13</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>P</b>		<b>P</b>	<b>P</b>
35-Drainage Condition						2	2	2		2	2
36-Shoulder Condition						2	2	2		2	2
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility						3	3	3		3	3
40-Right of Way Cost											
26-Level of Maintenance						4	4	4		4	4
27-Snow & Ice Control						5	5	5		5	5
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]						01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■		■ ■ ■	■ ■ ■
51-Road Category	E	A	A	A	A	A	A	A		A	A
52-Year of Construction Change		1959	1959	1959	1959	1980	1980	1980		1980	1980
<b>Update Year</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801								
Region	Alaska	Alaska	Alaska								
Agency	Southeas	Southeas	Southeas								
Reservation	Tlingit	Tlingit	Tlingit								
Road Name	Old Glac	Old Glac	Old Glac								
4-IRR Route Number	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000
5-Section Number	40	40	50	50	60	60	70	70	80	80	80
10-Class	6	6	6	6	6	6	6	6	6	6	6
15-Length of Section	0.7	0.7	0.4	0.4	0.1	0.1	0.5	0.5	0.3	0.3	0.3
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK								
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	6	6	6	6	5	5	5	5	6	6	6
24-Surface Condition Index	80	80	80	80	90	90	90	90	80	80	80
16-Surface Width	32	32	32	32	44	44	44	44	33	33	33
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	5	5	3	3	3	3	3
14-Shoulder Type	3	3	3	3			3	3			
22-Existing ADT	2656	2937	1934	1734	1934	8526	11844	10700	11844	10700	10700
21-ADT Year	2010	2007	2010	2007	2010	2007	2010	2007	2010	2007	2007
23-Percent Trucks	0	0	0	0	0	0	0	0	0	0	0
34-Owner Route Number	29622	29622	29622	29622							
<b>Roadway Width</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>54</b>	<b>54</b>	<b>50</b>	<b>50</b>	<b>39</b>	<b>39</b>	<b>39</b>
<b>TTAM Future ADT</b>	<b>3944</b>	<b>4361</b>	<b>2872</b>	<b>2575</b>	<b>2872</b>	<b>12661</b>	<b>17588</b>	<b>15890</b>	<b>17588</b>	<b>15890</b>	<b>15890</b>
<b>TTAM ADS Number</b>	<b>16</b>	<b>16</b>	<b>16</b>								
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>P</b>	<b>P</b>								
35-Drainage Condition	2	2	2	2							
36-Shoulder Condition	2	2	2	2							
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3	3							
40-Right of Way Cost											
26-Level of Maintenance	4	4	4	4							
27-Snow & Ice Control	5	5	5	5							
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1980	1980	1980	1980	1980	1980	1980	1980	1980	1980	1980
<b>Update Year</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>								
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>								



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Lemon Cr	Old Glac									
4-IRR Route Number	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000
5-Section Number	90	100	100	110	110	110	120	120	130	130	140
10-Class	6	6	6	6	6	6	6	6	6	6	6
15-Length of Section		0.1	0.1	0.6	0.6	0.2	0.2	0.2	0.2	0.2	1.1
18-Bridge Number	A793										
19-Bridge Condition	9										
20-Bridge Length	100										
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition		3	3	6	6	6	6	6	6	6	6
24-Surface Condition Index		80	80	80	80	80	80	80	80	80	80
16-Surface Width		22	22	22	22	22	22	22	22	22	22
13-Surface Type		5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category		3	3	3	3	3	3	3	3	3	3
28-Right of Way Status		3	3	3	3	3	3	3	3	3	3
29-Right of Way Width		50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width		3	3	5	5	5	5	5	5	5	5
14-Shoulder Type								3	3	3	3
22-Existing ADT		11844	10700	12278	11088	12172	10996	12544	11368	12762	12762
21-ADT Year		2010	2007	2010	2007	2010	2007	2010	2007	2010	2010
23-Percent Trucks		0	0	0	0	0	0	0	0	0	0
34-Owner Route Number											
<b>Roadway Width</b>		<b>28</b>	<b>28</b>	<b>32</b>							
<b>TTAM Future ADT</b>		<b>17588</b>	<b>15890</b>	<b>18233</b>	<b>16466</b>	<b>18075</b>	<b>16329</b>	<b>18628</b>	<b>16881</b>	<b>18952</b>	<b>18952</b>
<b>TTAM ADS Number</b>	16	16	16	16	16	16	16	16	16	16	16
<b>TTAM Future Surface Type</b>		<b>P</b>									
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai											
51-Road Category											
52-Year of Construction Change		1980	1980	1980	1980	1980	1980	1980	1980	1980	1980
Update Year	2009	2012	2009	2012	2009	2012	2009	2012	2009	2012	2012
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801								
Location ID	Alaska	Alaska	Alaska								
Region	Southeas	Southeas	Southeas								
Agency	Tlingit	Tlingit	Tlingit								
Reservation	Old Glac	Old Glac	Old Glac	Vanderbi	Vanderbi	Marine W	Marine W	Thane Ro	Thane Ro	Thane Ro	Thane Ro
Road Name	3000	3000	3000	3003	3003	3005	3005	3006	3006	3006	3006
4-IRR Route Number	140	150	150	10	10	10	10	10	10	10	20
5-Section Number	6	6	6	6	6	2	2	4	4	4	4
10-Class	1.1	0.1	0.1	0.4	0.4	0.2	0.2	0.8	0.8	3.0	
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK								
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	6	6	6	5	5	1	1	2	2	2	2
25-Roadbed Condition	80	80	80	80	80	60	60	81	81	83	83
24-Surface Condition Index	22	22	22	41	41	30	30	22	22	22	22
16-Surface Width	5	5	5	5	5	5	5	5	5	5	5
13-Surface Type	3	3	3	2	2	3	3	3	3	3	2
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	50	50	50	100	100	40	40	32	32	66	66
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share											
30-Additional Incidental Percent	5	5	5	4	4	2	2	2	2	1	1
17-Shoulder Width		3	3	3	3	4	4	4	4	4	4
14-Shoulder Type	11635	13201	11921	9439	8024	12115	5719	3441	3810	2015	2015
22-Existing ADT	2007	2010	2007	2010	2004	2010	2004	2010	2004	2010	2010
21-ADT Year	0	0	0	0	10	0	10	0	10	0	0
23-Percent Trucks						96011	96011	96011	96011	96011	96011
34-Owner Route Number	<b>32</b>	<b>32</b>	<b>32</b>	<b>49</b>	<b>49</b>	<b>34</b>	<b>34</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>
Roadway Width	17278	19603	17703	14017	11916	17991	8493	5110	5658	2992	2992
TTAM Future ADT	16	16	16	16	16	4	4	11	11	11	11
TTAM ADS Number	<b>P</b>	<b>P</b>	<b>P</b>								
TTAM Future Surface Type						2	2	2	2	2	2
35-Drainage Condition						2	2	3	3	2	2
36-Shoulder Condition						3	3	3	3	3	3
37/38 # RR X I NG/RR X I NG TYPE						4	4	4	4	4	4
39-Right of Way Utility						5	5	5	5	5	5
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8
51-Road Category	A	A	A	A	A	A	A	A	A	A	A
52-Year of Construction Change	1980	1980	1980	1992	1992	1990	1990	1990	1990	1990	1990
Update Year	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2012</b>
Status	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>								



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Thane Ro	Thane Ro	Thane Ro	Thane Ro	Egan Dri						
Road Name	3006	3006	3006	3006	3007	3007	3007	3007	3007	3007	3007
4-IRR Route Number	20	30	40	40	10	10	20	20	20	30	30
5-Section Number	4	4	4	4	2	2	2	2	2	2	2
10-Class	3.0		1.5	1.5	0.1	0.1	0.1	0.1	0.1	0.2	0.2
15-Length of Section		418									
18-Bridge Number		9									
19-Bridge Condition		138									
20-Bridge Length	110	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
7-State	3	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	1	1	1	1	1	1	1
11-Terrain	4	4	4	4	7	7	7	7	7	7	7
25-Roadbed Condition	83		81	81	100	100	100	100	100	100	100
24-Surface Condition Index	22		22	22	44	44	44	44	44	44	44
16-Surface Width	5		5	5	5	5	5	5	5	5	5
13-Surface Type	2		2	2	3	3	3	3	3	3	3
9-Federal Aid Category	3		3	3	3	3	3	3	3	3	3
28-Right of Way Status	66		66	66	200	200	200	200	200	200	200
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share											
30-Additional Incidental Percent	1		1	1	2	2	2	2	2	2	2
17-Shoulder Width	4		2	2	4	4	4	4	4	4	4
14-Shoulder Type	1103		513	450	11170	11912	12104	12908	13033	13899	13899
22-Existing ADT	2004		2010	2004	2010	2007	2010	2007	2010	2007	2007
21-ADT Year	5		0	5	0	0	0	5	0	5	5
23-Percent Trucks	96011		96011	96011	29600	29600		29600	29600	29600	29600
34-Owner Route Number	<b>24</b>		<b>24</b>	<b>24</b>	<b>48</b>						
Roadway Width	<b>1638</b>		<b>762</b>	<b>668</b>	<b>16587</b>	<b>17689</b>	<b>17974</b>	<b>19168</b>	<b>19354</b>	<b>20640</b>	<b>20640</b>
TTAM Future ADT	<b>11</b>		<b>11</b>	<b>11</b>	<b>4</b>						
TTAM ADS Number	<b>P</b>		<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
TTAM Future Surface Type	2		2	2	3	3			3	3	3
35-Drainage Condition	2		2	2	3	3			3	3	3
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE	3		3	3	3	3			3	3	3
39-Right of Way Utility											
40-Right of Way Cost	4		4	4	4	4					
26-Level of Maintenance	5		5	5	6	6					
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude	01	01	01	01	01	01	01	01	01	01	01
45-Atlas Map Number [99]	7 5 0 0 8		7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8			7 5 0 0 8	7 5 0 0 8	7 5 0 0 8
46-50 Grade/Sight/Curve/Stop / Sai	A		A	A	A	A			A	A	A
51-Road Category	1990		1990	1990	1995	1995			1995	1995	1995
52-Year of Construction Change	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>
Update Year	Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Egan Dri	Egan Exp	Egan Exp	Egan Dri	Egan Dri						
Road Name	3007	3007	3007	3007	3007	3007	3007	3007	3007	3007	3007
4-IRR Route Number	40	50	50	60	60	70	70	80	80	90	90
5-Section Number	1	2	2	2	2	2	2	2	2	2	2
10-Class		0.1	0.1	0.2	0.2	0.1	0.1	0.3	0.3	1.3	1.3
15-Length of Section	E09801-732										
18-Bridge Number	9										
19-Bridge Condition	120										
20-Bridge Length	110	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
7-State	3	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2	2
12-Construction Need	1	1	1	1	1	1	1	1	1	1	1
11-Terrain	7	7	7	7	7	7	7	7	7	7	7
25-Roadbed Condition	80	80	80	80	80	80	80	80	80	80	80
24-Surface Condition Index	44	44	44	44	44	44	44	44	44	44	44
16-Surface Width	5	5	5	5	5	5	5	5	5	5	5
13-Surface Type	3	3	3	2	2	3	3	3	3	3	3
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	200	200	200	200	200	200	200	200	200	200	200
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share		2	2	2	2	2	2	2	2	2	2
30-Additional Incidental Percent		4	4	4	4	4	4	4	4	4	4
17-Shoulder Width		13033	13899	13665	14573	16710	17820	17407	18563	19292	19292
14-Shoulder Type		2010	2007	2010	2007	2010	2007	2010	2007	2010	2010
22-Existing ADT		0	5	0	5	0	5	0	5	0	0
21-ADT Year		48	48	48	48	48	48	48	48	48	48
23-Percent Trucks		19354	20640	20293	21641	24814	26463	25849	27566	28649	28649
34-Owner Route Number		4	4	4	4	4	4	4	4	4	4
Roadway Width		P	P	P	P	P	P	P	P	P	P
TTAM Future ADT		2	2								
TTAM ADS Number		3	3								
TTAM Future Surface Type		3	3								
35-Drainage Condition		3	3								
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
46-50 Grade/Sight/Curve/Stop / Sai											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
51-Road Category											
52-Year of Construction Change											
Update Year	2009	2012	2009	2012	2009	2012	2009	2012	2009	2012	2012
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	AT-THE-REGI



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Salmon C	Egan Dri	Egan Dri	Egan Dri	Egan Dri
Road Name	3007	3007	3007	3007	3007	3007	3007	3007	3007	3007
4-IRR Route Number	90	100	100	110	110	120	130	130	140	140
5-Section Number	2	2	2	2	2	1	2	2	2	2
10-Class	1.3	1.0	1.0	0.1	0.1		1.4	1.4	0.4	0.4
15-Length of Section						E09801-1188				
18-Bridge Number						9				
19-Bridge Condition						121				
20-Bridge Length										
32-County	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1	1	1
25-Roadbed Condition	7	7	7	7	7	7	5	5	5	5
24-Surface Condition Index	80	80	80	80	80	80	80	80	80	80
16-Surface Width	44	44	44	44	44	44	44	44	44	44
13-Surface Type	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	200	200	200	200	200	200	120	120	120	120
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent										
17-Shoulder Width	2	2	2	2	2	2	4	4	4	4
14-Shoulder Type	4	4	4	4	4	4	4	4	4	4
22-Existing ADT	20573	22629	23250	24031	23250		24031	23250	21910	23365
21-ADT Year	2007	2010	2007	2010	2007		2010	2007	2010	2007
23-Percent Trucks	5	0	5	0	5		0	5	0	5
34-Owner Route Number										
<b>Roadway Width</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>48</b>	<b>48</b>		<b>52</b>	<b>52</b>	<b>52</b>	<b>52</b>
<b>TTAM Future ADT</b>	<b>30551</b>	<b>33604</b>	<b>34526</b>	<b>35686</b>	<b>34526</b>		<b>35686</b>	<b>34526</b>	<b>32536</b>	<b>34697</b>
<b>TTAM ADS Number</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>		<b>4</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>		<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
35-Drainage Condition										
36-Shoulder Condition										
37/38 # RR X I NG/RR XING TYPE										
39-Right of Way Utility										
40-Right of Way Cost										
26-Level of Maintenance										
27-Snow & Ice Control										
41-Begin Latitude										
42-End Latitude										
43-Begin Longitude										
44-End Longitude										
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■		■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category										
52-Year of Construction Change	1995	1995	1995	1995	1995		1987	1987	1987	1987
<b>Update Year</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801								
Location ID	Alaska	Alaska	Alaska								
Region	Southeas	Southeas	Southeas								
Agency	Tlingit	Tlingit	Tlingit								
Reservation	Lemon Cr	Egan Dri	Egan Dri								
Road Name	3007	3007	3007	3007	3007	3007	3007	3007	3007	3007	3007
4-IRR Route Number	150	160	160	170	170	180	180	190	190	200	200
5-Section Number	2	2	2	2	2	2	2	2	2	2	2
10-Class		0.7	0.7	1.3	1.3	0.8	0.8	0.6	0.6	0.3	0.3
15-Length of Section	1197										
18-Bridge Number	9										
19-Bridge Condition	181										
20-Bridge Length	110	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK								
7-State	3	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2	2
12-Construction Need	1	1	1	1	1	1	1	1	1	1	1
11-Terrain	7	7	7	7	7	7	7	7	7	7	7
25-Roadbed Condition	100	100	100	100	100	100	100	100	100	100	100
24-Surface Condition Index	44	44	44	44	44	44	44	44	44	44	44
16-Surface Width	5	5	5	5	5	5	5	5	5	5	5
13-Surface Type	3	3	3	3	3	3	3	3	3	3	3
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	200	200	200	200	200	200	200	200	200	200	200
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share		2	2	2	2	2	2	2	2	2	2
30-Additional Incidental Percent	4	4	4	4	4	4	4	4	4	4	4
17-Shoulder Width	21910	23365	25802	23667	23499	25060	23586	25152	13949	2010	2010
14-Shoulder Type	0	5	0	5	0	5	0	5	0	5	0
22-Existing ADT	48	48	48	48	48	48	48	48	48	48	48
21-ADT Year	32536	34697	38316	35145	34896	37214	35025	37351	20714	4	4
23-Percent Trucks	4	4	4	4	4	4	4	4	4	4	4
34-Owner Route Number	P	P	P	P	P	P	P	P	P	P	P
Roadway Width											
TTAM Future ADT											
TTAM ADS Number											
TTAM Future Surface Type											
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai											
51-Road Category											
52-Year of Construction Change		2008	2008	2008	2008	1995	1995	1995	1995	1995	1995
Update Year	2010	2012	2010	2012	2010	2012	2010	2012	2010	2012	2012
Status	OFFICIAL	AT-THE-REGI	OFFICIAL								



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri
Road Name	3007	3007	3007	3007	3007	3007	3007	3007	3007	3007
4-IRR Route Number	200	210	210	220	220	230	240	240	250	250
5-Section Number	2	2	2	2	2	2	2	2	2	2
10-Class	0.3	0.2	0.2	0.1	0.1		0.7	0.7	0.8	0.8
15-Length of Section						737				
18-Bridge Number						9				
19-Bridge Condition						319				
20-Bridge Length	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
7-State	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2
12-Construction Need	1	1	1	1	1	1	1	1	1	1
11-Terrain	7	7	7	7	7	7	7	7	7	7
25-Roadbed Condition	100	100	100	100	100	100	100	100	90	90
24-Surface Condition Index	44	44	44	44	44	44	44	44	44	44
16-Surface Width	5	5	5	5	5	5	5	5	5	5
13-Surface Type	3	3	3	3	3	3	3	3	3	3
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	200	200	200	200	200	200	200	200	200	200
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share										
30-Additional Incidental Percent	2	2	2	2	2	2	2	2	2	2
17-Shoulder Width	4	4	4	4	4	4	4	4	4	4
14-Shoulder Type	14711	12717	13412	12097	12713		12097	12713	8442	8873
22-Existing ADT	2007	2010	2007	2010	2007		2010	2007	2010	2007
21-ADT Year	5	0	5	0	5		0	5	0	5
23-Percent Trucks										
34-Owner Route Number	48	48	48	48	48		48	48	48	48
Roadway Width	21846	18885	19917	17964	18879		17964	18879	12536	13176
TTAM Future ADT	4	4	4	4	4		4	4	4	4
TTAM ADS Number	P	P	P	P	P		P	P	P	P
TTAM Future Surface Type										
35-Drainage Condition										
36-Shoulder Condition										
37/38 # RR X I NG/RR XING TYPE										
39-Right of Way Utility										
40-Right of Way Cost										
26-Level of Maintenance										
27-Snow & Ice Control										
41-Begin Latitude										
42-End Latitude										
43-Begin Longitude										
44-End Longitude										
45-Atlas Map Number [99]										
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■		■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category										
52-Year of Construction Change	1995	1995	1995	1995	1995		1995	1995	1995	1995
Update Year	2010	2012	2010	2012	2010	2010	2012	2010	2012	2010
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801								
Location ID	E09801	E09801	E09801								
Region	Alaska	Alaska	Alaska								
Agency	Southeas	Southeas	Southeas								
Reservation	Tlingit	Tlingit	Tlingit								
Road Name	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Egan Dri	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans
4-IRR Route Number	3007	3007	3007	3007	3007	3008	3008	3008	3008	3008	3008
5-Section Number	260	260	270	270	270	10	10	20	20	30	30
10-Class	2	2	2	2	2	4	4	4	4	7	7
15-Length of Section	0.6	0.6	0.8	0.8	0.8	0.8	0.8	1.6	1.6	1.8	1.8
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK								
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	2	2	2	2	2	2
25-Roadbed Condition	7	7	5	5	5	4	4	4	4	4	4
24-Surface Condition Index	90	90	90	90	90	80	80	80	80	80	80
16-Surface Width	44	44	44	44	44	22	22	55	55	22	22
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	3	3	3	3	3	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	200	200	120	120	120	66	66	66	66	66	66
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	5	5	2	2
14-Shoulder Type	4	4	4	4	4	1	1	1	1	1	1
22-Existing ADT	1427	8356	6724	6750	6750	3896	3363	2017	1896	2118	1441
21-ADT Year	2010	2007	2010	2007	2007	2010	2007	2010	2007	2010	2007
23-Percent Trucks	0	5	0	5	5	0	0	0	0	0	0
34-Owner Route Number											
Roadway Width	48	48	48	48	48	26	26	65	65	26	26
TTAM Future ADT	2119	12409	9985	10024	10024	5786	4994	2995	2816	3145	2140
TTAM ADS Number	4	4	4	4	4	11	11	11	11	17	17
TTAM Future Surface Type	P	P	P	P	P	P	P	P	P	P	P
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]						01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1995	1995	1995	1995	1995	1959	1959	1959	1959	1959	1959
Update Year	2012	2010	2012	2010	2012	2009	2012	2009	2012	2009	2012
Status	AT-THE-REGI	OFFICIAL	OFFICIAL								



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans
Road Name	3008	3008	3008	3008	3008	3008	3008	3008	3008	3008	3008
4-IRR Route Number	40	40	50	50	60	70	70	80	80	90	90
5-Section Number	4	4	4	4	4	4	4	4	4	4	4
10-Class	4.3	4.3	1.1	1.1		0.6	0.6	2.4	2.4		
15-Length of Section					734					736	
18-Bridge Number					9					7	
19-Bridge Condition					81					142	
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	2	2	2	2	2	2	2	2	2	2	2
25-Roadbed Condition	4	4	4	4	4	4	4	4	4	4	4
24-Surface Condition Index	80	80	80	80	80	80	80	80	80	80	80
16-Surface Width	22	22	22	22	22	20	20	20	20	20	20
13-Surface Type	5	5	5	5	5	4	4	4	4	4	4
9-Federal Aid Category	2	2	2	2	2	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	66	66	66	66	66	66	66	66	66	66	66
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	1	1	1	1	1	1	1	1	1	1	1
22-Existing ADT	972	652	729	583	729	583	542	588	588		
21-ADT Year	2010	2007	2010	2007	2010	2007	2010	2007	2007		
23-Percent Trucks	0	0	0	0	0	0	0	0	0	0	0
34-Owner Route Number											
Roadway Width	26	26	26	26	26	24	24	24	24	24	24
TTAM Future ADT	1443	968	1083	866	1083	866	805	873	873		
TTAM ADS Number	11	11	11	11	11	11	11	11	11	11	11
TTAM Future Surface Type	P	P	P	P	P	P	P	P	P	P	P
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility							0	0	0	0	0
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	2005	2005	2005	2005	2005
Update Year	2012	2009	2012	2009	2009	2012	2009	2012	2009	2009	2009
Status	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Veterans	Veterans	Bridge 7	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans	Veterans
Road Name	3008	3008	3008	3008	3008	3008	3008	3008	3008	3008	3008
4-IRR Route Number	100	100	110	120	120	130	130	140	140	150	150
5-Section Number	4	4	4	4	4	4	4	4	4	4	4
10-Class	0.5	0.5		2.9	2.9	2.6	2.6	0.5	0.5	1.6	1.6
15-Length of Section			735								
18-Bridge Number			7								
19-Bridge Condition			211								
20-Bridge Length	110	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
7-State	3	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	4	4	4	4	4	4	4	5	5	5	5
25-Roadbed Condition	85	85	85	85	85	85	85	90	90	90	90
24-Surface Condition Index	20	20	20	20	20	20	20	22	22	22	22
16-Surface Width	4	4	4	4	4	4	4	5	5	5	5
13-Surface Type	2	2	2	2	2	2	2	2	2	2	2
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	66	66	66	66	66	66	66	66	66	66	66
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share	2	2	2	2	2	2	2	0	0	0	0
30-Additional Incidental Percent	1	1	1	1	1	1	1	1	1	1	1
17-Shoulder Width	396	163		396	163	146	148	136	206	136	136
14-Shoulder Type	2010	2007		2010	2007	2010	2007	2010	2007	2010	2010
22-Existing ADT	0	0	0	0	0	0	0	0	0	0	0
21-ADT Year	24	24	24	24	24	24	24	22	22	22	22
23-Percent Trucks	588	242		588	242	217	220	202	306	202	202
34-Owner Route Number	11	11	11	11	11	11	11	11	11	11	11
Roadway Width	P	G		P	G	G	G	G	P	G	G
TTAM Future ADT											
TTAM ADS Number											
TTAM Future Surface Type											
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959		1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2012	2009	2009	2012	2009	2012	2009	2012	2009	2012	2012
Status	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Veterans	Veterans	Veterans	Bridge 1	Veterans	Veterans	Veterans	Mendenha	Mendenha	Mendenha	Mendenha
Road Name	3008	3008	3008	3008	3008	3008	3008	3009	3009	3009	3009
4-IRR Route Number	150	160	160	170	180	180	180	10	10	20	20
5-Section Number	4	4	4	4	4	4	4	6	6	6	6
10-Class	1.6	3.9	3.9		1.1	1.1	0.1	0.1	0.1	0.1	0.1
15-Length of Section				1220							
18-Bridge Number				9							
19-Bridge Condition				192							
20-Bridge Length	110	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
7-State	3	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2	2
12-Construction Need	2	2	2	2	1	1	1	2	2	2	2
11-Terrain	5	4	4	4	4	4	4	7	7	7	7
25-Roadbed Condition	90	75	75	75	70	70	80	80	80	80	80
24-Surface Condition Index	22	20	20	20	22	22	44	44	44	44	44
16-Surface Width	5	4	4	4	4	4	5	5	5	5	5
13-Surface Type	2	2	2	2	2	2	2	2	2	2	2
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	3
28-Right of Way Status	66	66	66	66	66	66	100	100	100	100	100
29-Right of Way Width	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
TTAM BIA Share	0	2	2	2	2	2	2	2	2	2	2
30-Additional Incidental Percent		1	1	1	1	1	4	4	4	4	4
17-Shoulder Width	206	136	206	206	136	206	23093	20858	16429	14676	14676
14-Shoulder Type	2007	2010	2007	2007	2010	2007	2010	2007	2010	2007	2007
22-Existing ADT	0	0	0	0	0	0	0	0	0	0	0
21-ADT Year											
23-Percent Trucks	22	24	24	24	26	26	48	48	48	48	48
34-Owner Route Number	306	202	306	306	202	306	34293	30974	24397	21794	21794
Roadway Width	11	11	11	11	10	10	16	16	16	16	16
TTAM Future ADT	P	G	P	P	G	P	P	P	P	P	P
TTAM ADS Number											
TTAM Future Surface Type											
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1985	1985	1985	1985	1985
Update Year	2009	2012	2009	2009	2012	2009	2012	2009	2012	2009	2009
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801								
Location ID	Alaska	Alaska	Alaska								
Region	Southeas	Southeas	Southeas								
Agency	Tlingit	Tlingit	Tlingit								
Reservation	Mendenha	Mendenha	Mendenha								
Road Name	3009	3009	3009	3009	3009	3009	3009	3009	3009	3009	3009
4-IRR Route Number	30	30	40	40	50	50	60	60	70	70	70
5-Section Number	6	6	6	6	6	6	6	6	6	6	6
10-Class	0.2	0.2	0.6	0.6	0.5	0.5	0.3	0.3	0.4	0.4	0.4
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK								
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	7	7	7	7	7	7	7	7
24-Surface Condition Index	80	80	90	90	90	90	90	90	85	85	85
16-Surface Width	44	44	33	33	33	33	33	33	22	22	22
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	2	2	2	2	2	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	100	100	100	100	100	100	100	100	100	100	100
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	2	2	2	2	2	2	3	3	3
22-Existing ADT	15879	14184	15879	14184	14652	13237	7840	7093	7840	7093	7093
21-ADT Year	2010	2007	2010	2007	2010	2007	2010	2007	2010	2007	2007
23-Percent Trucks	0	0	0	0	0	0	0	0	0	0	0
34-Owner Route Number											
Roadway Width	48	48	37	37	37	37	37	37	26	26	26
TTAM Future ADT	23580	21063	23580	21063	21758	19657	11642	10533	11642	10533	10533
TTAM ADS Number	16	16	16	16	16	16	16	16	16	16	16
TTAM Future Surface Type	P	P	P	P	P	P	P	P	P	P	P
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985	1985
Update Year	2012	2009	2012	2009	2012	2009	2012	2009	2012	2009	2009
Status	AT-THE-REGI	OFFICIAL	OFFICIAL								



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Mendenha	Mendenha	Mendenha	Mendenha	Mendenha	Mendenha	Mendenha	Mendenha	Mendenha	Mendenha	Montana
Road Name	3009	3009	3009	3009	3009	3009	3009	3009	3009	3009	3009
4-IRR Route Number	80	80	90	90	100	110	110	120	120	130	130
5-Section Number	6	6	6	6	6	6	6	6	6	6	6
10-Class	0.5	0.5	0.5	0.5		0.4	0.4	0.8	0.8		
15-Length of Section					217						264
18-Bridge Number					9						9
19-Bridge Condition					196						81
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	7		6	6	6	6		6
24-Surface Condition Index	85	85	85	85		80	80	80	80		80
16-Surface Width	22	22	22	22		22	22	22	22		22
13-Surface Type	5	5	5	5		5	5	5	5		5
9-Federal Aid Category	2	2	2	2		2	2	2	2		2
28-Right of Way Status	3	3	3	3		3	3	3	3		3
29-Right of Way Width	100	100	100	100		100	100	100	100		100
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	3	3	3	3		3	3	3	3		3
14-Shoulder Type	3	3	3	3		3	3	3	3		3
22-Existing ADT	4788	4899	4788	3991		5274	3991	5274	3063		
21-ADT Year	2010	2007	2010	2007		2010	2007	2010	2007		
23-Percent Trucks	0	0	0	0		0	0	0	0		0
34-Owner Route Number											
Roadway Width	28	28	28	28		28	28	28	28		28
TTAM Future ADT	7110	7275	7110	5927		7832	5927	7832	4549		
TTAM ADS Number	16	16	16	16	16	16	16	16	16	16	16
TTAM Future Surface Type	P	P	P	P		P	P	P	P		P
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■		■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1985	1985	1985	1985		1975	1975	1975	1975		1975
Update Year	2012	2009	2012	2009	2009	2012	2009	2012	2009	2009	2009
Status	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Mendenah	Mendenah	Lake Cre	Mendenah	Mendenah	Mendenah	Tenth St	Tenth St	Tenth St	Tenth St	Tenth St
Road Name	3009	3009	3009	3009	3009	3010	3010	3010	3010	3010	3010
4-IRR Route Number	140	140	150	160	160	10	10	20	30	30	30
5-Section Number	6	6	6	6	6	1	1	1	1	1	1
10-Class	1.0	1.0		0.7	0.7	0.2	0.2		0.1	0.1	0.1
15-Length of Section			873					A740			
18-Bridge Number			9					9			
19-Bridge Condition			40					1286			
20-Bridge Length	110	110	110	110	110	110	110	110	110	110	110
32-County	01	01	01	01	01	01	01	01	01	01	01
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
7-State	3	3	3	3	3	3	3	3	3	3	3
8-Ownership	2	2	2	2	2	2	2	2	2	2	2
12-Construction Need	6	6	6	6	6	7	7	7	7	7	7
11-Terrain	80	80	80	80	80	35	35	80	80	80	80
25-Roadbed Condition	22	22	22	22	22	42	42	31	31	31	31
24-Surface Condition Index	5	5	5	5	5	5	5	5	5	5	5
16-Surface Width	2	2	2	2	2	2	2	2	2	2	2
13-Surface Type	3	3	3	3	3	3	3	3	3	3	3
9-Federal Aid Category	100	100	100	100	100	60	60	100	100	100	100
28-Right of Way Status	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
29-Right of Way Width	3	3	3	3	3	2	2	2	2	2	2
TTAM BIA Share	3	3	3	3	3	4	4	4	4	4	4
30-Additional Incidental Percent	3624	2573		3624	2573	10783	13759		10783	13759	13759
17-Shoulder Width	2010	2007		2010	2007	2010	2004		2010	2004	2004
14-Shoulder Type	0	0	0	0	0	0	10	0	0	10	10
22-Existing ADT						96110	96110		96110	96110	96110
21-ADT Year	28	28	28	28	28	46	46	35	35	35	35
23-Percent Trucks	5382	3821		5382	3821	16013	20432	16013	20432	20432	20432
34-Owner Route Number	16	16	16	16	16	2	2	2	2	2	2
Roadway Width	P	P	P	P	P	P	P	P	P	P	P
TTAM Future ADT						3	3	3	3	3	3
TTAM ADS Number						3	3	3	3	3	3
TTAM Future Surface Type						3	3	3	3	3	3
35-Drainage Condition						3	3	3	3	3	3
36-Shoulder Condition						3	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE						3	3	3	3	3	3
39-Right of Way Utility						4	4	4	4	4	4
40-Right of Way Cost						5	5	5	5	5	5
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A	A	A	A	A	A	A	A	A
52-Year of Construction Change	1985	1985	1985	1985	1985	1998	1998	2002	2002	2002	2002
Update Year	2012	2009	2009	2012	2009	2012	2009	2009	2012	2009	2009
Status	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Old Glac	Old Glac	Point Le	Point Le	Pt. Stev	Pt. Stev	Amalga H	Amalga H	Peterson	Amalga H	Amalga H
Road Name	3011	3011	3050	3050	3051	3051	3052	3052	3052	3052	3052
4-IRR Route Number	10	10	10	10	10	10	10	10	10	20	30
5-Section Number	6	6	5	5	4	4	5	5	5	5	5
10-Class	1.0	1.0	2.3	2.3	0.5	0.5	0.3	0.3	0.3		0.4
15-Length of Section										<b>E0383</b>	
18-Bridge Number										7	
19-Bridge Condition										117	
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain			1	1	1	1	1	1	1	1	1
25-Roadbed Condition	7	7	5	5	5	5	5	5	5	5	5
24-Surface Condition Index	60	60	85	85	75	75	85	85	85	85	75
16-Surface Width	53	53	24	24	25	25	23	23	23	23	25
13-Surface Type	5	5	5	5	4	4	5	5	5	5	5
9-Federal Aid Category	2	2	2	2	2	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	60	60	85	85	85	85	65	65	65	65	50
TTAM BIA Share	9.03	9.03	100	100	9.03	9.03	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	3	3	3	3	3	3	3	3	2
14-Shoulder Type	4	4	2	2	2	2	2	2	2	2	2
22-Existing ADT	8997	9587	236	415	462	323	240	240	240	240	240
21-ADT Year	2010	2004	2010	2005	2010	2005	2010	2010	2010	2010	2010
23-Percent Trucks	0	10	0	0	0	0	0	0	0	0	0
34-Owner Route Number											
<b>Roadway Width</b>	<b>57</b>	<b>57</b>	<b>30</b>	<b>30</b>	<b>31</b>	<b>31</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>TTAM Future ADT</b>	<b>13361</b>	<b>14237</b>	<b>350</b>	<b>616</b>	<b>686</b>	<b>480</b>	<b>356</b>	<b>74</b>	<b>74</b>	<b>74</b>	<b>356</b>
<b>TTAM ADS Number</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>G</b>	<b>P</b>	<b>P</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3									
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1975	1975	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2008</b>	<b>2008</b>	<b>2012</b>	<b>2012</b>
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Amalga H	Skaters	Skaters	Fritz Co	Fritz Co	Fritz Co	Fritz Co	Fritz Co	Old Dair	Old Dair	Old Dair
Road Name	3052	3053	3053	3055	3055	3055	3055	3055	3060	3060	3060
4-IRR Route Number	30	10	10	10	10	10	20	20	30	10	10
5-Section Number	5	7	7	7	7	7	7	7	7	4	4
10-Class	0.4	1.0	1.0	1.8	1.8	0.2	0.2	0.6	0.5	0.5	0.5
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	1								1	1	1
25-Roadbed Condition	4	5	5	5	5	5	5	5	5	5	5
24-Surface Condition Index	75	85	85	85	85	85	85	85	85	80	80
16-Surface Width	25	24	24	25	25	25	25	25	25	25	25
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	2	2	2	2	2	2	2	2	2	2	2
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	54	54	85	85	85	85	85	85	85	85
TTAM BIA Share	100	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	5	5	5	5	5	10	10	10
14-Shoulder Type	2	2	2	2	2	2	2	2	3	3	3
22-Existing ADT		2139	9862	1401	570	473	570	594	1785	1573	1573
21-ADT Year		2010	2005	2010	2007	2010	2007	2007	2010	2005	2005
23-Percent Trucks		0	0	0	0	0	0	0	0	0	0
34-Owner Route Number											
<b>Roadway Width</b>	<b>29</b>	<b>28</b>	<b>28</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>45</b>	<b>45</b>	<b>45</b>
<b>TTAM Future ADT</b>	<b>74</b>	<b>3176</b>	<b>14645</b>	<b>2080</b>	<b>846</b>	<b>702</b>	<b>846</b>	<b>882</b>	<b>2651</b>	<b>2336</b>	<b>2336</b>
<b>TTAM ADS Number</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>10</b>	<b>10</b>	<b>10</b>
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■	■ ■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2008</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2008</b>	<b>2008</b>
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Sheep Cr	Engineer	Engineer	Mendenha	Mendenha	Glacier	Glacier	Alaska M	Ak Marin	Alaska M	
Road Name	3100	3101	3101	3102	3102	3103	3103	3104	3105	3106	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	
5-Section Number	8	7	7	7	7	2	2	9	9	9	
10-Class	0.3	1.2	1.2	1.1	1.1	1.5	1.5	****	****	****	
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	3	3	3	3	3	3	3	3	3	
12-Construction Need	2	2	2	2	2	2	2	4	4	4	
11-Terrain						1	1				
25-Roadbed Condition		4	4	4	4	4	4				
24-Surface Condition Index		50	50	50	50	55	55				
16-Surface Width	5	25	25	17	17	25	25				
13-Surface Type	1	4	4	4	4	5	5				
9-Federal Aid Category	1	2	2	2	2	2	2	2	2	2	
28-Right of Way Status	3	3	3	3	3	3	3	2	2	2	
29-Right of Way Width	30	60	60	60	60	100	100	0	0	0	
TTAM BIA Share	100	9.03	9.03	9.03	9.03	9.03	9.03				
30-Additional Incidental Percent											
17-Shoulder Width		2	2	3	3	5	5				
14-Shoulder Type		2	2	1	1	4	4				
22-Existing ADT		1237	1075	427	441	346	1049				
21-ADT Year		2010	2005	2010	2005	2010	2005				
23-Percent Trucks		0	0	0	0	0	0				
34-Owner Route Number											
<b>Roadway Width</b>	<b>5</b>	<b>29</b>	<b>29</b>	<b>23</b>	<b>23</b>	<b>35</b>	<b>35</b>				
<b>TTAM Future ADT</b>	<b>30</b>	<b>1837</b>	<b>1596</b>	<b>634</b>	<b>655</b>	<b>514</b>	<b>1558</b>				
<b>TTAM ADS Number</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>4</b>				
<b>TTAM Future Surface Type</b>		<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>				
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change		1959	1959	1959	1959	1959	1959				
<b>Update Year</b>	<b>2012</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2008</b>	<b>2008</b>	<b>2008</b>	<b>2008</b>	
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>RETURNED-T</b>	<b>RETURNED-T</b>	<b>RETURNED-T</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name	Allen Ma	Auke Bay									
4-IRR Route Number	3107	3200	3200	3200	3200	3200	3200	3201	3202	3203	3204
5-Section Number	10	10	20	30	40	50	10	10	10	10	10
10-Class	9	9	9	9	9	9	9	9	9	9	9
15-Length of Section	****	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	3	3	3	3	3	3	3	3	3	3	3
12-Construction Need	4	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition											
24-Surface Condition Index											
16-Surface Width		170	200	50	130	160	20	20	22	10	
13-Surface Type		5	5	5	5	5	9	9	9	9	
9-Federal Aid Category	2	1	1	1	1	1	1	1	1	1	2
28-Right of Way Status	2	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width		200	200	50	200	200	40	40	40	30	
TTAM BIA Share		0	0	0	0	0	0	0	0	0	0
30-Additional Incidental Percent											
17-Shoulder Width											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>		<b>99</b>	<b>99</b>	<b>50</b>	<b>99</b>	<b>99</b>	<b>20</b>	<b>20</b>	<b>22</b>	<b>10</b>	
<b>TTAM Future ADT</b>											
<b>TTAM ADS Number</b>		<b>20</b>									
<b>TTAM Future Surface Type</b>											
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01										
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change		1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2010</b>	<b>2011</b>									
<b>Status</b>	<b>IN-PROCESS</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Eaglecre	Eaglecre	Fish Cre	Eaglecre	Eaglecre	Ferry Wa	Ferry Wa	South Fr	Franklin	Seward S	
Road Name	3500	3500	3500	3500	3500	4001	4001	4002	4002	4003	
4-IRR Route Number	10	10	20	30	30	10	10	10	20	10	
5-Section Number	5	5	5	5	5	3	3	6	3	7	
10-Class	1.8	1.8		3.4	3.4	0.1	0.1	0.3	0.1	0.2	
15-Length of Section			E1291								
18-Bridge Number			9								
19-Bridge Condition			190								
20-Bridge Length	110	110	110	110	110	110	110	110	110	100	
32-County	01	01	01	01	01	01	01	01	01	01	
33-Congressional District	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
7-State	3	3	3	3	3	4	4	4	4	4	
8-Ownership	2	2	2	2	2	2	2	2	2	2	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain	5	5	5	5	5	7	7	7	7	7	
25-Roadbed Condition	90	90	90	90	90	35	35	50	85	90	
24-Surface Condition Index	25	25	25	25	25	15	15	19	22	20	
16-Surface Width	5	5	5	5	5	5	5	5	5	5	
13-Surface Type	2	2	2	2	2	1	1	1	1	1	
9-Federal Aid Category	3	3	3	3	3	3	3	3	3	3	
28-Right of Way Status	33	33	35	35	35	35	35	40	50	40	
29-Right of Way Width	100	100	100	100	100	100	100	9.03	100	9.03	
TTAM BIA Share	3	3	3	3	3	13	13	8	1	2	
30-Additional Incidental Percent	2	2	2	2	2	4	4	4	4	4	
17-Shoulder Width	984	139	954	105	3051	2976	3805	3805	1204	2010	
14-Shoulder Type	2010	2005	2010	2005	2010	2004	2010	2010	2010	2010	
22-Existing ADT	0	0	0	0	0	5	0	0	0	0	
21-ADT Year					FERRY	FERRY	SFRAN			SEWAR	
23-Percent Trucks	31	31	31	31	41	41	35	24	24	24	
34-Owner Route Number	1461	206	1417	156	4531	4419	5650	5650	1788	1788	
Roadway Width	14	14	14	14	18	18	16	18	17	17	
TTAM Future ADT	P	G	P	G	P	P	P	P	P	P	
TTAM ADS Number					2	2	2	2	2	2	
TTAM Future Surface Type					2	2	2	2	2	3	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	7	5	0	0	8	7	5	0	0	8	
51-Road Category	A	A	A	A	A	A	A	A	A	A	
52-Year of Construction Change	1959	1959	1959	1959	1991	1991	1990	1959	2005	2005	
Update Year	2012	2008	2008	2012	2008	2012	2006	2012	2012	2012	
Status	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	AT-THE-REGI	AT-THE-REGI	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Seward S	Main Str	Main Str	Main Str	Main Str	Second S	Fourth S	Fourth S	Fourth S	Front St	Front St
Road Name	4003	4004	4004	4004	4004	4005	4006	4006	4007	4007	4007
4-IRR Route Number	10	10	10	20	20	10	10	10	10	10	10
5-Section Number	7	6	6	7	7	7	3	7	7	7	7
10-Class	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	100	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	7	7	7	7	7	7	7	7
24-Surface Condition Index	90	80	80	80	80	100	70	70	60	60	60
16-Surface Width	20	44	44	20	20	16	21	21	27	27	27
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	40	66	66	50	50	30	31	31	41	41	41
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	100	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4	4	4	4
22-Existing ADT	2358	9586	7692	2149			1166	1744	2951	2426	2426
21-ADT Year	2004	2010	2004	2010			2010	2004	2010	2004	2004
23-Percent Trucks	10	0	10	0			0	10	0	5	5
34-Owner Route Number	SEWAR	MAIN	MAIN			2ND	4TH	4TH	FRONT	FRONT	FRONT
Roadway Width	24	48	48	24	24	20	25	25	31	31	31
TTAM Future ADT	3502	14235	11423	3191	74	37	1732	2590	4382	3603	3603
TTAM ADS Number	17	16	16	17	17	18	17	17	17	17	17
TTAM Future Surface Type	P	P	P	P	P	G	E	P	P	P	P
35-Drainage Condition	2	2	2				2	2	2	2	2
36-Shoulder Condition	3	3	3				3	2	2	3	3
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3			3	3	3	3	3	3
40-Right of Way Cost											
26-Level of Maintenance	4	4	4			4	4	4	4	4	4
27-Snow & Ice Control	5	5	5			5	5	5	5	5	5
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01			01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8			7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0
51-Road Category	A	A	A			A	A	A	A	A	A
52-Year of Construction Change	2005	1996	1996	1959	1959	2005	2004	2004	1995	1995	1995
Update Year	2006	2012	2006	2012	2010	2006	2012	2006	2012	2006	2006
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Glacier	Glacier	Whittier	Whittier	Tenth St	Tenth St	Whilloug	Whilloug	Gold Cre	Village	
Road Name	4008	4008	4009	4009	4010	4010	4011	4011	4011	4012	4012
4-IRR Route Number	10	10	10	10	10	10	10	10	20	10	10
5-Section Number	6	6	7	7	6	6	6	6	6	3	3
10-Class	0.7	0.7	0.1	0.1	0.1	0.1	0.4	0.4		0.1	0.1
15-Length of Section											
18-Bridge Number									A315		
19-Bridge Condition									9		
20-Bridge Length									48		
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	7	7	7	7	7	7	7	7
24-Surface Condition Index	50	50	60	60	35	35	70	70	70	80	80
16-Surface Width	24	24	30	30	40	40	22	22	22	16	16
13-Surface Type	5	5	5	5	5	5	5	5	5	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	40	40	44	44	60	60	36	36	36	33	33
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4	4	4	4
22-Existing ADT	1444	3085	2257	2473	7432	6180	3762	4661	4661		
21-ADT Year	2010	2004	2010	2004	2010	2004	2010	2003	2003		
23-Percent Trucks	0	10	0	10	0	10	0	10	10		
34-Owner Route Number	GLACI	GLACI	WHITT	WHITT	TENTH	TENTH	WILLO	WILLO	WILLO		
<b>Roadway Width</b>	<b>28</b>	<b>28</b>	<b>34</b>	<b>34</b>	<b>44</b>	<b>44</b>	<b>26</b>	<b>26</b>	<b>26</b>		<b>20</b>
<b>TTAM Future ADT</b>	<b>2144</b>	<b>4581</b>	<b>3352</b>	<b>3672</b>	<b>11037</b>	<b>9177</b>	<b>5587</b>	<b>6922</b>	<b>6922</b>		<b>37</b>
<b>TTAM ADS Number</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>E</b>
35-Drainage Condition	2	2	2	2	2	2	2	2	2		
36-Shoulder Condition	2	2	2	2	2	2	3	3	3		
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3	3	3	3	3	3	3		
40-Right of Way Cost											
26-Level of Maintenance	4	4	4	4	4	4	4	4	4		
27-Snow & Ice Control	5	5	5	5	5	5	5	5	5		
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 8	7 5 0 0 8	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 1 0 8	7 5 1 0 8	7 5 1 0 8		
51-Road Category	A	A	A	A	A	A	A	A	A		
52-Year of Construction Change	1994	1994	1997	1997	1998	1998	1959	1959	1959		1959
<b>Update Year</b>	<b>2012</b>	<b>2007</b>	<b>2012</b>	<b>2006</b>	<b>2012</b>	<b>2006</b>	<b>2012</b>	<b>2007</b>	<b>2007</b>	<b>2006</b>	<b>2007</b>
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

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Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Hospital	Hospital	Salmon L	Anka Str	Anka Str	Commerci	Commerci	Renninge	Renninge	Threadne	
Road Name	4020	4020	4021	4030	4030	4031	4031	4040	4040	4050	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	
5-Section Number	7	7	3	7	7	7	7	3	3	7	
10-Class	0.2	0.2	0.3	0.1	0.1	0.4	0.4	0.2	0.2	0.4	
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	6	6	7	7	7	7	7	7	7	6	
24-Surface Condition Index	80	80	60	60	60	40	40	90	90	70	
16-Surface Width	22	22	22	22	22	22	22	28	28	22	
13-Surface Type	5	5	5	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	9.03	9.03	100	9.03	9.03	9.03	9.03	100	100	9.03	
30-Additional Incidental Percent											
17-Shoulder Width	3	3	2	2	2	2	2	2	2	2	
14-Shoulder Type	4	4	4	4	4	4	4	4	4	4	
22-Existing ADT	4202	2786		10072	7523	5994	2158	185		788	
21-ADT Year	2010	2004		2010	2004	2010	2004	2012		2012	
23-Percent Trucks	0	5		0	10	0	10	0		0	
34-Owner Route Number	HOSPI	HOSPI	SALMO	ANKA	ANKA	COMME	COMME	RENNI	RENNI	THREA	
Roadway Width	28	28	26	26	26	26	26	32	32	26	
TTAM Future ADT	6240	4137	37	14957	11172	8901	3205	275	37	1170	
TTAM ADS Number	17	17	18	17	17	17	17	18	18	17	
TTAM Future Surface Type	P	P	E	P	P	P	P	P	E	P	
35-Drainage Condition	2	2	2	2	2	2	2	2	2	2	
36-Shoulder Condition	3	3	3	3	3	2	2	3	3	1	
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3	3	3	3	3	3	3	3	
40-Right of Way Cost											
26-Level of Maintenance	4	4	4	4	4	4	4	4	4	4	
27-Snow & Ice Control	5	5	5	5	5	5	5	5	5	5	
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 8	7 5 0 0 8	7 5 0 0 0	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 0	
51-Road Category	A	A	A	A	A	A	A	A	A	A	
52-Year of Construction Change	1992	1992	1993	1995	1995	1985	1985	2000	2000	1990	
Update Year	2012	2006	2006	2012	2006	2012	2006	2012	2006	2012	
Status	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801								
Region	Alaska	Alaska	Alaska								
Agency	Southeas	Southeas	Southeas								
Reservation	Tlingit	Tlingit	Tlingit								
Road Name	Threadne	Trafalga	Trafalga	Kanat'A	Kanat'A	Valley B	Valley B	Granite	Granite	Slate Dr	
4-IRR Route Number	4050	4051	4051	4052	4052	4100	4100	4101	4101	4102	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	7	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.3	0.3	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK									
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	6	4	4	7	7	6	6	6	6	7	
24-Surface Condition Index	70	40	40	90	90	90	90	90	90	70	
16-Surface Width	22	20	20	25	25	25	25	27	27	25	
13-Surface Type	5	4	4	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	66	66	66	66	50	50	50	
TTAM BIA Share	9.03	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	4	4	2	2	2	
14-Shoulder Type	4	3	3	4	4	2	2	2	2	4	
22-Existing ADT		565		595		4667		210		430	
21-ADT Year		2012		2012		2010		2012		2012	
23-Percent Trucks		0		0		0		0		0	
34-Owner Route Number	THREA	TRAF A	TRAF A	KANAT	KANAT	VALLE	VALLE	GRANI	GRANI	SLATE	
<b>Roadway Width</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>29</b>	<b>33</b>	<b>33</b>	<b>31</b>	<b>31</b>	<b>29</b>	
<b>TTAM Future ADT</b>	<b>74</b>	<b>839</b>	<b>37</b>	<b>884</b>	<b>37</b>	<b>6930</b>	<b>37</b>	<b>312</b>	<b>37</b>	<b>639</b>	
<b>TTAM ADS Number</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	
35-Drainage Condition	2	2	2	3	3	2	2	2	2	2	
36-Shoulder Condition	1	1	1	3	3	3	3	3	3	3	
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3	3	3	3	3	3	3	3	
40-Right of Way Cost											
26-Level of Maintenance	4	4	4	4	4	3	3	4	4	4	
27-Snow & Ice Control	5	4	4	4	4	4	4	4	4	4	
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 0	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 0	
51-Road Category	A	A	A	A	A	A	A	A	A	A	
52-Year of Construction Change	1990	1985	1985	2000	2000	2003	2003	2003	2003	2003	
<b>Update Year</b>	<b>2006</b>	<b>2012</b>									
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>									



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801								
Location ID	Alaska	Alaska	Alaska								
Region	Alaska	Alaska	Alaska								
Agency	Southeas	Southeas	Southeas								
Reservation	Tlingit	Tlingit	Tlingit								
Road Name	Slate Dr	Canyon D	Canyon D	Mall Roa	Mall Roa	Riversid	Riversid	Riversid	Riversid	Riversid	Tournure
4-IRR Route Number	4102	4103	4103	4200	4200	4201	4201	4201	4201	4201	4203
5-Section Number	10	10	10	10	10	10	10	10	20	20	10
10-Class	3	3	3	7	7	6	6	6	6	6	7
15-Length of Section	0.1	0.2	0.2	0.3	0.3	0.3	0.3	0.3	1.9	1.9	0.2
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK								
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	5	5	7	7	7	7	7	7
24-Surface Condition Index	70	90	90	100	100	60	60	60	60	60	90
16-Surface Width	25	25	25	24	24	44	44	44	44	44	22
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	66	66	66	66	66	50
TTAM BIA Share	100	100	100	9.03	9.03	9.03	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	3	3	2	2	2	2	2	2
14-Shoulder Type	4	4	4	3	3	4	4	4	4	4	4
22-Existing ADT		330		6960	12361	9115	10944	1652	4672	2553	
21-ADT Year		2012		2010	2004	2010	2004	2010	2004	2010	
23-Percent Trucks		0		0	5	0	5	0	5	0	
34-Owner Route Number	SLATE	CANYO	CANYO	MALL	MALL	RIVER	RIVER	RIVER	RIVER	RIVER	TOURN
Roadway Width	29	29	29	30	30	48	48	48	48	48	26
TTAM Future ADT	37	490	37	10336	18356	13536	16252	2453	6938	3791	
TTAM ADS Number	18	18	18	17	17	16	16	16	16	16	17
TTAM Future Surface Type	E	P	E	P	P	P	P	P	P	P	P
35-Drainage Condition	2	2	2	2	2	2	2	2	2	2	2
36-Shoulder Condition	3	3	3	3	3	3	3	3	3	3	3
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3	3	3	3	3	3	3	3	3
40-Right of Way Cost											
26-Level of Maintenance	4	4	4	4	4	4	4	4	4	4	4
27-Snow & Ice Control	4	4	4	5	5	5	5	5	5	5	5
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8	7 5 0 0 8
51-Road Category	A	A	A	A	A	A	A	A	A	A	A
52-Year of Construction Change	2003	2003	2003	1998	1998	1990	1990	1990	1990	1990	1999
Update Year	2006	2012	2006	2012	2006	2012	2007	2012	2007	2012	2012
Status	OFFICIAL	AT-THE-REGI	OFFICIAL								



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Tournure	Shell Si	Shell Si	Yandukin	Yandukin	Gastinea	Gastinea	Basin Rd	Basin Rd	Basin Rd	Basin Rd
Road Name	4203	4220	4220	4221	4221	4300	4300	4301	4301	4301	4301
4-IRR Route Number	10	10	10	10	10	10	10	10	20	20	30
5-Section Number	7	6	6	6	6	9	9	3	3	3	3
10-Class	0.2	0.5	0.5	1.0	1.0	0.6	0.6	0.3			1.6
15-Length of Section											
18-Bridge Number									A4301		
19-Bridge Condition									7		
20-Bridge Length									404		
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	6	6	5	5	5	5	5	5	5	3
24-Surface Condition Index	90	80	80	70	70	70	70	60	60	60	30
16-Surface Width	22	25	25	22	22	22	16	16	17	17	17
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	4	4	4
29-Right of Way Width	50	50	50	50	50	50	40	40	30	30	30
TTAM BIA Share	9.03	9.03	9.03	9.03	9.03	9.03	0	0	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	5	5	5	5	2	2	2	2
14-Shoulder Type	4	4	4	3	3	3	3	4	4	4	4
22-Existing ADT	1680	4299	3769	2330	2670	956	912				
21-ADT Year	2004	2010	2004	2010	2004	2010	2005				
23-Percent Trucks	5	0	10	0	10	0	0				
34-Owner Route Number	TOURN	SHELL	SHELL	YANDU	YANDU						
Roadway Width	26	29	29	32	32	16	16	21	21	21	21
TTAM Future ADT	2495	6384	5597	3460	3965	1420	1354	37	37	37	37
TTAM ADS Number	17	16	16	16	16	20	20	18	18	18	18
TTAM Future Surface Type	P	P	P	P	P			E	E	E	E
35-Drainage Condition	2	2	2	2	2						
36-Shoulder Condition	3	2	2	3	3						
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility	3	3	3	3	3						
40-Right of Way Cost											
26-Level of Maintenance	4	4	4	4	4						
27-Snow & Ice Control	5	5	5	5	5						
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01						
46-50 Grade/Sight/Curve/Stop / Sai	7 5 0 0 8	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0	7 5 0 0 0						
51-Road Category	A	A	A	A	A						
52-Year of Construction Change	1999	1985	1985	1987	1987	1959	1959	1959	1959	1959	1959
Update Year	2007	2012	2007	2012	2007	2012	2009	2009	2009	2009	2009
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Capital	Highland	Highland	Glacier	Glacier	Shaune D	Anka Str	Anka Str	Mountain	North St	
4-IRR Route Number	4302	4303	4303	4304	4304	4306	4307	4307	4308	4309	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	2	2	5	5	5	3	3	
15-Length of Section	0.3	0.6	0.6	2.5	2.5	0.5	0.5	0.5	0.3	0.3	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain				1	1	1	1	1	1	1	
25-Roadbed Condition	5	5	5	5	5	4	4	4	4	4	
24-Surface Condition Index	60	65	65	65	65	55	55	55	50	55	
16-Surface Width	17	17	17	35	35	25	25	25	17	17	
13-Surface Type	5	4	4	4	4	4	4	4	4	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	40	40	40	100	100	100	100	100	50	50	
TTAM BIA Share	100	100	100	9.03	9.03	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	5	
14-Shoulder Type	4	4	4	4	4	3	3	3	3	1	
22-Existing ADT	2723	464	495	167	834	2158	10072	7374			
21-ADT Year	2005	2010	2005	2010	2005	2005	2010	2005			
23-Percent Trucks	1	0	0	0	0	0	0	0			
34-Owner Route Number											
<b>Roadway Width</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>39</b>	<b>39</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>21</b>	<b>27</b>	
<b>TTAM Future ADT</b>	<b>4044</b>	<b>689</b>	<b>735</b>	<b>248</b>	<b>1238</b>	<b>3205</b>	<b>14957</b>	<b>10950</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2009</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2009</b>	
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Mark Ala	Patti Av	Central	Central	Lund Str	Lund Str	Richard	Richard	Richard	Richard	Richard
Road Name	4310	4311	4312	4312	4313	4313	4314	4314	4314	4314	4314
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	10
5-Section Number	3	3	3	3	3	3	3	3	3	3	3
10-Class	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
15-Length of Section											
18-Bridge Number								A01			002
19-Bridge Condition								7			7
20-Bridge Length								44			22
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	4	4	4	4	4	4	4	4	4	4	4
24-Surface Condition Index	50	55	55	55	45	45	45	45	45	45	45
16-Surface Width	17	17	25	25	17	17	17	17	17	17	17
13-Surface Type	4	4	4	4	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	60	60	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	9.03	100	9.03	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	3	3	3	3	3	3	3	3	3
14-Shoulder Type	1	1	3	3	1	1	1	1	1	1	1
22-Existing ADT			293	293	262	262	262	262	262	262	262
21-ADT Year			2012	2012	2012	2012	2012	2012	2012	2012	2012
23-Percent Trucks			0	0	0	0	0	0	0	0	0
34-Owner Route Number											
Roadway Width	21	21	31	31	23	23	23	5	18	5	18
TTAM Future ADT	37	37	435	435	389	389	389	30	18	30	18
TTAM ADS Number	18	18	18	18	18	18	18	19	18	19	18
TTAM Future Surface Type	E	E	P	P	E	E	E				
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2009	2009	2012	2012	2009	2009	2009	2009	2009	2009	2009
Status	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

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Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Richard	Lemon St	Sunset S	Sunset S	Pine Str	Pine Str	Montgome	Mendenha	Tongass	Tongass	Tongass
4-IRR Route Number	4314	4315	4316	4316	4317	4317	4318	4321	4322	4322	4322
5-Section Number	50	10	10	10	10	10	10	10	10	10	10
10-Class	8	3	3	3	3	3	3	8	4	4	4
15-Length of Section	0.3	0.3	0.6	0.6	0.3	0.3	0.2	1.5	1.0	1.0	1.0
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain									1	1	1
25-Roadbed Condition		4	4	4	4	4	4	4	6	6	6
24-Surface Condition Index		55	45	45	45	45	45	45	70	70	70
16-Surface Width	3	25	25	25	25	25	25	25	5	20	20
13-Surface Type	3	4	4	4	4	4	4	4	1	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	60	60	60	60	60	60	60	30	100	100
TTAM BIA Share	9.03	100	100	100	100	100	100	100	9.03	100	100
30-Additional Incidental Percent											
17-Shoulder Width		2	2	2	2	2	2	2	2	2	2
14-Shoulder Type		3	1	1	1	1	1	1	4	4	4
22-Existing ADT			101	101	146	146	146	146	1105	974	974
21-ADT Year			2012	2012	2012	2012	2012	2012	2010	2005	2005
23-Percent Trucks			0	0	0	0	0	0	0	0	0
34-Owner Route Number											
<b>Roadway Width</b>	<b>3</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>5</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>30</b>	<b>37</b>	<b>150</b>	<b>37</b>	<b>217</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>30</b>	<b>1641</b>	<b>1446</b>
<b>TTAM ADS Number</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>10</b>	<b>10</b>
<b>TTAM Future Surface Type</b>		<b>E</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>		<b>P</b>	<b>P</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2009	2009	2012	2009	2012	2009	2009	2009	2012	2012	2009
Status	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Hayes Wa	Hayes Wa	Taku Blv	Taku Blv	Aspen Av	Portage	Long Run	Long Run	Lone Wol	Lone Wol	Lone Wol
4-IRR Route Number	4323	4323	4325	4325	4326	4327	4328	4328	4331	4331	4331
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.6	0.6	1.0	1.0	0.7	0.5	0.7	0.7	0.2	0.2	0.2
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	3	3	5	5	4	4	4	4	4	4	4
24-Surface Condition Index	20	20	70	70	55	55	55	55	55	55	55
16-Surface Width	20	20	20	20	20	20	20	20	20	20	20
13-Surface Type	4	4	5	5	4	4	4	4	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	60	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	1	1	4	4	1	1	1	1	4	4	4
22-Existing ADT	292		1053	1447			171		180		
21-ADT Year	2012		2010	2005			2012		2012		
23-Percent Trucks	0		0	0			0		0		
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>23</b>
<b>TTAM Future ADT</b>	<b>434</b>	<b>37</b>	<b>1564</b>	<b>2149</b>	<b>37</b>	<b>37</b>	<b>254</b>	<b>37</b>	<b>267</b>	<b>18</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2012</b>	<b>2009</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2008</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Moraine	Moraine	View Dri	View Dri	Breadlin	Breadlin	Breadlin	Point Br	North Te	Boy Scou
Road Name	4332	4332	4333	4333	4334	4334	4334	4335	4336	4337
4-IRR Route Number	10	10	10	10	10	20	30	10	10	10
5-Section Number	3	3	3	3	8	8	8	8	8	8
10-Class	0.4	0.4	0.3	0.3	0.3		2.7	3.5	3.0	0.5
15-Length of Section						B001				
18-Bridge Number						7				
19-Bridge Condition						45				
20-Bridge Length										
32-County	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	7	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2
11-Terrain										
25-Roadbed Condition	4	4	4	4	4					
24-Surface Condition Index	55	55	50	50	5		5	5	5	5
16-Surface Width	20	20	17	17	3		1	1	1	1
13-Surface Type	4	4	4	4	1		1	1	1	1
9-Federal Aid Category	1	1	1	1	3		3	3	3	3
28-Right of Way Status	3	3	3	3	30		30	30	30	30
29-Right of Way Width	60	60	60	60	9.03	9.03	9.03	100	9.03	9.03
TTAM BIA Share	100	100	100	100						
30-Additional Incidental Percent										
17-Shoulder Width	2	2	2	2						
14-Shoulder Type	1	1	1	1						
22-Existing ADT	5274		121							
21-ADT Year	2010		2012							
23-Percent Trucks	0		0							
34-Owner Route Number										
Roadway Width	24	24	21	21	5	5	5	5	5	5
TTAM Future ADT	7832	37	180	37	30		30	30	30	30
TTAM ADS Number	18	18	18	18	19	19	19	19	19	19
TTAM Future Surface Type	P	E	G	E						
35-Drainage Condition										
36-Shoulder Condition										
37/38 # RR X I NG/RR XING TYPE										
39-Right of Way Utility										
40-Right of Way Cost										
26-Level of Maintenance										
27-Snow & Ice Control										
41-Begin Latitude										
42-End Latitude										
43-Begin Longitude										
44-End Longitude										
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■		■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category										
52-Year of Construction Change	1959	1959	1959	1959	1959					
Update Year	2012	2009	2012	2009	2009	2009	2009	2012	2009	2009
Status	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Boy Scou	Boy Scou	9th Stre	9th Stre	9th Stre	Goldbelt	Indian S	Mt. Robe	Jacobsen	Mill Str	
4-IRR Route Number	4337	4337	4339	4339	4339	4340	4341	4342	4343	4344	
5-Section Number	20	30	10	20	30	10	10	10	10	10	
10-Class	8	8	5	5	5	6	6	5	5	5	
15-Length of Section		1.0	0.1		0.1	0.2	0.2	0.2	0.2	0.3	
18-Bridge Number	A001A			E09801/001							
19-Bridge Condition	7			7							
20-Bridge Length	40			95							
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain			1		1			1	1	1	
25-Roadbed Condition			7		7		6	4	7	5	4
24-Surface Condition Index			85		80		70	65	75	75	65
16-Surface Width		5	37		28		15	20	25	20	20
13-Surface Type		1	5		5		4	5	5	5	5
9-Federal Aid Category		1	1		1		1	1	1	1	1
28-Right of Way Status		3	3		3		3	3	3	3	3
29-Right of Way Width		30	50		50		50	40	50	50	50
TTAM BIA Share	9.03	9.03	100	100	100	9.03	9.03	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width			2		2		2	2	2	2	2
14-Shoulder Type			4		1		1	2	1	4	4
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>		<b>5</b>	<b>41</b>		<b>32</b>		<b>19</b>	<b>24</b>	<b>29</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>		<b>30</b>	<b>74</b>		<b>74</b>		<b>74</b>	<b>74</b>	<b>74</b>	<b>74</b>	<b>74</b>
<b>TTAM ADS Number</b>	<b>19</b>	<b>19</b>	<b>13</b>		<b>13</b>		<b>16</b>	<b>16</b>	<b>13</b>	<b>13</b>	<b>13</b>
<b>TTAM Future Surface Type</b>			<b>G</b>		<b>G</b>		<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai											
51-Road Category											
52-Year of Construction Change			1959		1959		1959	1959	1959	1959	1959
Update Year	2009	2009	2009	2009	2009	2009	2009	2009	2009	2009	2009
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria			
E	2012	09	801

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	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Mt. June	Persever	Mt. Robe	Craig St	Abby Way	Hillcres	Mendenha	Pederson	Auke Lak	Auke Lak	Auke Lak
4-IRR Route Number	4345	4346	4347	4348	4349	4350	4351	4352	4353	4354	4354
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	8	8	8	3	3	3	8	8	8	8	5
15-Length of Section	1.0	2.2	1.5	0.1	0.2	0.6	1.6	1.7	1.1	0.2	0.2
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	3	3	3	2	2	2	3	3	3	3	2
11-Terrain											1
25-Roadbed Condition				5	5	6					4
24-Surface Condition Index				80	75	75					65
16-Surface Width	12	12	10	25	25	25	15	5	10	20	20
13-Surface Type	9	9	9	5	5	5	9	9	9	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	3	3	3	0	0	0	3	3
29-Right of Way Width	25	25	25	50	50	50	25	15	25	50	50
TTAM BIA Share	100	100	100	100	100	100	9.03	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width				3	2	2					2
14-Shoulder Type				4	4	4					4
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>12</b>	<b>12</b>	<b>10</b>	<b>31</b>	<b>29</b>	<b>29</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>74</b>	<b>74</b>
<b>TTAM ADS Number</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>13</b>
<b>TTAM Future Surface Type</b>				<b>E</b>	<b>E</b>	<b>E</b>				<b>G</b>	<b>G</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change				1959	1959	1959					1959
<b>Update Year</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>	<b>2009</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2009</b>	<b>2009</b>
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>IN-PROCESS</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>IN-PROCESS</b>	<b>IN-PROCESS</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Auke Lak	Auke Lak	Auke Lak	Universi	3rd Stre	Dixon St	Harris S	5th Stre	6th Stre	Calhoun	
4-IRR Route Number	4354	4354	4354	4355	4356	4357	4358	4359	4360	4361	
5-Section Number	20	30	40	10	10	10	10	10	10	10	10
10-Class	5	5	5	5	3	3	3	3	7	3	3
15-Length of Section	0.1	0.4	0.3	0.6	0.2	0.1	0.2	0.3	0.3	0.3	0.3
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	1	1	1	1	1	1	1	1	1	1	1
25-Roadbed Condition	4	4	4	6	7	4	7	7	7	7	6
24-Surface Condition Index	65	60	85	85	80	75	85	85	80	80	80
16-Surface Width	20	25	30	30	20	15	22	20	20	20	20
13-Surface Type	4	4	4	5	5	4	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	9.03	100	100
30-Additional Incidental Percent											
17-Shoulder Width	0	3	2	2	2	0	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	1	4	4	4	4	4
22-Existing ADT											2887
21-ADT Year											2010
23-Percent Trucks											0
34-Owner Route Number											
<b>Roadway Width</b>	<b>20</b>	<b>31</b>	<b>34</b>	<b>34</b>	<b>24</b>	<b>15</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>74</b>	<b>74</b>	<b>74</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>4287</b>	<b>4287</b>
<b>TTAM ADS Number</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>P</b>	<b>P</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2009	2009	2009	2009	2010	2010	2010	2010	2010	2010	2012
Status	IN-PROCESS	IN-PROCESS	IN-PROCESS	OFFICIAL	AT-THE-REGI						



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Calhoun	Irwin St	Irwin St	12th St	12th St	11th Str	11th Str	10th Str	10th Str	F Street	
4-IRR Route Number	4361	4362	4362	4363	4363	4364	4364	4365	4365	4366	4366
5-Section Number	10	10	20	10	10	10	20	10	20	10	10
10-Class	3	3	8	7	7	3	7	3	7	3	3
15-Length of Section	0.3	0.1	0.2	0.3	0.3	0.1	0.2	0.1	0.2	0.3	0.3
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	6	7		7	7	7	7	7	7	7	7
24-Surface Condition Index	80	75		85	85	85	85	85	85	85	75
16-Surface Width	20	20	15	25	25	25	30	25	30	30	30
13-Surface Type	5	5	3	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	9.03	9.03	9.03	100	9.03	100	9.03	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2		2	2	2	2	2	2	2	2
14-Shoulder Type	4	4		4	4	4	4	4	4	4	4
22-Existing ADT				2337							
21-ADT Year				2010							
23-Percent Trucks				0							
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>15</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>34</b>	<b>29</b>	<b>34</b>	<b>34</b>	<b>34</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>30</b>	<b>3470</b>	<b>74</b>	<b>37</b>	<b>74</b>	<b>37</b>	<b>74</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>		<b>P</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01		01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2010</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2010</b>						
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>						



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Seater S	Spruce S	Alder St	Hemlock	Troy Ave	Behrends	Behrends	Ross Way	Ross Way	Channel	
Road Name	4367	4368	4369	4370	4371	4372	4372	4373	4373	4374	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	10
5-Section Number	3	7	3	3	3	3	3	3	3	3	5
10-Class	0.2	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.7
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											1
25-Roadbed Condition	7	7	6	7	7	7	7	6	6	7	7
24-Surface Condition Index	90	85	80	75	90	80	80	85	85	85	85
16-Surface Width	15	15	10	10	20	15	15	15	15	15	20
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	30	30	50	50	50	50	50	50	50
TTAM BIA Share	100	9.03	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4	4	4	4
22-Existing ADT						285		235			565
21-ADT Year						2010		2010			2010
23-Percent Trucks						0		0			0
34-Owner Route Number											
<b>Roadway Width</b>	<b>19</b>	<b>19</b>	<b>14</b>	<b>14</b>	<b>24</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>423</b>	<b>37</b>	<b>349</b>	<b>37</b>	<b>839</b>	<b>839</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>13</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>P</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]		01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2010	2010	2010	2010	2010	2012	2010	2012	2010	2012	2012
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Channel	Worrier	Anb Park	Anb Park	Anb Park	Wire Str	Greenwoo	Blackerb	Ridge Wa	Cascade	
4-IRR Route Number	4374	4375	4376	4376	4377	4378	4379	4380	4381	4382	
5-Section Number	10	10	10	20	10	10	10	10	10	10	
10-Class	5	3	9	9	9	3	3	3	3	3	
15-Length of Section	0.7	0.1	0.1	0.1	0.1	0.1	0.3	0.1	0.2	0.2	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	2	2	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain	1										
25-Roadbed Condition	7	4				7	6	4	3	3	
24-Surface Condition Index	85	85				85	90	70	70	70	
16-Surface Width	20	25	55	65	50	20	20	25	25	20	
13-Surface Type	5	5	1	1	1	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	100	100	100	50	50	50	50	50	
TTAM BIA Share	100	100	0	0	0	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2				2	2	2	2	2	
14-Shoulder Type	4	3				4	4	2	1		
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>29</b>	<b>55</b>	<b>65</b>	<b>50</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>29</b>	<b>20</b>	
<b>TTAM Future ADT</b>	<b>74</b>	<b>37</b>				<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>13</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>E</b>				<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959				1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>								
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>								



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Lee Smit	Lee Smit	Ka-See-A	Miner Dr	O'Day Dr	La Perou	Ladd Str	Muir Str	Eagle St	Meadow L	
4-IRR Route Number	4383	4383	4384	4385	4386	4387	4388	4389	4390	4391	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	7	3	3	3	7	3	
15-Length of Section	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.2	0.2	0.5	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	3	3	3	6	3	3	5	5	5	5	
24-Surface Condition Index	80	80	82	85	87	80	90	80	75	80	
16-Surface Width	20	20	20	20	25	25	25	20	20	20	
13-Surface Type	5	5	5	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	9.03	100	100	100	9.03	100	
30-Additional Incidental Percent											
17-Shoulder Width	3	3		3	3	3	2	3	3	3	
14-Shoulder Type	1	1		1	1	1	4	2	1	1	
22-Existing ADT	2237										
21-ADT Year	2010										
23-Percent Trucks	0										
34-Owner Route Number											
<b>Roadway Width</b>	<b>26</b>	<b>26</b>	<b>20</b>	<b>26</b>	<b>31</b>	<b>31</b>	<b>29</b>	<b>26</b>	<b>26</b>	<b>26</b>	
<b>TTAM Future ADT</b>	<b>3322</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2012</b>	<b>2010</b>									
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>									



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Stikine	Scott Dr	Maier Dr	Brandy L	Brotherh	Brotherh	Clinton	Atlin Dr	Teslin S	Sasha Av	
4-IRR Route Number	4392	4393	4394	4395	4396	4396	4397	4398	4399	4400	
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	7	3	3	5	9	9	3	3	3	3	3
15-Length of Section	0.2	0.2	0.1	0.3	0.1	0.1	0.3	0.2	0.2	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain				1							
25-Roadbed Condition	7	7	7	7			7	5	5	5	5
24-Surface Condition Index	85	80	80	80			95	85	90	70	
16-Surface Width	20	20	25	25	35	130	40	20	25	25	25
13-Surface Type	5	5	5	5	5	5	5	5	5	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	9.03	100	100	100			100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2			2	3	3		
14-Shoulder Type	3	3	4	4			4	1	2		
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>29</b>	<b>35</b>	<b>99</b>	<b>44</b>	<b>26</b>	<b>31</b>	<b>25</b>	<b>25</b>
<b>TTAM Future ADT</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>74</b>			<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>13</b>			<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>G</b>			<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>
<b>Status</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Gail Ave	Bresee S	Bresee S	Malissa	Marilyn	Marilyn	Evergree	Forest L	Forest L	Forest G	
Road Name	4401	4402	4402	4403	4404	4404	4405	4406	4406	4407	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	10
5-Section Number	3	3	3	3	3	3	3	7	7	3	3
10-Class	0.4	0.2	0.2	0.1	0.1	0.1	0.3	0.3	0.3	0.1	
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	5	5	5	7	7	5	5	5	5	5
24-Surface Condition Index	70	80	80	75	80	80	85	80	80	75	75
16-Surface Width	20	20	20	20	20	20	20	20	20	20	20
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	9.03	9.03	100	100
30-Additional Incidental Percent											
17-Shoulder Width	3	3	3	3	3	3	3	2	2	3	3
14-Shoulder Type	1	1	1	1	1	1	1	4	4	1	1
22-Existing ADT		110			109			368			
21-ADT Year		2012			2012			2012			
23-Percent Trucks		0			0			0			
34-Owner Route Number											
<b>Roadway Width</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>26</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>163</b>	<b>37</b>	<b>37</b>	<b>162</b>	<b>37</b>	<b>37</b>	<b>546</b>	<b>74</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01							
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2010	2012	2010	2010	2012	2010	2010	2012	2010	2010	2010
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	South	South	South	South	South	South	South	South	South	South
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Sierra S	Dudley S	Dudley S	Delta Dr	Delta Dr	Deborah	Deborah	Dian Roa	Kimberly	Kimberly
Road Name	4408	4409	4409	4410	4410	4411	4411	4412	4413	4413
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10
5-Section Number	3	7	7	3	3	3	3	3	3	3
10-Class	0.1	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2
15-Length of Section										
18-Bridge Number										
19-Bridge Condition										
20-Bridge Length										
32-County	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2
11-Terrain										
25-Roadbed Condition	5	5	5	5	5	5	5	5	5	5
24-Surface Condition Index	80	75	75	75	75	70	70	80	85	85
16-Surface Width	20	20	20	20	20	25	25	20	20	20
13-Surface Type	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	9.03	9.03	100	100	100	100	100	100	100
30-Additional Incidental Percent										
17-Shoulder Width	3	3	3	3	3	2	2	3	2	2
14-Shoulder Type	1	1	1	1	1	1	1	1	1	1
22-Existing ADT		304		359		418		256		
21-ADT Year		2012		2012		2012		2012		
23-Percent Trucks		0		0		0		0		
34-Owner Route Number										
<b>Roadway Width</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>29</b>	<b>29</b>	<b>26</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>451</b>	<b>74</b>	<b>533</b>	<b>37</b>	<b>621</b>	<b>37</b>	<b>380</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>E</b>
35-Drainage Condition										
36-Shoulder Condition										
37/38 # RR X I NG/RR XING TYPE										
39-Right of Way Utility										
40-Right of Way Cost										
26-Level of Maintenance										
27-Snow & Ice Control										
41-Begin Latitude										
42-End Latitude										
43-Begin Longitude										
44-End Longitude										
45-Atlas Map Number [99]										
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category										
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Thunder	Thunder	Grant St	Grant St	Brothers	Brothers	Erin Str	Garnet S	Garnet S	Dredge L	
4-IRR Route Number	4415	4415	4416	4416	4417	4417	4418	4419	4419	4420	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.3	0.3	0.2	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	6	6	5	5	7	7	5	5	5	5	
24-Surface Condition Index	70	70	70	70	85	85	80	80	80	85	
16-Surface Width	20	20	20	20	20	20	20	20	20	20	
13-Surface Type	5	5	5	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	3	3	3	3	
14-Shoulder Type	3	3	1	1	4	4	1	1	1	1	
22-Existing ADT	318		207		606		793	346		222	
21-ADT Year	2012		2012		2012		2012	2012		2012	
23-Percent Trucks	0		0		0		0	0		0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	
<b>TTAM Future ADT</b>	<b>472</b>	<b>37</b>	<b>307</b>	<b>37</b>	<b>900</b>	<b>37</b>	<b>1178</b>	<b>514</b>	<b>37</b>	<b>330</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>E</b>	<b>P</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Dredge L	Dredge L	Dredge L	Valley A	Valley A	Conifer	Poplar A	Poplar A	Dogwood	Cedar Dr	
4-IRR Route Number	4420	4420	4420	4421	4421	4422	4423	4423	4424	4425	
5-Section Number	10	20	20	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.2	0.1	0.1	0.2	0.2	0.2	0.3	0.3	0.3	0.2	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	5	3	3	5	5	5	5	5	5	7	
24-Surface Condition Index	85	0	0	80	80	75	70	70	85	75	
16-Surface Width	20	15	15	20	20	20	20	20	20	20	
13-Surface Type	5	1	1	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	3	0	0	3	3	3	3	3	2	2	
14-Shoulder Type	1			1	1	1	1	1	3	3	
22-Existing ADT		120		120			342				
21-ADT Year		2012		2012			2012				
23-Percent Trucks		0		0			0				
34-Owner Route Number											
<b>Roadway Width</b>	<b>26</b>	<b>15</b>	<b>15</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>	
<b>TTAM Future ADT</b>	<b>37</b>	<b>178</b>	<b>37</b>	<b>178</b>	<b>37</b>	<b>37</b>	<b>508</b>	<b>37</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959			1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Birch La	Birch La	Columbia	Wood Duc	Wood Duc	Decoy Bl	Decoy Bl	Julep St	Julep St	Sharon S	
Road Name	4426	4426	4427	4428	4428	4429	4429	4430	4430	4431	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	
5-Section Number	3	3	7	3	3	3	3	7	7	3	
10-Class	0.5	0.5	0.6	0.5	0.5	0.1	0.1	0.6	0.6	0.3	
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	5	5	7	6	6	6	6	5	5	5	
24-Surface Condition Index	85	85	80	70	70	85	85	80	80	75	
16-Surface Width	25	25	20	20	20	20	20	25	25	20	
13-Surface Type	5	5	5	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	9.03	100	100	100	100	9.03	9.03	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	3	3	2	2	2	2	2	
14-Shoulder Type	1	1	3	1	1	4	4	1	1	1	
22-Existing ADT	253			127		133		248		172	
21-ADT Year	2012			2012		2012		2012		2012	
23-Percent Trucks	0			0		0		0		0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>29</b>	<b>29</b>	<b>24</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>29</b>	<b>24</b>	
<b>TTAM Future ADT</b>	<b>376</b>	<b>37</b>	<b>74</b>	<b>189</b>	<b>37</b>	<b>198</b>	<b>37</b>	<b>368</b>	<b>74</b>	<b>255</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>G</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>P</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Sharon S	Gee Stre	Emily Wa	Killewic	Killewic	Northlan	Northlan	Turn Str	Turn Str	Meander	
4-IRR Route Number	4431	4432	4433	4434	4434	4435	4435	4436	4436	4437	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.3	0.6	0.2	0.5	0.5	0.3	0.3	0.3	0.3	0.6	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	5	5	5	7	7	6	6	6	6	7	
24-Surface Condition Index	75	85	75	85	85	70	70	75	75	85	
16-Surface Width	20	20	25	20	20	20	20	20	20	20	
13-Surface Type	5	5	5	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	
14-Shoulder Type	1	1	1	4	4	3	3	3	3	4	
22-Existing ADT				203		91		164		120	
21-ADT Year				2012		2012		2012		2012	
23-Percent Trucks				0		0		0		0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>301</b>	<b>37</b>	<b>135</b>	<b>37</b>	<b>244</b>	<b>37</b>	<b>178</b>	<b>178</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>G</b>	<b>G</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2012</b>	<b>2012</b>
<b>Status</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Meander	Rivercou	Rivercou	Parkwood	Riverwoo	Riverwoo	Glacierw	Linda Av	James Bl	James Bl	James Bl
4-IRR Route Number	4437	4438	4438	4439	4440	4440	4441	4442	4443	4443	4443
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	7	3	3	3	3	7	7	7
15-Length of Section	0.6	0.2	0.2	0.2	0.3	0.3	0.5	0.2	0.3	0.3	0.3
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	5	5	5	5	7	7	7	7
24-Surface Condition Index	85	90	90	75	75	75	80	95	90	90	90
16-Surface Width	20	20	20	20	25	25	25	20	25	25	25
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	9.03	100	100	100	100	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	3	2	2	3	2	2	2	2
14-Shoulder Type	4	4	4	1	1	1	1	4	4	4	4
22-Existing ADT		805			90				2045		
21-ADT Year		2012			2012				2010		
23-Percent Trucks		0			0				0		
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>29</b>	<b>29</b>	<b>31</b>	<b>24</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>1195</b>	<b>37</b>	<b>74</b>	<b>134</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>3037</b>	<b>74</b>	<b>74</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>17</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>G</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>G</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801								
Location ID	Alaska	Alaska	Alaska								
Region	Southeas	Southeas	Southeas								
Agency	Tlingit	Tlingit	Tlingit								
Reservation	River Ro	River Ro	Steelhea	Steelhea	Silver S	Silver S	Wren Dri	Wren Dri	Hummingb	Hummingb	Hummingb
Road Name	4444	4444	4445	4445	4446	4446	4447	4447	4448	4448	4448
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	10
5-Section Number	7	7	7	7	3	3	7	7	3	3	3
10-Class	0.5	0.5	0.2	0.2	0.4	0.4	0.4	0.4	0.2	0.2	0.2
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK								
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	5	5	5	5	5	5	5	5	5	5
24-Surface Condition Index	80	80	80	80	85	85	80	80	80	80	80
16-Surface Width	20	20	25	25	25	25	25	25	25	25	25
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	9.03	9.03	9.03	9.03	100	100	9.03	9.03	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	2	2	2	2	2
14-Shoulder Type	1	1	1	1	1	1	1	1	1	1	1
22-Existing ADT	333		435		47		922		36		
21-ADT Year	2012		2012		2012		2012		2012		
23-Percent Trucks	0		0		0		0		0		
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>29</b>
<b>TTAM Future ADT</b>	<b>495</b>	<b>74</b>	<b>646</b>	<b>74</b>	<b>70</b>	<b>37</b>	<b>1369</b>	<b>74</b>	<b>53</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>G</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2012	2010	2012	2010	2012	2010	2012	2010	2012	2010	2010
Status	AT-THE-REGI	OFFICIAL	OFFICIAL								



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Ninnis D	Ninnis D	Wolfram	Artic Ci	Artic Ci	Artic Ci	Slim Wil	Downtown	Downtown	1st Stre	
4-IRR Route Number	4449	4449	4450	4451	4451	4451	4452	4453	4454	4455	
5-Section Number	10	10	10	10	20	30	10	10	10	10	
10-Class	3	3	3	3	8	3	3	9	9	3	
15-Length of Section	0.2	0.2	0.3	0.2	0.1	0.1	0.2	0.1	0.1	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	6	6	6	5			5	5		5	
24-Surface Condition Index	90	90	85	80			80	80		70	
16-Surface Width	25	25	25	20	15	20	25	20	45	16	
13-Surface Type	5	5	5	5	1	5	5	5	0	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	100	50	
TTAM BIA Share	100	100	100	100	9.03	100	100	0	0	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2			2	2			
14-Shoulder Type	4	4	4	1			1	1		4	
22-Existing ADT	605										
21-ADT Year	2012										
23-Percent Trucks	0										
34-Owner Route Number											
<b>Roadway Width</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>24</b>	<b>15</b>	<b>24</b>	<b>29</b>	<b>20</b>	<b>45</b>	<b>16</b>	
<b>TTAM Future ADT</b>	<b>898</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>30</b>	<b>37</b>	<b>37</b>	<b>20</b>	<b>20</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>E</b>		<b>E</b>	<b>E</b>			<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959		1959	1959	2009		1959	
<b>Update Year</b>	<b>2012</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2010</b>	<b>2012</b>	<b>2010</b>	<b>2011</b>	
<b>Status</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-BIA/D</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Nelson S	Park St	Kennedy	East St	7th Stre	8th Stre	West 5th	Distin A	West 8th	West 8th	West 8th
4-IRR Route Number	4456	4457	4458	4459	4460	4461	4462	4463	4465	4465	4465
5-Section Number	10	10	10	10	10	10	10	10	10	10	20
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	7	6	7	7	5	5	7	6	7	7
24-Surface Condition Index	80	80	85	75	80	85	85	80	80	70	70
16-Surface Width	20	22	22	22	22	25	22	22	25	22	22
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width				2	2	2	1	2	1	1	1
14-Shoulder Type	3	4	4	4	4	4	3	4	4	4	4
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>20</b>	<b>22</b>	<b>22</b>	<b>26</b>	<b>26</b>	<b>29</b>	<b>24</b>	<b>26</b>	<b>27</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2012</b>	<b>2011</b>	<b>2011</b>	<b>2012</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>
Status	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-REGI	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-REGI	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-BIA/D



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	Alaska										
Region	Southeas										
Agency	Tlingit										
Reservation	Cope Par	West 3rd	A St	A St	B St	B St	B St	C St	D St	Reinhard	Pine St
Road Name	4466	4467	4468	4468	4469	4469	4470	4471	4472	4473	4473
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	10
5-Section Number	3	3	3	3	3	3	3	3	3	3	3
10-Class	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	6	7	6	7	7	7	7	7	7	7	7
24-Surface Condition Index	75	80	75	85	90	75	85	80	80	80	85
16-Surface Width	25	22	22	22	22	22	22	22	22	22	16
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	1	1	1	2	2	1	2	2	2	2	2
14-Shoulder Type	4	4	4	4	4	4	4	4	4	4	4
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>27</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>20</b>
<b>TTAM Future ADT</b>	<b>37</b>										
<b>TTAM ADS Number</b>	<b>18</b>										
<b>TTAM Future Surface Type</b>	<b>E</b>										
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR X I NG TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>										
<b>Status</b>	<b>AT-THE-BIA/D</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name	Evergree	Willow D	Ash St	Coleman	Gruening	Harris H	Wickersh	Diamond	Bartlett	Sutherland	
4-IRR Route Number	4474	4475	4476	4477	4478	4479	4480	4481	4482	4483	
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.5	0.2	0.1	0.1	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	7	7	7	7	4	5	5	5	5	5	5
24-Surface Condition Index	85	85	80	85	0	80	85	80	80	80	80
16-Surface Width	20	20	16	16	16	45	20	20	20	20	16
13-Surface Type	5	5	5	5	1	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2				2	2	2	2
14-Shoulder Type	4	4	4	4	1			3	2	1	3
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>20</b>	<b>20</b>	<b>16</b>	<b>45</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>20</b>
<b>TTAM Future ADT</b>	<b>37</b>										
<b>TTAM ADS Number</b>	<b>18</b>										
<b>TTAM Future Surface Type</b>	<b>E</b>										
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR XING/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959		1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>										
<b>Status</b>	<b>T-THE-BIA/D</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801							
Location ID	E09801	E09801	E09801	E09801							
Region	Alaska	Alaska	Alaska	Alaska							
Agency	Southeas	Southeas	Southeas	Southeas							
Reservation	Tlingit	Tlingit	Tlingit	Tlingit							
Road Name	Wood St	Bauer La	Timberli	Pike Ct	Tarn Ct	Mary Ell	Robbie R	Ling Ct	Hooter L	Tongard	
4-IRR Route Number	4484	4485	4486	4487	4488	4489	4490	4491	4492	4493	
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK							
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	5	5	5	5	5	5	5	5	5	7
24-Surface Condition Index	80	70	80	80	80	80	80	75	80	75	90
16-Surface Width	16	20	25	25	25	25	25	25	25	22	30
13-Surface Type	5	3	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2		1	1	1	1	1	1	2	1	2
14-Shoulder Type	3		1	1	1	2	2	2	2	1	4
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>20</b>	<b>20</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>29</b>	<b>24</b>	<b>34</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>							
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>							
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>							
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR X I NG TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>	<b>2011</b>	<b>2012</b>	<b>2011</b>							
<b>Status</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-REGI</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>							



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Borrow S	Churchh	Woods Av	Hummingb	Daisy St	Iris St	Sunny Dr	Leslie A	Hendrick	Branta R	
4-IRR Route Number	4494	4495	4496	4497	4498	4499	4500	4501	4502	4503	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.1	0.2	0.1	0.1	0.1	0.1	0.5	0.1	0.1	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	7	5	5	5	5	5	5	5	5	5	
24-Surface Condition Index	85	70	70	75	75	75	90	70	70	75	
16-Surface Width	25	22	22	22	22	22	25	22	22	16	
13-Surface Type	5	5	5	5	5	5	5	4	4	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	1	1	1	1	3	2	1	1	
14-Shoulder Type	4	2	1	1	1	1	2	1	1	1	
22-Existing ADT				157							
21-ADT Year				2012							
23-Percent Trucks				0							
34-Owner Route Number											
<b>Roadway Width</b>	<b>29</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>24</b>	<b>31</b>	<b>26</b>	<b>24</b>	<b>18</b>	
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>233</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2012</b>	<b>2011</b>	<b>2011</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801						
Location ID	E09801	E09801	E09801	E09801	E09801						
Region	Alaska	Alaska	Alaska	Alaska	Alaska						
Agency	Southeas	Southeas	Southeas	Southeas	Southeas						
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit						
Road Name	Maplesde	Jordan C	Bonnett	Alex Hol	Hurlock	Aurora D	Sheiye W	Carrs Dr	Postal W	A St	
4-IRR Route Number	4504	4505	4506	4507	4508	4509	4510	4511	4512	4513	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.2	0.1	0.1	0.2	0.2	0.2	0.1	0.2	0.2	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK							
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	5	5	5	5	5	5	5	5	7	5	
24-Surface Condition Index	70	85	80	80	70	70	75	85	80	70	
16-Surface Width	25	35	35	22	22	22	22	25	22	25	
13-Surface Type	3	5	5	5	5	5	5	5	5	3	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width		2	3	2	1	1	2	2	2		
14-Shoulder Type		1	2	1	1	1	1	3	4		
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>25</b>	<b>39</b>	<b>41</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>29</b>	<b>26</b>	<b>25</b>	
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>							
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>							
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>							
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR X I NG TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2011</b>	<b>2012</b>	<b>2011</b>	<b>2012</b>							
Status	AT-THE-BIA/D	AT-THE-REGI	AT-THE-BIA/D	AT-THE-REGI							



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	D St	G St	Marsha A	Jerry Dr	Skywood	Mountain	Park Pla	Lakeview	Center C	Parkview	
Road Name	4514	4515	4516	4517	4518	4519	4520	4521	4522	4523	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	
5-Section Number	3	3	3	3	3	3	3	3	3	3	
10-Class	0.2	0.2	0.1	0.1	0.1	0.3	0.2	0.1	0.1	0.1	
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	5	5	6	5	5	5	5	5	5	5	
24-Surface Condition Index	70	70	85	85	75	75	80	75	80	75	
16-Surface Width	25	25	22	22	25	25	22	25	25	22	
13-Surface Type	3	3	5	5	5	5	5	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width			2	2	2	2	2	1	1	1	
14-Shoulder Type			4	1	1	1	3	1	1	3	
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>25</b>	<b>25</b>	<b>26</b>	<b>26</b>	<b>29</b>	<b>29</b>	<b>26</b>	<b>27</b>	<b>27</b>	<b>24</b>	
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR X I NG TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2012</b>	<b>2012</b>	<b>2011</b>								
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-BIA/D</b>								



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Trinity	Coho Dri	Duck Cre	King Cra	Glacier	Mountain	Lemon Cr	Mcginnis	Sanders	Tanis Dr	
4-IRR Route Number	4524	4525	4526	4527	4528	4529	4530	4531	4532	4533	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	8	3	3	3	
15-Length of Section	0.1	0.1	0.3	0.2	0.2	0.2	4.7	0.3	0.1	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	6	4	4	5	5	5	5	5	5	5	
24-Surface Condition Index	85	70	70	70	70	7		90	90	90	
16-Surface Width	30	22	20	20	22	22	2	22	22	20	
13-Surface Type	5	5	5	5	5	5	9	5	5	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	20	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	9.03	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	1	1	1	1	1	2	2	2	
14-Shoulder Type	4	2	1	1	1	2		1	1	1	
22-Existing ADT	613	124	141	100	60	130					
21-ADT Year	2010	2012	2012	2012	2012	2012					
23-Percent Trucks	0	0	0	0	0	0					
34-Owner Route Number											
<b>Roadway Width</b>	<b>34</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>24</b>	<b>24</b>	<b>2</b>	<b>26</b>	<b>26</b>	<b>24</b>	
<b>TTAM Future ADT</b>	<b>910</b>	<b>184</b>	<b>209</b>	<b>149</b>	<b>89</b>	<b>193</b>	<b>30</b>	<b>37</b>	<b>37</b>	<b>37</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>19</b>	<b>18</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>		<b>E</b>	<b>E</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]							01				
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>	<b>2007</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	E09801										
Region	Alaska										
Agency	Southeas										
Reservation	Tlingit										
Road Name	Trio St	Duran St	El Comin	Spruce L	Steep Pl	Nugget P	Pinewood	Melrose	Haffner	Ichabod	
4-IRR Route Number	4534	4535	4536	4537	4538	4539	4540	4541	4542	4543	
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.5	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	5	5	5	5	5	5	5	5	5	5
24-Surface Condition Index	80	80	80	70	90	90	70	70	80	85	85
16-Surface Width	20	20	22	22	25	25	22	22	20	20	20
13-Surface Type	5	5	5	5	5	5	5	5	5	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	1	1	2		2	2	2
14-Shoulder Type	1	1	1	1	1	1	3	1	1	1	1
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>26</b>	<b>27</b>	<b>27</b>	<b>26</b>	<b>22</b>	<b>24</b>	<b>24</b>	<b>24</b>
<b>TTAM Future ADT</b>	<b>37</b>										
<b>TTAM ADS Number</b>	<b>18</b>										
<b>TTAM Future Surface Type</b>	<b>E</b>										
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>										
<b>Status</b>	<b>T-THE-BIA/D</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Sleepy C	Lupine L	Ptarmiga	Marion D	Fireweed	Snipe Ct	Jordan A	Jordan A	Jordan A	Jordan A	Jordan A
4-IRR Route Number	4544	4545	4546	4547	4548	4549	4550	4550	4550	4550	4550
5-Section Number	10	10	10	10	10	10	10	10	10	20	20
10-Class	3	3	3	3	3	3	3	3	3	7	7
15-Length of Section	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.4	0.4	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	5	5	5	5	5	4	4	4	6	6
24-Surface Condition Index	90	90	85	90	80	80	80	80	80	80	80
16-Surface Width	20	20	22	22	22	25	25	25	25	30	30
13-Surface Type	5	5	5	5	5	5	4	4	4	5	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	50	50	50	50	45	45	45	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	2	2	3	3	3	2	2
14-Shoulder Type	1	1	1	1	1	2	2	2	2	4	4
22-Existing ADT							1673	1594	1594	948	
21-ADT Year							2010	2005	2005	2010	
23-Percent Trucks							0	0	0	0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>24</b>	<b>24</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>29</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>34</b>	<b>34</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>2484</b>	<b>2367</b>	<b>2367</b>	<b>1408</b>	<b>74</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>17</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>G</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR X I NG TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]							01	01	01		
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2012</b>	<b>2007</b>	<b>2012</b>	<b>2012</b>	<b>2010</b>
<b>Status</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-BIA/D</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Jordan A	Jordan A	Jordan A	Taku Ct	Glendale	Chelsea	Rosedale	Mendenha	Field Ac	Tamarack	
4-IRR Route Number	4550	4550	4550	4551	4552	4553	4554	4555	4556	4557	
5-Section Number	30	40	40	10	10	10	10	10	10	10	
10-Class	7	7	7	3	3	3	3	5	5	3	
15-Length of Section		0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.1	0.1	
18-Bridge Number	801										
19-Bridge Condition	9										
20-Bridge Length	40										
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain								1	1	1	
25-Roadbed Condition		3	3	5	5	7	5	5	5	5	
24-Surface Condition Index		75	75	85	85	75	90	80	80	85	
16-Surface Width		25	25	2	25	22	22	30	22	25	
13-Surface Type		5	5	5	5	5	5	5	5	5	
9-Federal Aid Category		1	1	1	1	1	1	1	1	1	
28-Right of Way Status		3	3	3	3	3	3	3	3	3	
29-Right of Way Width		50	50	50	50	50	50	50	50	50	
TTAM BIA Share	9.03	9.03	9.03	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width		0	0	2	2	2	2	2	3	2	
14-Shoulder Type		1	1	1	1	4	1	2	2	1	
22-Existing ADT		948									
21-ADT Year		2010									
23-Percent Trucks		0									
34-Owner Route Number											
<b>Roadway Width</b>		<b>25</b>	<b>25</b>	<b>6</b>	<b>29</b>	<b>26</b>	<b>26</b>	<b>34</b>	<b>28</b>	<b>29</b>	
<b>TTAM Future ADT</b>		<b>1408</b>	<b>74</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>74</b>	<b>37</b>	
<b>TTAM ADS Number</b>	17	<b>17</b>	<b>17</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>		<b>P</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>G</b>	<b>E</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai		■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change		1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	2010	<b>2012</b>	<b>2010</b>	<b>2011</b>							
<b>Status</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>AT-THE-BIA/D</b>							



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Sawa Cir	Whitewat	Airport	Riverben	Heron Wa	Powers S	Blueberr	Trappers	Crest St	Crest St	Crest St
4-IRR Route Number	4558	4559	4560	4561	4562	4563	4564	4565	4570	4570	4570
5-Section Number	10	10	10	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.5	0.5	0.5
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	5	5	5	5	5	5	5	5	5	5	5
24-Surface Condition Index	85	85	80	80	85	70	70	80	85	85	85
16-Surface Width	25	25	25	22	22	22	22	22	25	25	25
13-Surface Type	5	5	4	5	5	3	3	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	45	50	50	50	50	50	40	40	40
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	2	2	3	2	2	2	2	2	3	3	3
14-Shoulder Type	2	1	1	1	1	1	1	1	1	1	1
22-Existing ADT									1755	1615	1615
21-ADT Year									2010	2005	2005
23-Percent Trucks									0	0	0
34-Owner Route Number											
<b>Roadway Width</b>	<b>29</b>	<b>29</b>	<b>31</b>	<b>26</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>26</b>	<b>31</b>	<b>31</b>	<b>31</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>2606</b>	<b>2398</b>	<b>2398</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>P</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]			01						01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
<b>Update Year</b>	<b>2011</b>	<b>2011</b>	<b>2007</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2011</b>	<b>2012</b>	<b>2007</b>	<b>2007</b>
Status	AT-THE-BIA/D	AT-THE-BIA/D	OFFICIAL	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-BIA/D	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801									
Location ID	E09801	E09801									
Region	Alaska	Alaska									
Agency	Southeas	Southeas									
Reservation	Tlingit	Tlingit									
Road Name	Alpine A	Aisek St	Jenkins	Ralph'S	Bent Cou	Allen Co	Allen Co	Short St	Coogan D	Davis Av	
4-IRR Route Number	4580	4590	4600	4610	4630	4640	4640	4650	4670	4700	
5-Section Number	10	10	10	10	10	10	20	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.2	0.1	0.2	0.3	0.1	0.1	0.1	0.1	0.2	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK										
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	0	
11-Terrain											
25-Roadbed Condition	5	6	5	7	7	4	3	4	4	6	
24-Surface Condition Index	85	90	80	80	90	75	55	65	65	90	
16-Surface Width	25	25	24	25	25	23	25	25	24	30	
13-Surface Type	4	4	4	4	4	4	3	4	4	5	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	45	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	5	2	3	2	2	3	0	0	2	2	
14-Shoulder Type	1	4	1	4	4	2			1	4	
22-Existing ADT										3035	
21-ADT Year										2005	
23-Percent Trucks										0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>35</b>	<b>29</b>	<b>30</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>25</b>	<b>25</b>	<b>28</b>	<b>34</b>	
<b>TTAM Future ADT</b>	<b>37</b>	<b>4507</b>									
<b>TTAM ADS Number</b>	<b>18</b>										
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>									
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	2007	
<b>Update Year</b>	<b>2007</b>										
<b>Status</b>	<b>OFFICIAL</b>										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Davis Av	Davis Av	Belardi	Gull Way	Chatham	Brittany	Mallard	Whitehea	Whitehea	Scott St
4-IRR Route Number	4700	4700	4710	4720	4730	4740	4750	4760	4760	4780
5-Section Number	20	30	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.3	0.2	0.3	0.3	0.2	0.3	0.6	0.3	0.3	0.3
18-Bridge Number										
19-Bridge Condition										
20-Bridge Length										
32-County	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4
12-Construction Need	0	2	2	2	2	2	2	2	2	2
11-Terrain										
25-Roadbed Condition	6	5	4	4	4	4	4	4	4	4
24-Surface Condition Index	90	90	40	40	40	40	60	75	75	75
16-Surface Width	24	19	23	22	21	24	25	22	22	26
13-Surface Type	5	5	4	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	50	50	1	50	50	50	50	50	50	50
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent										
17-Shoulder Width	2	3	5	3	2	2	2	3	3	3
14-Shoulder Type	4	2	2	2	2	2	2	1	1	1
22-Existing ADT	3035							417		
21-ADT Year	2005							2012		
23-Percent Trucks	0							0		
34-Owner Route Number										
<b>Roadway Width</b>	<b>28</b>	<b>25</b>	<b>33</b>	<b>28</b>	<b>25</b>	<b>28</b>	<b>29</b>	<b>28</b>	<b>28</b>	<b>32</b>
<b>TTAM Future ADT</b>	<b>4507</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>619</b>	<b>37</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>E</b>
35-Drainage Condition										
36-Shoulder Condition										
37/38 # RR X I NG/RR XING TYPE										
39-Right of Way Utility										
40-Right of Way Cost										
26-Level of Maintenance										
27-Snow & Ice Control										
41-Begin Latitude										
42-End Latitude										
43-Begin Longitude										
44-End Longitude										
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category										
52-Year of Construction Change	2007	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2007	2007	2007	2007	2007	2007	2007	2012	2007	2007
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801							
Location ID	E09801	E09801	E09801	E09801							
Region	Alaska	Alaska	Alaska	Alaska							
Agency	Southeas	Southeas	Southeas	Southeas							
Reservation	Tlingit	Tlingit	Tlingit	Tlingit							
Road Name	Wildrose	Fireweed	Schneide	Forget M	Violet	Lupine	Thunder	Cessna D	Cessna D	Trout St	
4-IRR Route Number	4790	4800	4810	4820	4830	4840	4850	4860	4860	4870	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.1	0.1	0.3	0.3	0.1	0.1	0.4	0.1	0.1	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK								
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	4	4	4	4	4	4	3	4	4	4	
24-Surface Condition Index	75	65	65	75	65	65	60	60	60	60	
16-Surface Width	22	22	22	19	19	19	22	22	22	22	
13-Surface Type	4	4	4	4	4	4	4	4	4	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	50	50	50	50	50	50	50	50	50	
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	3	3	3	3	2	5	3	3	3	3	
14-Shoulder Type	1	1	1	1	1	1	1	2	2	2	
22-Existing ADT								722		4370	
21-ADT Year								2012		2010	
23-Percent Trucks								0		0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>25</b>	<b>23</b>	<b>29</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>1072</b>	<b>37</b>	<b>6489</b>							
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>								
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>P</b>							
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
Update Year	2007	2007	2007	2007	2007	2007	2007	2012	2007	2012	
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI							



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Trout St	Berners	Radcliff	Northwoo	Raven Ln	Blue Jay	Blue Jay	Alaway A	Lemon Cr	Sherwood	
4-IRR Route Number	4870	4890	4900	4920	4930	4940	4940	4950	4960	4970	
5-Section Number	10	10	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	7	3	
15-Length of Section	0.1	0.3	0.7	0.5	0.1	0.1	0.1	0.5	0.5	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	4	3	4	3	4	4	4	4	3	5	
24-Surface Condition Index	60	30	55	40	50	65	65	70	30	70	
16-Surface Width	22	22	25	25	22	22	22	25	19	25	
13-Surface Type	4	4	4	4	4	4	4	4	4	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	50	45	40	50	50	50	50	50	50	60	
TTAM BIA Share	100	100	100	100	100	100	100	100	9.03	100	
30-Additional Incidental Percent											
17-Shoulder Width	3	3	3	5	3	3	3	2	5	3	
14-Shoulder Type	2	1	1	2	1	1	1	2	2	2	
22-Existing ADT	4169	1770	959			119				406	
21-ADT Year	2005	2005	2005			2012				2012	
23-Percent Trucks	0	0	0			0				0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>28</b>	<b>28</b>	<b>31</b>	<b>35</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>29</b>	<b>29</b>	<b>31</b>	
<b>TTAM Future ADT</b>	<b>6191</b>	<b>2628</b>	<b>1424</b>	<b>37</b>	<b>37</b>	<b>177</b>	<b>37</b>	<b>37</b>	<b>74</b>	<b>603</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>E</b>	<b>G</b>	<b>P</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	
<b>Update Year</b>	<b>2007</b>	<b>2007</b>	<b>2007</b>	<b>2007</b>	<b>2007</b>	<b>2012</b>	<b>2007</b>	<b>2007</b>	<b>2007</b>	<b>2012</b>	
<b>Status</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>OFFICIAL</b>	<b>AT-THE-REGI</b>	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Reservation	Sherwood	Industri	Bentwood	Bentwood	Stephen	Stephen	Stephen	Stephen	Stephen	Cinema D	Cinema D
Road Name	4970	4980	4990	4990	4991	4991	4991	4991	4991	5010	5010
4-IRR Route Number	10	10	10	10	10	10	20	20	20	10	10
5-Section Number	3	4	3	3	3	3	3	3	3	3	3
10-Class	0.1	0.5	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain		1									
25-Roadbed Condition	5	4	4	4	5	5	3	3	3	4	4
24-Surface Condition Index	70	85	65	65	80	80	30	30	30	60	60
16-Surface Width	25	25	25	25	33	33	33	33	33	36	36
13-Surface Type	4	4	4	4	4	4	4	4	4	4	4
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	60	55	50	50	65	65	65	65	65	54	54
TTAM BIA Share	100	100	100	100	100	100	100	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width	3	3	3	3	2	2	0	0	0	4	4
14-Shoulder Type	2	2	2	2	4	4				2	2
22-Existing ADT		4102		93		3329		3190		3329	
21-ADT Year		2005		2012		2010		2005		2010	
23-Percent Trucks		0		0		0		0		0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>37</b>	<b>37</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>44</b>	<b>44</b>
<b>TTAM Future ADT</b>	<b>37</b>	<b>6091</b>	<b>138</b>	<b>37</b>	<b>4944</b>	<b>4737</b>	<b>4944</b>	<b>4944</b>	<b>37</b>	<b>965</b>	<b>37</b>
<b>TTAM ADS Number</b>	<b>18</b>	<b>10</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>	<b>G</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>E</b>
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2007	2007	2012	2007	2012	2007	2012	2007	2012	2007	2012
Status	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria			
E	2012	09	801

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Cinema D	Cinema D	Mendenha	Mendenha	Kodzoff	Kodzoff	Kodzoff	Vintage	Crazy Ho	Kiowa Dr	
4-IRR Route Number	5010	5010	5020	5020	5030	5040	5040	5050	5060	5070	
5-Section Number	20	20	10	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	7	3	3	
15-Length of Section	0.1	0.1	0.7	0.7	0.1	0.3	0.3	0.7	0.6	0.1	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	4	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	5	5	5	5	4	4	4	4	5	4	
24-Surface Condition Index	60	60	90	90	0	0	0	75	70	75	
16-Surface Width	23	23	28	28	25	20	20	20	25	23	
13-Surface Type	4	4	4	4	1	1	1	4	4	4	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	54	54	50	50	50	50	50	50	60	50	
TTAM BIA Share	100	100	100	100	100	100	100	9.03	100	100	
30-Additional Incidental Percent											
17-Shoulder Width	2	2	2	2	0	0	0	0	3	3	
14-Shoulder Type	2	2	4	4				2	2	1	
22-Existing ADT	202		3718	2636		94		6246	955	74	
21-ADT Year	2012		2010	2005		2012		2005	2005	2012	
23-Percent Trucks	0		0	0		0		0	0	0	
34-Owner Route Number											
<b>Roadway Width</b>	<b>27</b>	<b>27</b>	<b>32</b>	<b>32</b>	<b>25</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>31</b>	<b>29</b>	
<b>TTAM Future ADT</b>	<b>300</b>	<b>37</b>	<b>5521</b>	<b>3914</b>	<b>37</b>	<b>140</b>	<b>37</b>	<b>9275</b>	<b>1418</b>	<b>110</b>	
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>18</b>	
<b>TTAM Future Surface Type</b>	<b>P</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>E</b>	<b>G</b>	<b>E</b>	<b>P</b>	<b>P</b>	<b>G</b>	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959				1959	1959	1959	
Update Year	2012	2007	2012	2007	2007	2012	2007	2007	2007	2012	
Status	AT-THE-REGI	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Kiowa Dr	Nugget D	Nugget D	Amalga S	Sorban C	Amalga S	Almaga S	Montana	Rainfore	Hope Bld	
4-IRR Route Number	5070	5080	5080	5090	5090	5090	5090	5100	5130	6000	
5-Section Number	10	10	10	10	20	30	40	10	10	10	
10-Class	3	3	3	3	3	3	3	7	8	9	
15-Length of Section	0.1	0.2	0.2	0.1		0.1	0.1	2.0	1.0	0.1	
18-Bridge Number					A1685						
19-Bridge Condition					7						
20-Bridge Length					85						
32-County	110	110	110	110	110	110	110	110	110	110	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	
8-Ownership	4	4	4	4	4	4	4	4	4	2	
12-Construction Need	2	2	2	2	2	2	2	2	2	4	
11-Terrain											
25-Roadbed Condition	4	4	4	4		4	7	5			
24-Surface Condition Index	75	75	75	70		70	70	90			
16-Surface Width	23	24	24	22		25	35	25	2		
13-Surface Type	4	4	4	4		4	5	5	9	0	
9-Federal Aid Category	1	1	1	1		1	1	1	1	1	
28-Right of Way Status	3	3	3	3		3	3	3	3	1	
29-Right of Way Width	50	50	50	50		50	50	65	20		
TTAM BIA Share	100	100	100	100	100	100	100	9.03	9.03	0	
30-Additional Incidental Percent											
17-Shoulder Width	3	3	3	2		2	1	3			
14-Shoulder Type	1	1	1	1		1	4	2			
22-Existing ADT		202						352			
21-ADT Year		2012						2005			
23-Percent Trucks		0						0			
34-Owner Route Number											
<b>Roadway Width</b>	<b>29</b>	<b>30</b>	<b>30</b>	<b>26</b>		<b>29</b>	<b>37</b>	<b>31</b>	<b>2</b>		
<b>TTAM Future ADT</b>	<b>37</b>	<b>300</b>	<b>37</b>	<b>37</b>		<b>37</b>	<b>37</b>	<b>523</b>	<b>30</b>		
<b>TTAM ADS Number</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>19</b>	<b>20</b>	
<b>TTAM Future Surface Type</b>	<b>E</b>	<b>P</b>	<b>E</b>	<b>E</b>		<b>E</b>	<b>E</b>	<b>P</b>			
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]	01	01	01	01	01	01	01	01	01	01	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■		■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change	1959	1959	1959	1959		1959	1959	1959			
Update Year	2007	2012	2007	2007	2007	2007	2011	2007	2007	2011	
Status	OFFICIAL	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-BIA/D	OFFICIAL	OFFICIAL	IN-PROCESS	



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801										
Location ID	Alaska										
Region	Southeas										
Agency	Tlingit										
Reservation	Hope Bld										
Road Name	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6001
4-IRR Route Number	20	30	40	50	60	70	80	90	100	100	10
5-Section Number	9	9	9	9	9	9	9	9	9	9	9
10-Class	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	8	8	8	8	8	8	8	8	8	8	2
12-Construction Need	4	4	4	4	4	4	4	4	4	4	2
11-Terrain											
25-Roadbed Condition											
24-Surface Condition Index											
16-Surface Width											30
13-Surface Type	0	0	0	0	0	0	0	0	0	0	5
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	1	1	1	1	0
29-Right of Way Width											
TTAM BIA Share	0	0	0	0	0	0	0	0	0	0	0
30-Additional Incidental Percent											
17-Shoulder Width											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>											<b>30</b>
TTAM Future ADT											
TTAM ADS Number	20	20	20	20	20	20	20	20	20	20	20
TTAM Future Surface Type											
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]											
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category											
52-Year of Construction Change											1959
Update Year	2011	2011	2011	2011	2011	2011	2011	2011	2011	2011	2011
Status	IN-PROCESS										



# Indian Reservation Roads Program

## Inventory Data Sheet (ver2)

### FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Location ID	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit	Tlingit
Road Name	Hope Bld	Point Bi	Auke Nu	Amalga T	Amalga T	Windfall	Windfall	Yankee B	Bessie C	Bessie C	Bessie C
4-IRR Route Number	6001	7000	7001	7002	7002	7003	7003	7004	7005	7005	7005
5-Section Number	20	10	10	10	20	10	20	10	10	10	20
10-Class	9	8	8	8	8	8	8	8	8	8	8
15-Length of Section	0.1	0.1	2.5	0.7	6.8	0.7	12.8	6.0	0.4	2.1	2.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	110	110	110	110	110	110	110	110	110	110	110
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	8	4	4	4	7	4	7	7	4	7	7
12-Construction Need	4	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition											
24-Surface Condition Index											
16-Surface Width		5	5	5	5	5	5	5	5	5	5
13-Surface Type	0	1	1	1	1	1	1	1	1	1	1
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	1	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width		30	30	30	30	30	30	30	30	30	30
TTAM BIA Share	0	100	100	100	9.03	100	9.03	9.03	9.03	9.03	9.03
30-Additional Incidental Percent											
17-Shoulder Width											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
<b>Roadway Width</b>		<b>5</b>									
<b>TTAM Future ADT</b>		<b>30</b>									
<b>TTAM ADS Number</b>	<b>20</b>	<b>19</b>									
<b>TTAM Future Surface Type</b>											
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											
40-Right of Way Cost											
26-Level of Maintenance											
27-Snow & Ice Control											
41-Begin Latitude											
42-End Latitude											
43-Begin Longitude											
44-End Longitude											
45-Atlas Map Number [99]		01	01	01	01	01	01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■	■ ■ ■ ■
51-Road Category											
52-Year of Construction Change											
<b>Update Year</b>	<b>2011</b>	<b>2012</b>									
<b>Status</b>	<b>IN-PROCESS</b>	<b>AT-THE-REGI</b>									



# Indian Reservation Roads Program Inventory Data Sheet (ver2) FY 2012 Inventory

Filter Criteria				
E	2012	09	801	

For construction costs use the Greenbook Report

Italicized fields are direct update data and bold fields are derived data.

Location ID	E09801	E09801	E09801
Region	Alaska	Alaska	Alaska
Agency	Southeas	Southeas	Southeas
Reservation	Tlingit	Tlingit	Tlingit
Road Name	Peterson	Peterson	Spauldin
4-IRR Route Number	7006	7006	7008
5-Section Number	10	20	10
10-Class	8	8	8
15-Length of Section	0.5	4.0	3.0
18-Bridge Number			
19-Bridge Condition			
20-Bridge Length			
32-County	110	110	110
33-Congressional District	01	01	01
7-State	AK	AK	AK
8-Ownership	4	7	4
12-Construction Need	2	2	2
11-Terrain			
25-Roadbed Condition			
24-Surface Condition Index			
16-Surface Width	5	5	5
13-Surface Type	1	1	1
9-Federal Aid Category	1	1	1
28-Right of Way Status	3	3	3
29-Right of Way Width	30	30	30
TTAM BIA Share	100	9.03	100
30-Additional Incidental Percent			
17-Shoulder Width			
14-Shoulder Type			
22-Existing ADT			
21-ADT Year			
23-Percent Trucks			
34-Owner Route Number			
<b>Roadway Width</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>TTAM Future ADT</b>	<b>30</b>	<b>30</b>	<b>30</b>
<b>TTAM ADS Number</b>	<b>19</b>	<b>19</b>	<b>19</b>
<b>TTAM Future Surface Type</b>			
35-Drainage Condition			
36-Shoulder Condition			
37/38 # RR X I NG/RR XING TYPE			
39-Right of Way Utility			
40-Right of Way Cost			
26-Level of Maintenance			
27-Snow & Ice Control			
41-Begin Latitude			
42-End Latitude			
43-Begin Longitude			
44-End Longitude			
45-Atlas Map Number [99]	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category			
52-Year of Construction Change			
<b>Update Year</b>	<b>2012</b>	<b>2012</b>	<b>2012</b>
<b>Status</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>	<b>AT-THE-REGI</b>

# Appendix C

LRTP Public Notices and Meeting Notes

# Affidavit of Publication

United States of America  
State of Alaska  
First Division

Ad #: 144672  
Legal #: 300-015

The Central Council  
Tlingit and Haida  
Indian Tribes of  
Alaska (CCTHITA)  
completed a draft  
addendum to their  
2011 Long Range  
Transportation Plan  
(LRTP). The 2012  
draft LRTP  
addendum can be  
reviewed at the  
CCTHITA Office:  
300 W Willoughby  
Avenue, Suite 300,  
Juneau, AK 99801.  
For more information  
contact Mary Miller,  
Transportation  
Department at  
907-463-7765.  
Published March 11,  
2012. 300-015

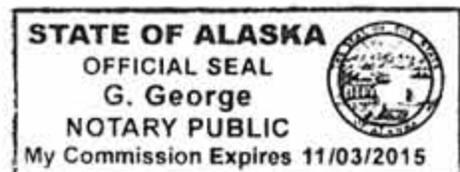
I, Aja Dybdahl, being first duly sworn,  
oath, depose, and say that I am the  
Principle Clerk of the JUNEAU  
EMPIRE, a newspaper of general  
circulation, published in the city of  
Juneau, State of Alaska; that the  
publication was published in said  
newspaper on the 11<sup>th</sup> day of March 2012.

*Aja Dybdahl*

.....  
Subscribed and sworn to before me this  
14<sup>th</sup> day of March 2012.

*G. George*

.....  
Notary Public in and for the State of Alaska.





# Agenda

## Public Involvement for

### The Tlingit and Haida Tribal Transportation Plan

February 7, 2012, Dzantik'í Heeni Middle School, 6:30 PM

→ February 9, 2012, Andrew Hope Bldg, 4:30 PM & 6:00 PM



### Introductory Comments, first 20 minutes

The IRR program, background and purpose

Mary A. Miller, P.E.

Director, Department of Tribal Transportation

### Facilitator's Instructions & Activities: Approx. 1 Hour

John C. Heinley, P.E.

Transportation Planner, Department of Tribal Transportation

What is a Long Range Transportation Plan, and why do we need one now?

Today's activities:

- Look at the displays and maps
  - See issues we've identified
  - Identify locations where you see a need
- Discuss with others / Ask questions
  - Share your concerns with others
  - Ask a facilitator for information
- Fill out the Transportation Survey / Leave comments
  - Take a survey and answer the questions
  - Draw or write comments on the street map

Enjoy some refreshments, too! Thank you for giving us your input.

### *Did you know...?*

- The Central Council receives funding each year for improvements to our tribal transportation system. But in order to make the best use of these funds we need your input and a plan – a list of needs and projects
- Your input is valued. You don't need to be a medical professional to tell a doctor 'where it hurts'. Just tell us the same thing about transportation. Where are the problems? We might be able to fix it, or work with the City or State to make an improvement.
- Your solutions are welcome. Your idea on how to fix a problem may or may not be the best one, and people can sometimes have conflicting ideas or views. That's OK.

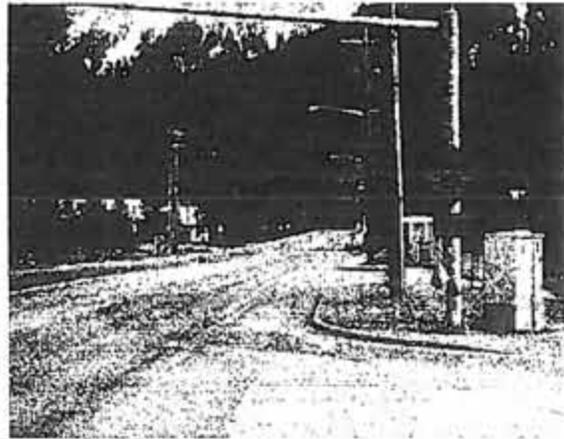
## Back page of Agenda

*Also, did you know, as your Department of Tribal Transportation...*

- We can work with other jurisdictions, like the City / Borough of Juneau and the Alaska State Department of Transportation & Public Facilities, to coordinate our efforts.
- We advocate at the state and national level for improvements to tribal transportation programs.



Existing parking lot at Andrew Hope Bldg. where paving could improve drainage and reduce gravel getting into the Hall



We don't have to own a roadway to advocate for better pedestrian safety, we just need your input.

Contact Us:

CCTHITA

Department of Tribal Transportation

8800 Glacier Hwy, Suite 235

Juneau, AK 99801

(907) 463-7187

Thank you!



# Juneau Calendar



## Wednesday, February 8

**Group: Write for your Life, 10-11 a.m.,** Mendenhall Valley Library. Share a journal, memoir, a letter or poetry. Details: 789-2068.  
**Class: Beginning/Intermediates Wheel, 10 a.m.-noon Feb. 8-29,** The Canvas Community Art Studio and Gallery. With Paula Savikko. \$155 includes materials. Details: 586-1750 or www.canvasarts.org.  
**Class: English, The Learning Connection, 1800 Northwood Dr., Apt. G-49.** Beginning level at 10:30 a.m., intermediate level at 11:30 a.m. For adult learners. Free. Details: 586-5718.

**Storytime, 11 a.m.,** Downtown Library.  
**Lecture: "Reinvention and Revival: A Narrative of Kake, Alaska,"** noon-1 p.m., Alaska State Museum. With state librarian Anastasia Iermann Lynch. Part of the 2012 Andrew P. Kashevarof Memorial Lecture Series. Free, and attendees are welcome to bring their own lunch. Details: 465-2901.  
**Brown Bag Lecture: "Growing Your Own Transplants" and "Building Soil with Local Materials,"** 12:05-12:55 p.m., Juneau Arts and Culture Center. Free. Sponsored by the Southeast Alaska Master Gardeners Association.  
**Class: Sculptural Hand Building, 1-4 p.m. Feb. 8-29.** The Canvas Community Art Studio and Gallery. With Misty Ostrowski. \$155 includes materials. Details: 586-1750 or www.canvasarts.org.

**Basineas Family Climbing Night,** Free for Gaslineau students and families. Details: 586-2635.  
**Class: Introduction to Microsoft Word 2010, 5-7 p.m.,** The Learning Connection, 210 Ferry Way. Free. Details: 586-5718.  
**Breath and Movement class, 6-7:30**

p.m., valley location (private facility). Details: dancingartists@gmail.com.

**Women's Art Support Group and Children's Creative Play Group, 6-7:30 p.m.,** AWARE, 1547 Glacier Hwy. Free. Details: 586-6623 or www.aware.org.  
**Class: Aqua Zumba, 6:30-7:30 p.m.,** Diamond Park Aquatic Center. Ages 16 and up. \$6. Details: 586-AQUA.

**Women's Climbing Class, 6:30 p.m.,** The Rock Dump, 1310 Eastaugh Way. Beginners welcome. \$5 for members, \$15 for non-members. Details: 586-4982.  
**Mudrooms, 7 p.m.,** Church of the Holy Trinity-sanctuary. This month's theme: "For The Love Of It." Speakers include Dee Longenbaugh, Rep. Les Gara, Laury Scandling. Music by Nicole Church. Tickets: \$7 at the door. All profits will go to The Glory Hole. Details: www.mudrooms.blogspot.com.

**KRNN Showcase: Endless Explorations, The Music of George Kuchar with Bridget Cross, 7 p.m.,** Gold Town Nickelodeon. Hosted by KRNN DJ Katie Bausler. An evening of live music, conversation and audience Q & A with Kuchar and Cross. Wine, beer and light snack bar will be provided. Tickets: www.krnn.org. KTOO studios and at the door.  
**Capital City Retraact Meeting, 7:30 p.m.,** UAS Bill Ray Center. A social club for young people ages 18 to 30. Details: Amanda or Karen, 209-7889 or 209-1454, or www.juneauretraact.org.  
**Open Mics, 8 p.m.,** Squires Rest.

## Thursday, February 9

**Class: Aqua Zumba, 9:30-10:30 a.m.,** Diamond Park Aquatic Center. Ages 16 and up. \$6. Details: 586-AQUA.  
**Chamber Lunch, noon-1 p.m.,** Moose Lodge. Details: 463-3488.  
**Baby Parent Time, noon-1:30 p.m.,** Bartlett Regional Hospital Classrooms.

Support for parents and infants up to one year old. Free. Details: 796-8975.

**Parenting Group for Mothers, noon-1 p.m.,** AWARE, 1547 Glacier Hwy. Address the specific challenges of living in an abusive atmosphere. Free. Details: 586-6623 or www.aware.org.  
**Toddler Time Group, 3-4:30 p.m.,** Juneau Family Health and Birth Center. Details: Shayna or Jesse at 586-1203.

**Tribal Transportation Public Involvement meeting, 4:30 and 6 p.m.,** Andrew Hoppe Building, Elizabeth Peratrovich Hall. Those who can't attend can participate by taking the transportation survey online at www.cchta.org. All are welcome. Details: 463-7187.  
**Class: Advanced Microsoft Excel 2010, 5-7 p.m.,** The Learning Connection, 210 Ferry Way. Free. Details: 586-5718.

**Class: English and Citizenship, 5-6:30 p.m.,** The Learning Connection, 210 Ferry Way. For adult learners. All speaking levels welcome. Free. Details: 586-5718.  
**Class: Ceramic Toppots, 6-9 p.m. Feb. 9 and 2-4 p.m. Feb. 12,** The Canvas Community Art Studio and Gallery. With Misty Ostrowski. \$65 includes materials. Previous experience required. Details: 586-1750 or www.canvasarts.org.  
**Health Seminar, 6:30 p.m.,** Pavitt Health and Fitness. This week: Weight training for fat loss with Dr. Corey Pavitt. Appropriate for adults and teens of all ages and abilities. Free. Details: 789-5556 or www.pavitt.com.

**Film: "Young Adult," 7 p.m.,** Gold Town Nickelodeon. \$9 adults, \$7 students and seniors, \$5 kids under 12. Details: 586-2875 or www.goldtownnick.com.  
**Tailgate Thursday, 7-9 p.m.,** The Imperial Saloon. Giveaways, food specials and screenings of films made by Eaglecrest Ski Area riders.  
**Juneau Audubon Society monthly meeting, 7 p.m.,** University of Alaska

Southsea, Egan room 221. Presentation by Richard Carstensen. Details: 799-0139.

**Safaa Night Classes by Alejandro, 7-8 p.m.,** valley location (private facility). \$15 per person or \$20 per couple. Group rates and student discounts available. Details: dancingartists@gmail.com.  
**Bar Trivia, 7 p.m.,** TK Maguire's. Theater: "Much Ado About Will," 7:30 p.m., Thunder Mountain High School Auditorium. Tickets at the door. \$10 adults, \$8 students.

**Theater: "Animals Out of Paper," 7:30 p.m.,** Persistence Theatre. Tickets: \$20/\$24/\$28. Details: 463-TXS or www.persistence-theatre.org.

## Friday, February 10

**Class: English, The Learning Connection, 1800 Northwood Dr., Apt. G-49.** Beginning level at 10:30 a.m., intermediate level at 11:30 a.m. For adult learners. Free. Details: 586-5718.  
**Organ Concert, noon-1 p.m.,** State Office Building.

**Workshop: Politics and Social Media, 1-4:30 p.m.,** Centennial Hall. With media psychologist Jenny Franklin and special guest Lael Hartison, who will discuss legal considerations for local governments using social media. \$65. Register: 586-2174 or www.akidaho.com.  
**Charter School Family Climbing Night, 3-7 p.m.,** Zach Gordon Youth Center. Free for Charter School students and families. Details: 586-2635.

**Breath and Movement class, 6-7:30 p.m.,** valley location (private facility). Details: dancingartists@gmail.com.  
**Fireside Lectures, 6:30 and 8 p.m.,** Mendenhall Glacier Visitor Center. This week: "Jokulhlaup" With Eran Hood of the University of Alaska Southeast, Aaron Jacobs of the National Weather Service and Tom Mattics of the City and

Borough of Juneau  
**Class: Aqua Zumb**  
 Diamond Park Aquatic and up, \$6. Details:  
**Princess House W**  
**Red" Awareness F**  
 Greening Park Recre funds and awareness health. Details: JoA  
 jeanneversons@myj  
**Sound and Motion**  
**Underground Met**  
**Winter 2012 Film**  
 University of Alaska  
 Lecture Hall. Free.  
**Theater: "Kiss Me**  
 7 p.m., Juneau-Dot  
 Auditorium. \$10 ad  
**Film: "Young Ad**  
 p.m., Gold Town Ni  
 adults, \$7 student  
 kids under 12. Det  
 www.goldtownnick  
**Theater: "Much Ad**  
 p.m., Thunder Mount  
 Auditorium. Tickets at  
 \$8 students.  
**Theater: "Animals**  
 7:30 p.m., Perserent  
 ets: \$20/\$24/\$28. D  
 www.persistence  
**Live Music: Hobo J**  
 Marlinton's Lounges.  
 Joseph Vuille's medi  
 Mendenhall Flying U  
 Tickets: \$15, availab  
 Lions Club members  
**Underground DJ S**  
 6:30 Upper Level. DJ  
 \$10 advance, \$12 at

## Saturday, February 11

**The Saturday Thing**  
 Juneau Economic Dev  
 Details: www.jedc.org

## Around Town

Today, Feb. 9

**Juneau Gasthaus Rotary Club meeting**, 7 a.m. every Thursday, The Prospector Hotel.

**Women, Infants, and Children walk-in clinic**, 9 a.m.-3:30 p.m., 3245 Hospital Drive, first floor. Free nutrition services for income-eligible women who are pregnant, breast-feeding or just had a baby, and for infants and children up to age 5. Details: 463-4099.

**Storytime and crafts**, 11 a.m., Douglas library. Details: 586-0434.

**Juneau Chamber of Commerce luncheon**, noon, Moose Lodge. Doors open at 11:30 a.m. Details: 463-3488.

**Family caregiver support group**, noon-1 p.m., Resurrection Lutheran Church, 740 West 10th St. Drop-in support group for those caring for elderly friends or family at home or long distance. Sponsored by Southeast Senior Services. Details: 463-6177.

**Bartlett Baby Parent Time**, noon-1:30 p.m., Bartlett Regional Hospital Robert F. Valliant Center classroom. For parents and their infants up to 1 year old. Free. Details: Debl, 796-8975.

**Parenting group for mothers**, noon-1 p.m., Aware. Thursday afternoons. For women who are parenting and have lived with an abusive partner. Call ahead if you will need childcare. Free. Details: 586-6623.

**Toddler Time group**, 3-4:30 p.m. every Thursday, Juneau Family Health and Birth Center. Free. Meet other families while your children get their "wiggles" out. Details: 586-1203.

**Free computer classes: Advanced Microsoft Excel**, 5-7 p.m., The Learning Connection, 210 Ferry Way. Tuesdays and Thursdays through Feb. 28. Details: 586-5718.

**English and citizenship classes**, 5-6:30 p.m., The Learning Connection downtown, 210 Ferry Way. Tuesdays and Thursdays. All levels welcome. Free. Details: 586-5718.

**Juneau People for Peace and Justice weekly meeting**, 5:15-6:15 p.m., Northern Light United Church. Everyone welcome. Details: Judith, 789-9229.

**Veterans for Peace Chapter No. 100 monthly meeting**, 5:30 p.m., Northern Light United Church. Details: John, 586-4409.

**St. Brendan's Galley hot meal**, 6 p.m. every Thursday, St. Brendan's Episcopal Church, 4207 Mendenhall Loop Road. Details: 789-5152.

**Our Time support group**, 6-8 p.m., 419 Sixth St. Weekly support group for parents and children with special needs. Dinner and child care provided. RSVP. Details: 321-8311.

**Prayer Shawl Group**, 6-8 p.m., St. Ann's Parish Hall, 416 Fifth St., downstairs. A weekly group to crochet and knit shawls to be given to individuals in need of comfort. All skill levels welcome. Details: Rhianon, 586-3137.

**Widowed Persons Support Group**, 6:30 p.m., Fireweed Place, Parlor Room. All widows and widowers invited. Details: Sue, 586-6424 or Sandy, 789-0355.

**Tribal Transportation Public Involvement meetings**, 4:30 and 6 p.m., Elizabeth Peratrovich Hall. Opportunity for public input on transportation issues, especially for Tribal Citizens of the Tlingit and Haida, but all are welcome. Refreshments. Free.

**Territorial Sportsman Annual Meeting**, 6-8 p.m., Juneau Yacht Club. Dinner at 6 p.m., business meeting at 7 p.m.. Election of board members. Learn about the new shooting program at the junior high schools. Free. Details: 790-2920.

**Juneau Lyric Opera Messiah rehearsals**, 7 p.m., Resurrection Lutheran Church. Rehearsals for Messiah concerts at the end of April. Thursday and some Monday evenings until concert time. Join the conductor Bruce Simonson and the chorus for \$30 plus a score for \$10.. Details: 588-2742.

**Take Off Pounds Sensibly meeting**, 7-8 p.m., Shepherd of the Valley Church. Details: 780-6294.

**Performance: "Much Ado About Will"**, 7:30 p.m., Thunder Mountain High School. Scenes from all your favorite plays, like the balcony scene

## The Supremes



Justices from left Craig Stowers, Dana Fabe, Walter Los Angeles, Ca, presents the Exxon Mobil Corp. at Exxon Mobil Corp. over the lack of development of a Supreme Court LIVE educational program Wednesday Anchorage, Alaska. To the left of Todd are fellow attorney BP Exploration (Alaska) Inc. and ConocoPhillips Alaska. Several hundred area high school students listened to questions of the attorneys and the justices. See news

## Alaska Digest

STAFF AND WIRE REPORTS

### Bill would require ultrasound before abortion

**JUNEAU** — Women would be required to undergo an ultrasound before receiving an abortion under legislation proposed in the Alaska Senate on Wednesday.

Under the bill, the woman, or the parent or guardian whose consent is required for a minor to obtain an abortion, would be informed of the right to view the image during the exam and hear an explanation. They can decline to see the image or hear the explanation.

The primary sponsor of the bill is Senate Minority Leader John Coghill, R-North Pole. Sens. Charlie Huggins and Cathy Giessel, both Republicans, and Sens. Betsy Davis and Donny Olson, both Democrats, have also signed on to the measure. Giessel is a rep-

Neighbors alert afternoon that she apartment. Police the cause of death, found in the apart initial determinati suspicious.

### Senate passe

**JUNEAU** — Alaska receive up to \$250 from lobbyists under the Senate.

SB89 passed 20 now goes to the Hon

The cap on lobb tickets or other gift events. There are 1 already for things ill

The bill requires over \$250, from son lobbyist, be reported. Sen. John Coghill

A2 JUNEAU EMPIRE, TUESDAY, FEBRUARY 7, 2012

# Almanac

## Around Town

### Today, Feb. 7

**Valley Toastmasters meeting**, 6:15 a.m. every Tuesday, St. Paul's Catholic Church, Parish Hall. Public invited. Details: Jim, 789-3074.

**Rotary Club of Juneau meeting**, noon every Tuesday, Baranof Hotel.

**Haiku on the street**, noon-1 p.m. in front of the Canvas. With Christy NaMee Eriksen. Haiku are pay-as-you-can, suggested donation \$5.75. Details: [www.canvasarts.org](http://www.canvasarts.org).

**"Tuesday Noon Serenity" Al-Anon family group**, 12:05-12:55 p.m. every Tuesday, Resurrection Lutheran Church library, 740 W. 10th St. Details: Barbra, 790-1029.

**New parents group**, 1-2:30 p.m. every Tuesday, Juneau Family Health and Birth Center. Free. Meet other new parents and share the joys and challenges of parenthood. Topics change weekly. Details: 586-1203.

**Herbarium Elementary free climb night**, 3:30-7 p.m., Zach Gordon Youth Center. No skills or special equipment necessary. Free. Details: 586-2635.

**Free computer classes: Advanced Microsoft Excel**, 5-7 p.m., The Learning Connection, 210 Ferry Way. Tuesdays and Thursdays through Feb. 28. Details: 586-5718.

**English and citizenship classes**, 5-6:30 p.m., The Learning Connection downtown, 210 Ferry Way. Tuesdays and Thursdays. All levels welcome. Free. Details: 586-5718.

**Understanding suicide: Building intervention skills**, 5:15-7 p.m., 3225 Hospital Drive (2nd floor meeting room). Worried about someone? Learn how to help. Register at [interventionnamijuneau@gmail.com](mailto:interventionnamijuneau@gmail.com) and include your first and last name, contact number and e-mail address. Details: 463-4251.

**Family night for preschoolers**, 5:30 p.m., downtown library. Details: 789-1235.

**Children's Life Skills Group**, 6-7:30 p.m., AWARE. Tuesday evenings. Rotating topics include personal boundaries, naming and expressing feelings, keeping it safe at home, chemical use and abuse, self-esteem, families and change, and problem solving and conflict resolution. Free. Details: 586-6623, [www.awareak.org](http://www.awareak.org).

**Women's Education Group**, 6-7:30 p.m., AWARE. Tuesday. Rotating topics include domestic violence, sexual assault, chemical dependency, family dynamics, and self-care. Free. Details: 586-6623, [www.awareak.org](http://www.awareak.org).

**Tribal Transportation Public Involvement meetings**, 6:30 p.m., Dzanik'i Heeni Middle School. Opportunity for public input on transportation issues, especially for Tribal Citizens of the Tlingit and Haida, but all are welcome. Two meetings - Feb. 7 at Dzanik'i Heeni Middle School, and on Feb. 9 at Elizabeth Peratrovich Hall. Refreshments. Free.

**Mt. Juneau-Gastineau Lodge 21 of Free and Accepted Masons of Alaska meeting**, 7 p.m., 8401 Airport Blvd. First and third Tuesday every month. Details: Jeff, 321-7077.

**Free advanced English language class**, 7 p.m., The Learning Connection, downtown. Class covers advanced grammar, pronunciation, conversation, reading and writing. Free. Details: 586-5718.

### Wednesday, Feb. 8

**Parks and Recreation Wednesday hike**, 9:30 a.m., call for location. Details: 586-0428.

**Day of quilting, sewing and good fellowship**, 10 a.m. every Wednesday, Resurrection Lutheran Church. Quilts donated to Lutheran World Relief. Details: 586-2380.

**Senior ceramics**, 10 a.m.-2 p.m., Juneau Senior Center. Details: Betty, 463-6176.

**"Write For Your Life" group**, 10-11 a.m. every Wednesday, Mendenhall Valley library. Share a journal, memoir, a letter or poetry. Details: Dixie, 789-2068.

## Around the area



Sharon Lee walks around the terminus of an avalanche of Flume Trail on Monday. The slide is one of many that c including one at Snow Gulch Creek that closed Thane Ro

## AlaskaE

STAFF AND WIRE

### Singer-songwriter Buddy Tabor dies at 63

Local singer and songwriter Buddy Tabor died Sunday evening in Juneau. He was 63.

Tabor had been receiving treatment for cancer since November. Close friend Betsy Sims said he died peacefully at home, surrounded by friends and family.

Tabor, who made his living as a house painter, had a highly productive career as a musician, releasing nine albums and writing hundreds of original songs. He was revered by fans and fellow writers, who frequently praised him for the poetry of his lyrics and refusal to sugarcoat the truth. His live appearances included four decades of Alaska Folk Festival performances and shows at Resurrection Lutheran Church, where

### House continues operating budget

JUNEAU — House J Alan Austerman says he has not set a goal for the operating budget

Austerman says it's process. The House is on its version of an get.

A legislative finance agency operating growing 7.6 percent in that if government continues as it has, even with the capital budgets, by the state could be run fiscal year 2015.

The governor in 1 posed 3.3 percent growth House Finance sub

**John Heinley**

---

**From:** Allison Rhyner  
**Sent:** Thursday, February 09, 2012 9:21 AM  
**To:** Allison Rhyner  
**Subject:** Tribal Transportation Public Sessions ~ Thursday, February 9, 2012

Tribal Transportation is hosting two public involvement sessions today – the first one begins at 4:30PM and the second session starts at 6:00 PM. Please join us in discussing your local transportation concerns. Please forward this information to friends and family members so that their input is also heard.

Tribal Citizens: What are ***your*** thoughts on Transportation?  
Did you know: the Tribe receives funding for transportation.

You can help guide our plan on how to use it!

**Join us for discussion at one the following public sessions:**

Thursday, February 9th  
Andrew Hope Building - Elizabeth Peratrovich Hall  
1<sup>st</sup> Session: 4:30 PM  
2<sup>nd</sup> Session: 6:00 PM

*Refreshments will be provided*  
All are welcome. Can't come?

Please take our transportation survey by [clicking here](#).  
Drawing for gift card with completed survey, name and contact information.



February 16, 2012

## Long Range Tribal Transportation Plan Comments from Public Involvement and Surveys

At the first public involvement session no people, other than staff from the tribe, City, and State, attended the event. However, it did provide staff a good opportunity to coordinate on planning efforts and inter-agency communication. Ben Lyman from the City and Borough of Juneau gave tribal staff copies of the city's planning documents and some additional maps for our use. Andy Hughes from the State of Alaska Dept. of Transportation & Public Facilities (DOT&PF) invited tribal staff and others to comment on the current Juneau Access Supplemental Environmental Impact Statement (SEIS) and to continue our dialogue on the state's upcoming transportation plans.

At the second public involvement session Marie Heidemann, a staff member from the State DOT&PF, showed up as well as a tribal elder named Al Johnson. At first, Mr. Johnson handed out stickers asking people to not drive and talk or text on their cell-phones. Later, we all sat together and listened to Mr. Johnson tell us about his experiences with transportation issues. He felt that the Juneau Access proposal was a bad idea and waste of money – that resources should instead be spent on the Alaska Marine Highway System (which is actually one of the marine-oriented alternatives in the Juneau Access SEIS). He was concerned that it would be even harder to serve a ferry terminal with transit if it was moved even further away from our state's capital. He also felt the ferry system should improve its operations by making sure ferry captains and crew were familiar with conditions in Southeast Alaska – and even better, that they be FROM Southeast Alaska – and by assuring good treatment of passengers, especially Native Alaskans.

Mr. Johnson is also reliant on transit, as is tribal staff member John Heinley, a Transportation Planner. He mentioned several points that he felt would improve transit operations in Juneau:

- Need bus stop at the SEARHC facility again. The bus passes the facility and passengers bound for SEARHC must either walk back down the hill from the hospital or walk up the hill from another bus-stop.
- "People who determine the bus routes need to ride the bus!"
- Drivers need to always keep a customer-oriented attitude of service.
- Need a bus stop along the north side of Nugget Mall – else, people have to walk around or through the Mall – anywhere from 500 to 1000 feet – just to catch a bus.
- There used to be a bus-stop across from the ANB / ANS hall which also served nearby elderly housing. Now, the elderly have to either ride the bus through downtown and wait for the return trip to the Valley, or walk from a bus stop which is 300 to 400 feet away. Why can't the intersection at Egan Drive and Willoughby be re-configured to allow traffic – and buses – to continue toward downtown?
- If a Care-a-Van ride doesn't come, when you call to complain you get a recording. If you're stuck somewhere, you need someone to respond, not just a recording!
- There should be a Tlingit-Haida shuttle-bus system to supplement Care-a-Van or help get people from distant housing locations to the mainline buses.

- There should be a Shopper's Express, serving the larger retail outlets, including Costco and properties in the Lemon Creek commercial area, operated by younger drivers and with assistants to help the elderly and others with special needs. Just like courtesy clerks at grocery stores who help people take things to their cars.
- Many bus stops need better lighting and crosswalks.
- We should have a Citizen's Advisory Group for transit.



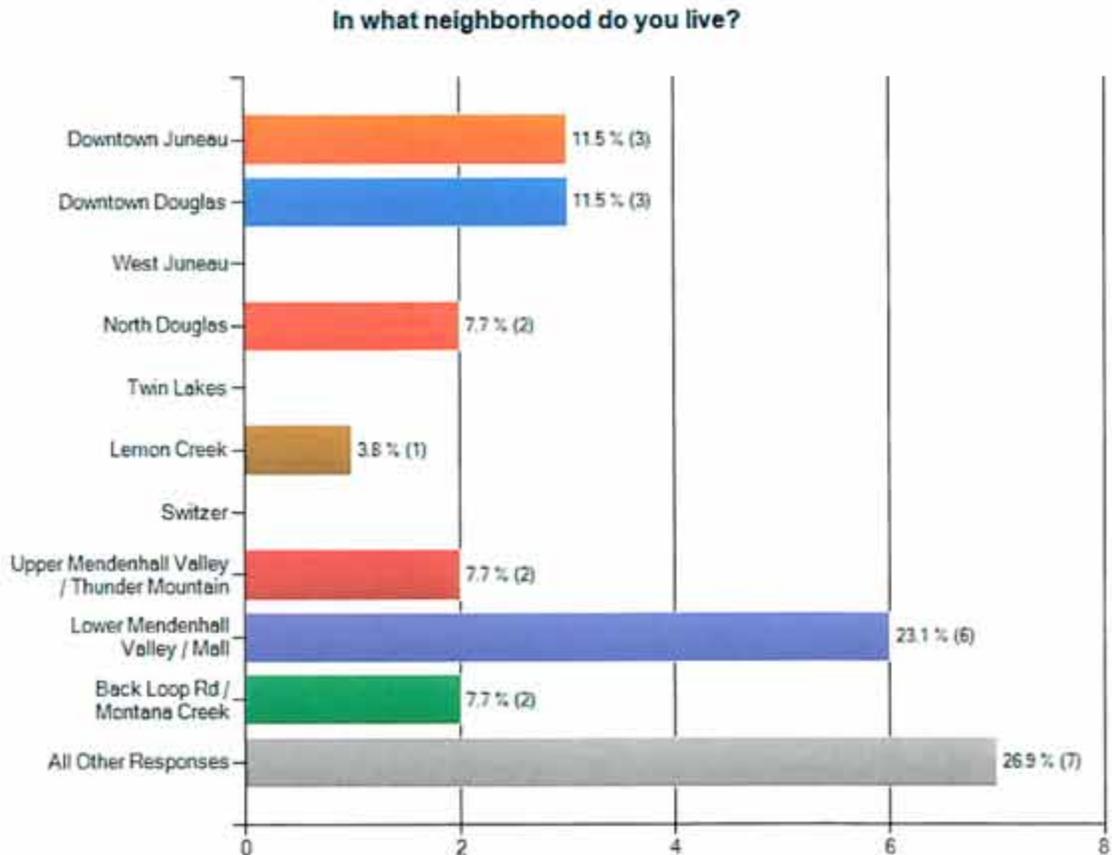
Above, tribal elder Al Johnson discusses his concerns about the Juneau Access proposal at Elizabeth Peratrovich Hall, location of the second public involvement session.

## Transportation Surveys – Questions and Responses

A survey regarding transportation issues was also offered for public input. An on-line version was accessible through the Central Council website, while the same questions were posed on a hardcopy version available at the public involvement sessions. Twenty Six (26) people responded to the survey (as of 11:00 AM, 2/16/2012), and had the opportunity to comment about specific locations where they knew of transportation issues. The distribution of their answers is shown below:

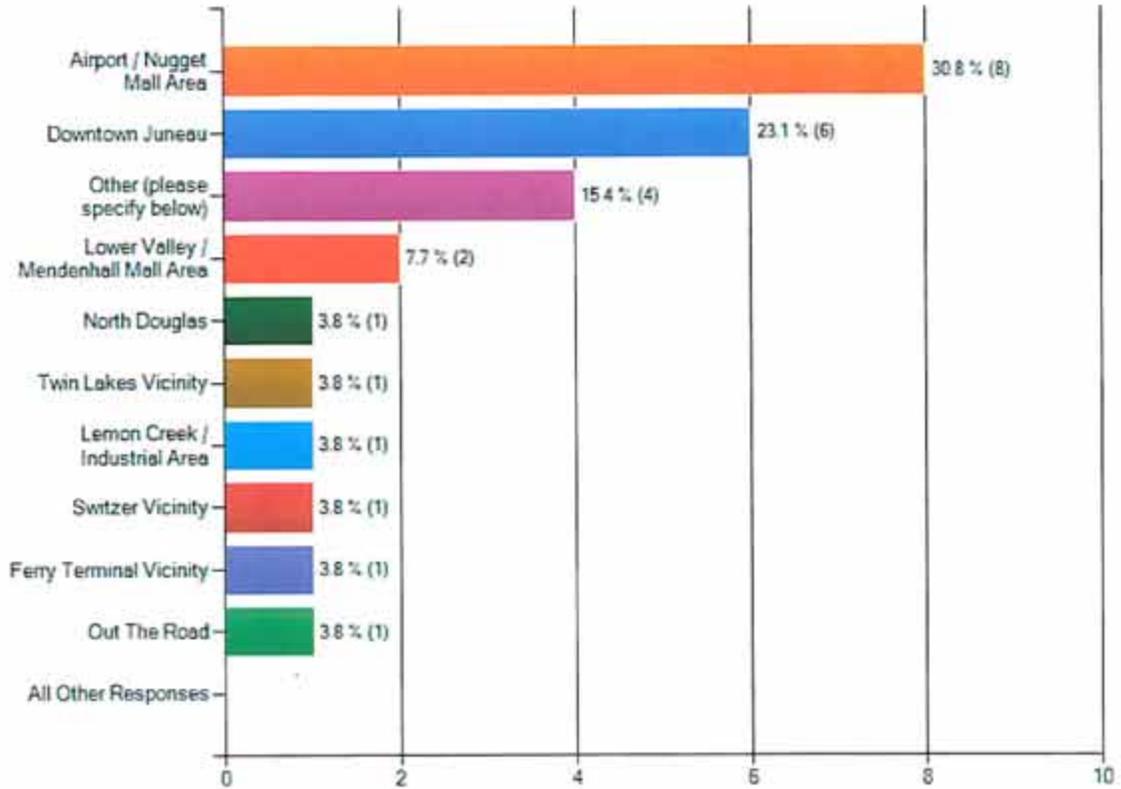
*Note: Question 1 was optional, giving the user a chance to enter their name and contact information. Questions 2 and 3 offered a range of answers, seeking the general locations of trip-origin and destination. Since locations were general respondents could share origin-destination information without revealing too much information about themselves.*

### Question 2



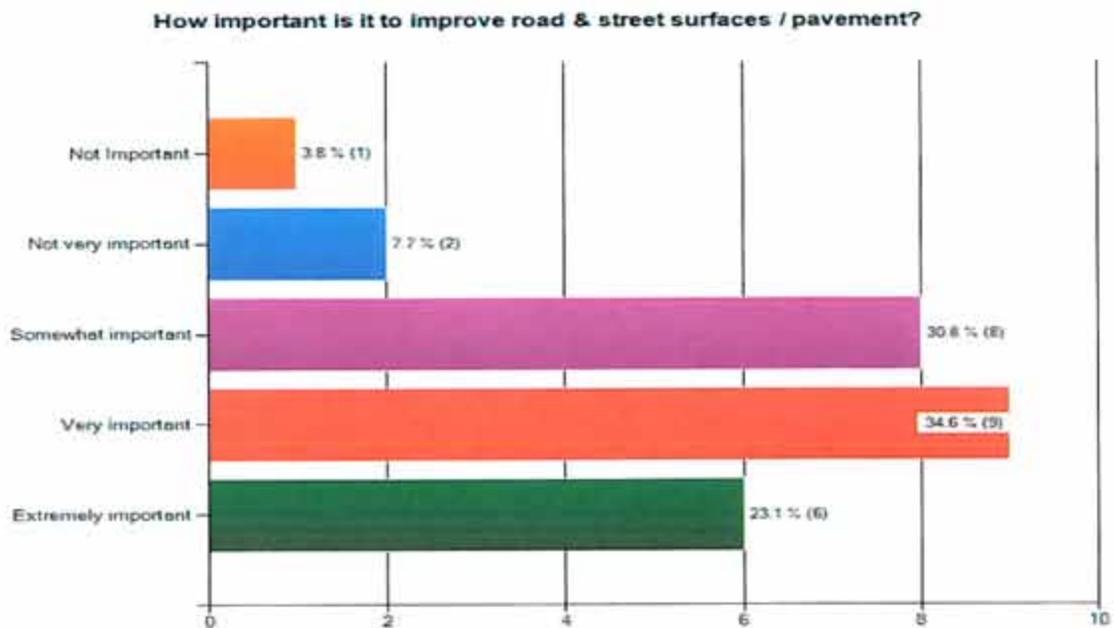
Question 3

Where do you typically go to attend school or work?



The following questions used an 'importance range' to get feedback on transportation issues.

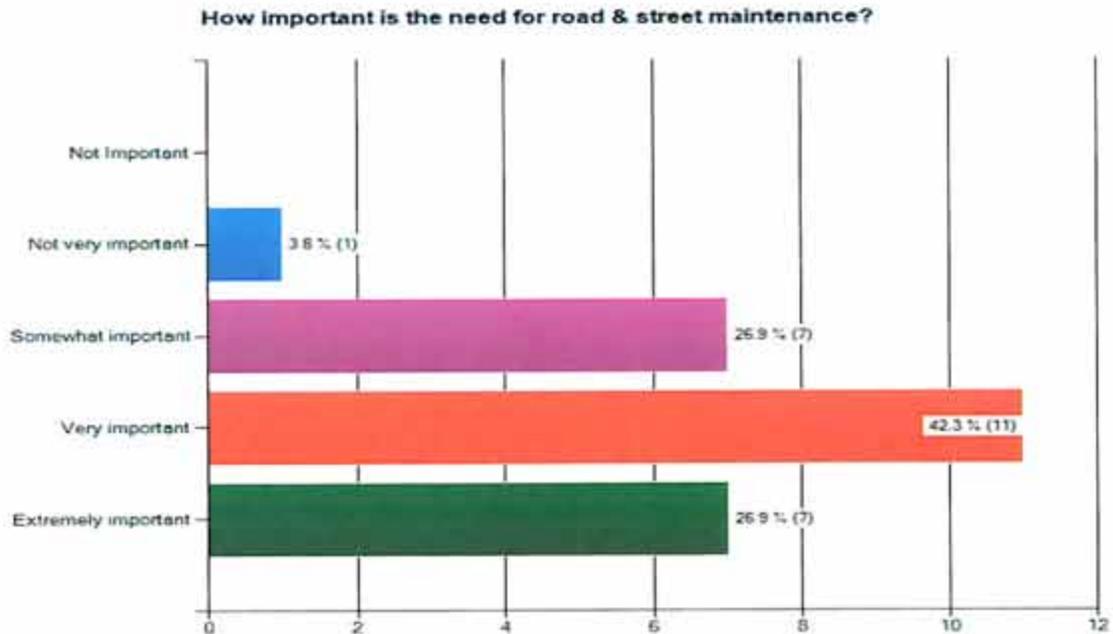
#### Question 4



#### Specific comments:

- Because the tribal students walk to the bus stop, often in rainy/dark/slick/icy conditions, and the roads should be clear for their safety.
- Our roads are FULL of huge pot holes and deep ruts that tires get caught up in.
- Drive the Valley to town route often, and roads need to be safe.
- Lemon Creek Area, many potholes
- main and commercial access roads, because potholes can be deep and there suddenly
- Overall road/street surfaces are well maintained. Major issue is dealing with potholes as soon as possible.
- You could add a riser to a manhole between Switzer and Lemon Creek on Glacier Hwy.

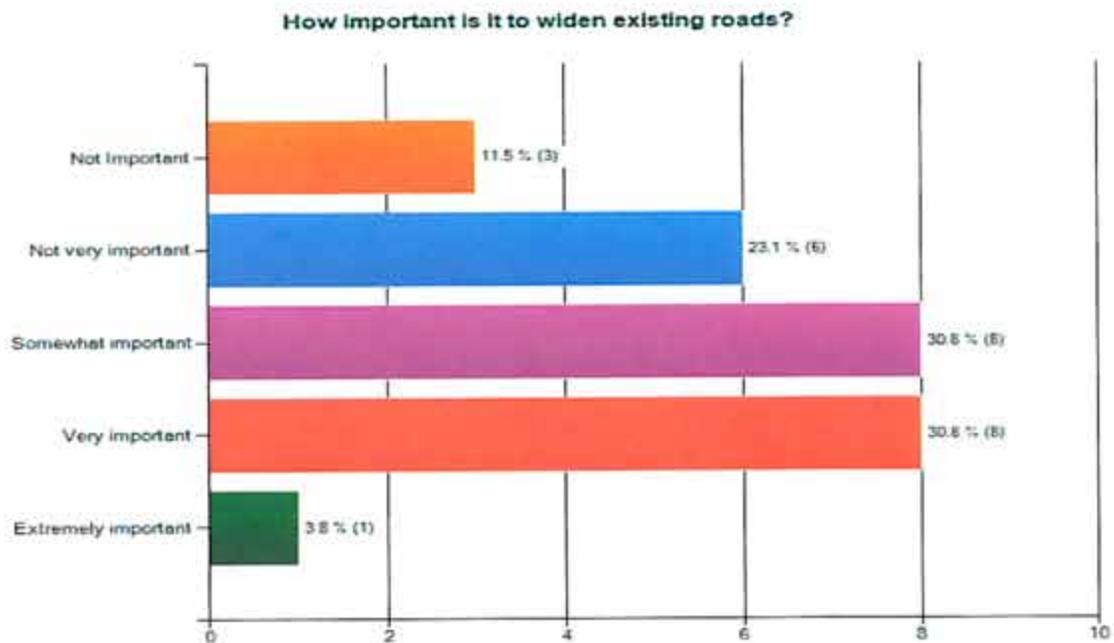
## Question 5



### Specific comments:

- Children use our roads, streets and sidewalks more than anyone and the roads should be clean and clear for their safety.
- Extremely important because of extreme winter conditions experienced in most Southeastern towns and villages. For example, we live on a hill and were unable to move our vehicles because of the deep snow. Haines had a record snowfall in the month of November 2011 of over 130 inches.
- Snow removal - get to work and school.
- Consistant snow removal is of the utmost importance. Keeping burms off the sidewalks so school children do not have to walk on roads is a serious safty concern. - Initial snow removal generally blocks access to traffic lights (kids crawling over berm to reach button). - Riverside, Linda St. side walks covered under snow berms.
- Snow and pedestrian paths are sometimes an issue

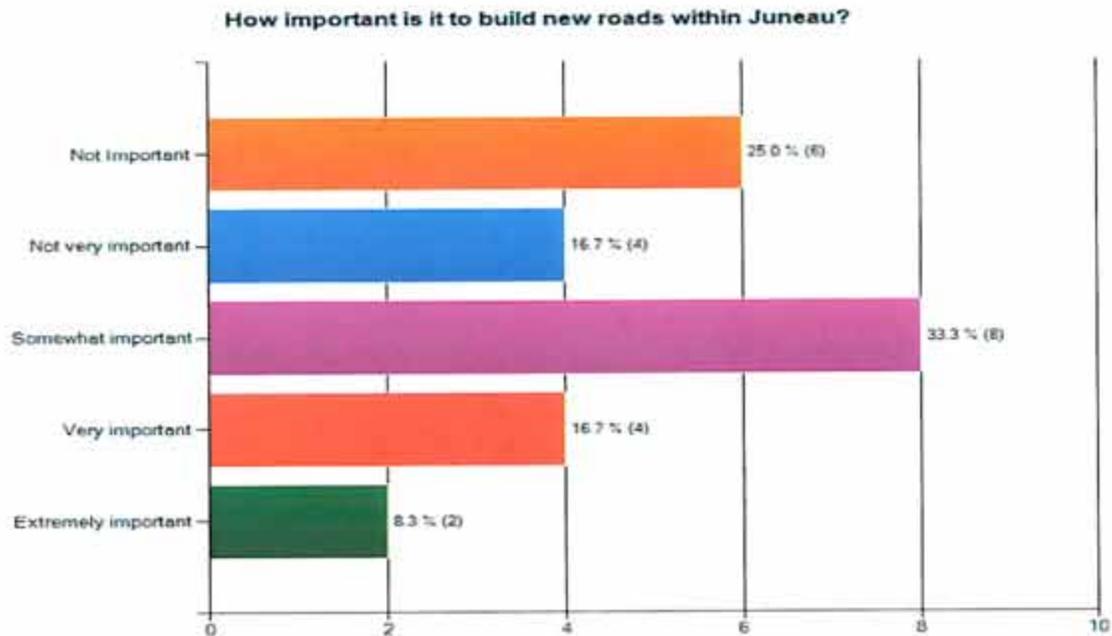
## Question 6



### Specific comments:

- side roads become difficult to drive or see divided lanes in winter when packed with snow and ice
- There are existing streets and access driveways that are very narrow and are not safe for driving during winter months because there are many dropoffs from the main roads.
- Dont' know if Juneau is ready for multiple lane roads ie 3 to 4. although this may reduce traffic in the future.
- Need sidewalks for children to walk to school bus safely.
- Well would like to see a sidewalk on back loop as many people like to walk/jog and it is very unsafe. Need more lighting very dark on the back loop road
- Other than having separate left and right turn lanes (without these, drivers try to create their own separate turn lanes).

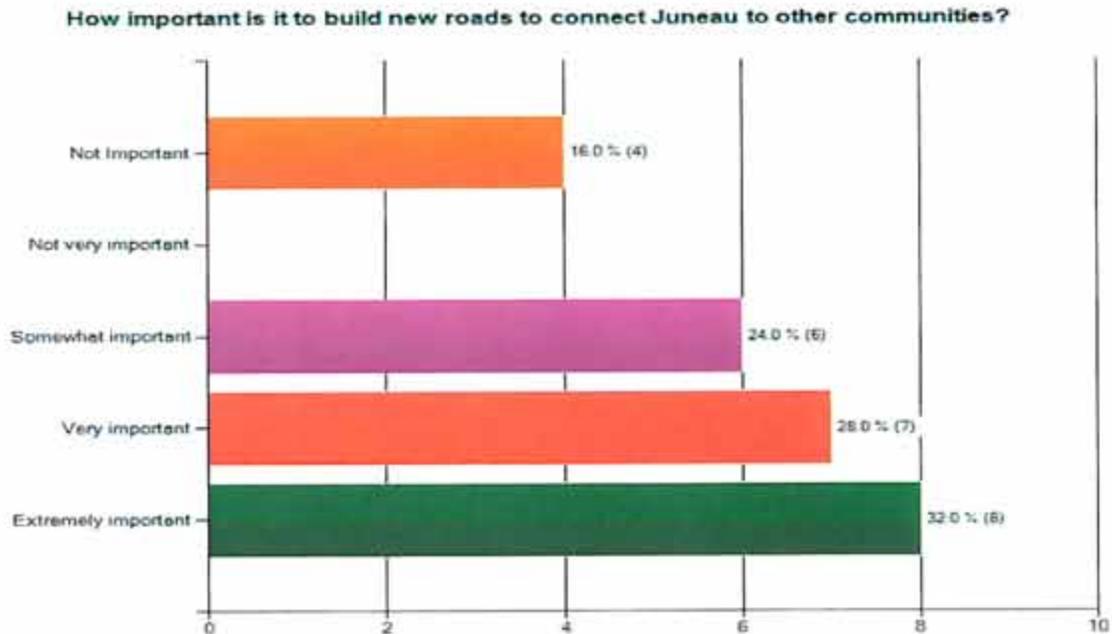
## Question 7



### Specific comments:

- I think it would be nice to put a bridge from the Valley to North Douglas for more accessibility.
- North Douglas Crossing is the most important road project Juneau needs to address. From a safety perspective, one bridge is extremely problematic if anything was to happen to it. North Douglas Highway has been blocked for hours do to traffic accidents, cutting off access to the hospital and emergency services. From an efficiency perspective, a second crossing would eliminate many wasted miles, saving millions of gallons of gas and dollars.
- there needs to be a stop light by Fred Meyers. this is where drivers speed, it's dangerous in winter months . especially when black ice is not visible to drivers speeding.
- With the construction of the Kensington Mine, it is very important to have better access between the mine, or a point thereof, and the cities of Juneau and Douglas.
- Town continues to grow and expand
- Maintenance of current roads will be better.
- I think that the existing roads need attention first and then think about more roads if necessary.
- The only area within Juneau that needs new access is North Douglas to the back channel. Good new lands for development and expansion.
- Housing is tight and opening up access to more land will provide more affordable housing

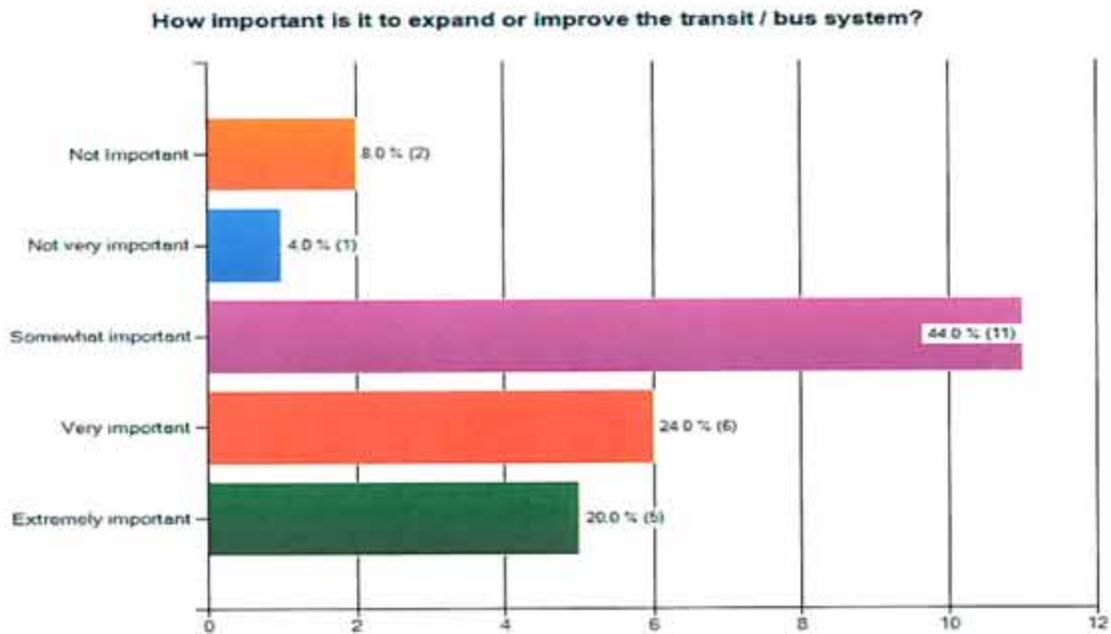
## Question 8



### Specific comments:

- It would be wonderful to have a road to connect with Haines so transportation by road is an option.
- In order for Juneau to remain Alaska's State Capital, road access is necessary in the long-term.
- prefer to keep Juneau traffic to other communities to improved ferry boat system.
- In Europe they have built roads in high avalanche areas by tunnel, and utilized by weather permitting. There is a need to improve the road or the Ferry System. Do one or the other. preferably both.
- Because of the mountain ranges between Juneau and other communities, I am curious as to how the countries of Norway and Switzerland construct new highways in view of the conditions that we have here in the area of Southeastern Alaska.
- It is time to accept that, as the Capital of Alaska, our town needs to be more accessible, than isolated. Need to leave the dark ages.
- I believe this is a very good idea, Juneau would get more visitors from all over as well as people coming in from other communities that can drive and come in and do shopping or doctor appointments or just to visit family.
- The road to Skagway is a good longterm development needed. More explanation of the costs of the road versus ferry options would be beneficial.
- Minor routes need to be build to shorten ferry routes. Do not build the Skagway road though.
- This question says 'roads'. We do need better transportation between Juneau and Haines / Skagway, whether by road or ferry.

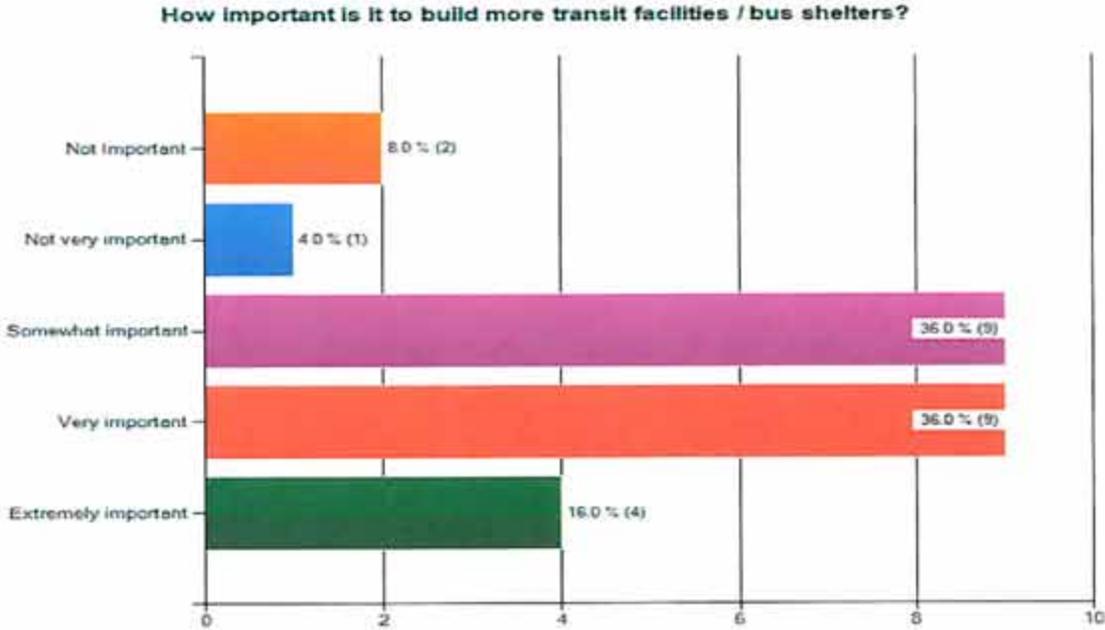
## Question 9



### Specific comments:

- Do not use bus system
- I'm unfamiliar with the bus system within the Juneau Douglas area but when visiting from Haines, it is difficult to familiarize visitors with the route maps and schedules on short notice.
- The bus system should provide service on Sunday evenings. Those who make a living washing dishes, etc., cannot afford a car and must catch the bus but must turn down work on Sunday. Bus service should also extend on holiday evenings so that those who catch the bus can go have dinner with their families.
- Some areas have too long of a walk to catch a bus.
- I would hope to see the bus go back to Kanata street to help the families way back there. I don't see why not, they do it for Lemon creek area. Threadneedle to Trafalger then on to Kanata then back on to Threadneedle then to the back loop road and so on to the regular route. It is very dark back there and many children. It is not only dark but dangerous due to the bear activity.
- It would be easier for residents in North Douglas to have more bus trips during the week and on the weekends
- Relieves road congestion, more green (energy savings), and provides access to mobility impaired.
- Up Riverside Drive in the afternoon, and out to the ferry terminal and possibly beyond. Might need additional capacity on express route during am and pm peak

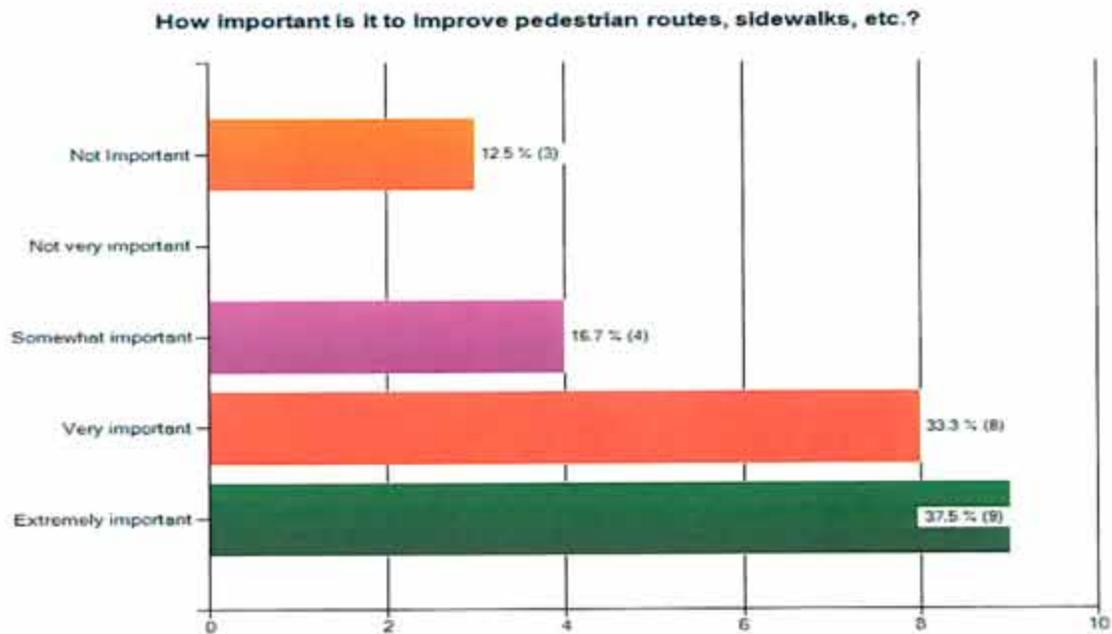
Question 10



Specific comments:

- It would be nice to see shelters at all of the bus stops but Juneau isn't that bad for them right now.
- Due to extreme winter conditions experienced in Southeastern Alaska, it is very important to have sound and safe transit facilities/bus shelters for travelers, many of whom are handicapped.
- Customers need protection from the elements. Our seasons are very extreme.
- would help to keep people dry, less illnesses in the homes, less likely to miss school or work if only mode of transportation is the city bus and have to stand out in the weather. by time you get to work or school usually soaking wet.
- To get more ridership, more protection from the rainforest environment.
- Better lighting should be considered
- An improved shelter at Nugget Mall would be nice.

## Question 11

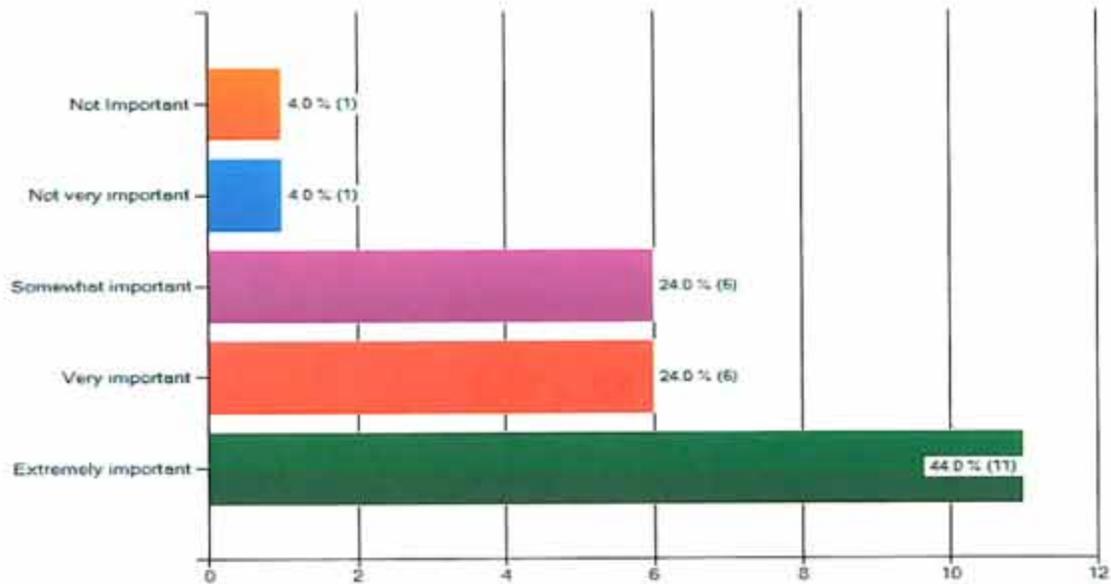


### Specific comments:

- During the winter a lot of these are not accesible and it is dangerous to be a pedestrian!
- Sidewalks should be uniform width and smooth praved for elderly and children to be safe while walking.
- Based on my observation of deep winter snow there were many areas where it seemed to be very unsafe for pedestrians to manage to travel or negotiate the sidewalks.
- Safety of children and pedestrians.No sidewalks along Steelhead.
- There are unsafe areas for walkers and bikers. Especially between the airport area to Vintage Park. The only access is walking across the roadway. Vintage park securty impede walkers and bikers from going under the bridge.
- Downtown by foodland is a mess to walk through...
- Plus snow-removal. Sometimes peds have to walk in the street to get around piles of snow.

## Question 12

### How important is it to build more pedestrian crosswalks and signals?

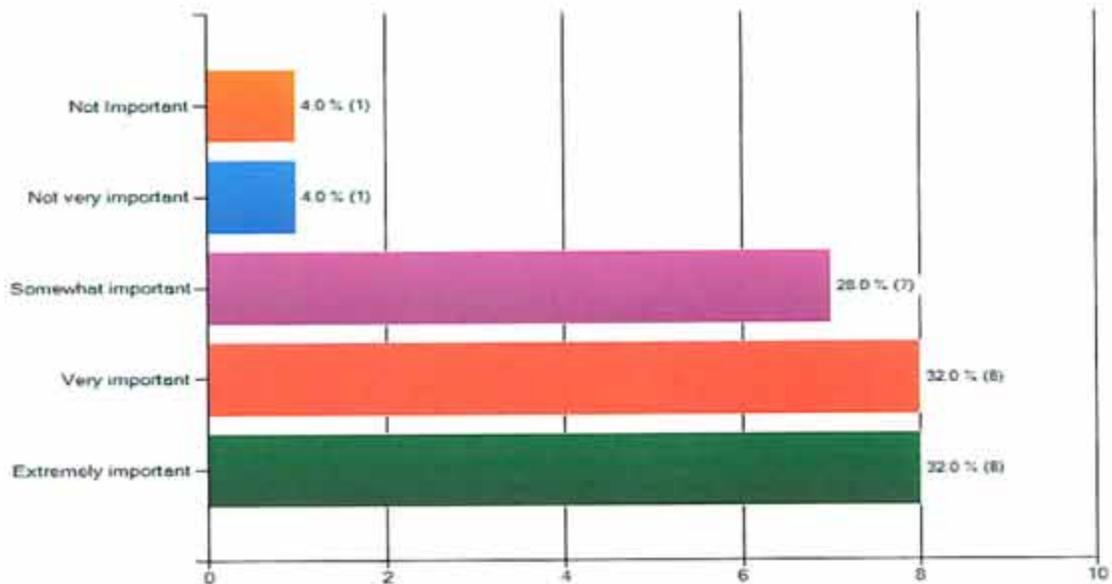


#### Specific comments:

- The crossing at Walmart is THE most dangerous one in town and still they do nothing about it! My grandsons are scared to cross there because people barely slow down to let you go across!
- Fred meyers intersection. Drivers tend to speed through that section to get to Fred Meyers. We're lucky there has not been too many serious accidents there. People riding transit have to cross where there's lots of traffic
- It is extremely important to build more pedestrain crosswalks and signals which would be visible from a distance of 2-6 blocks during months where either the snow or heavy rain conditions would make traveling them very hazardous due to heavy snow or fog conditions. This would apply to conditions on all existing highways and roads in the Juneau Douglas area.
- Lighting and locations like Fred Myers are not visible and seems to be unsafe.
- Most areas are not lit up enough, or have a cross signals.
- especially over by walmart where there has been accidents involving pedestrians crossing the street
- Safety for walkers and bikers is needed
- Walmart/Switzer is very dangerous. School zone and bus stops, poor lighting, poor xwalk, lots of kids, young adults, baby strollers cross at unmarked areas to get to walmart or bus.

### Question 13

#### How important is it to improve intersections (turning lanes, lighting, signs)?

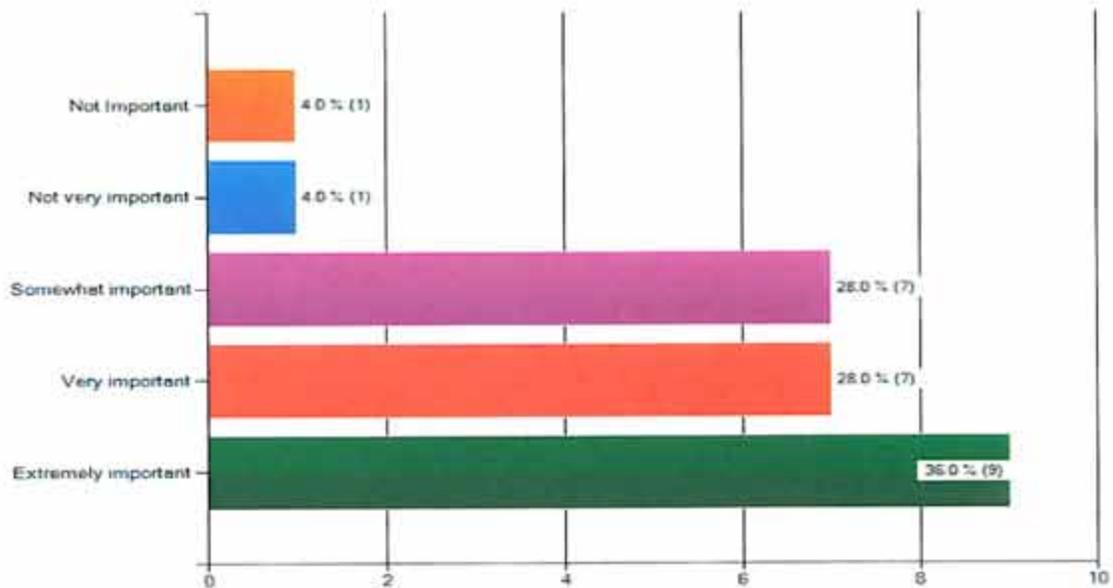


#### Specific comments:

- Fred Myer intersection, roundabouts at Stephen Richards Dr. and Old Glacier Highway and Stephen Richards Dr. and Riverside.
- A stop and go light needs to be put on the roundabout during the morning traffic to allow South Douglas traffic to move more freely with the North Douglas traffic. Currently, South Douglas gets backed up to David Street and Crow Hill because North Douglas doesn't have to stop.
- Safety. Intersection of Steelhead with backloop. Snow piles so high could not see oncoming traffic without getting into traffic.
- Fred Meyer Intersection, Glacier Hwy and Egan Freeway
- Fred Meyer outbound is a mess.
- Still probably the biggest bang for the buck. corridor capacity is likely OK, but better operation at intersections would help.

#### Question 14

How important is it to improve intersection controls (signals, roundabouts, etc.)?

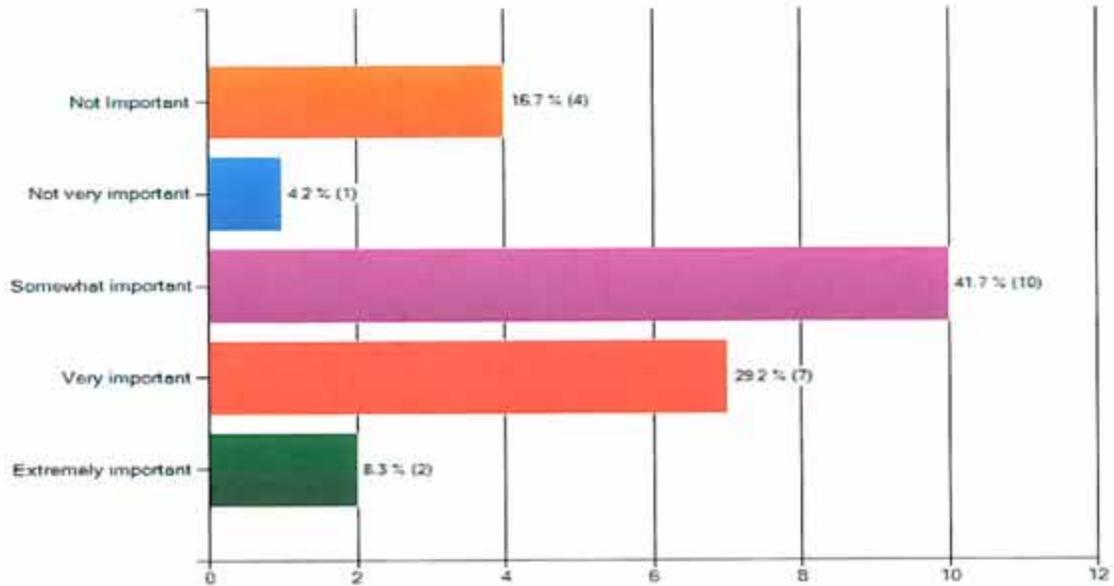


#### Specific comments:

- Improve safety and clear instruction to drivers! Need roundabout at Auke Bay. It's every man/woman for him/her self!
- especially over by walmart where there has been accidents involving pedestrians crossing the street
- Replace the 'dumb' light controls with motion controlled controls.
- C'mon! Riverside and Egan - don't know how many times I've been waiting there, and that other approach legs are waiting, while no one is coming in the leg that has a green light. OY!

#### Question 15

### How important is it to improve bike lanes?

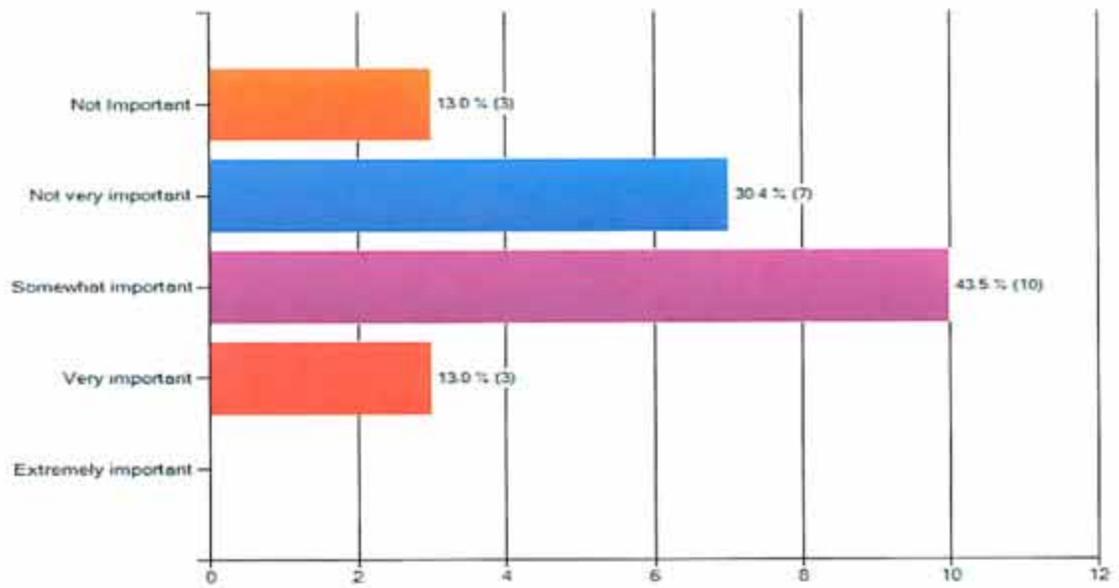


#### Specific comments:

- Better bike lanes would encourage more people to use their bikes to work in good weather which would help alleviate car traffic.
- How practical is it to ride a bike during winter months - in my opinion this doesn't rate a very important factor.
- As a people we are becoming more aware of the importance of exercise. We need better bike lanes to use, not just for exercise but as a possible mode of future transportation.
- If there are safe bike lanes, bikers will not be so tempted to ride in areas were it is not safe to do so. Portland Oregon has a very good bike law and system in place. Maybe we can adopt some of there policies and practices.
- The Lemon Cr. area is dangerous for inexperience bike riders. North Douglas is bike at own risk.

#### Question 16

### How important is it to improve bike-rack capacity on transit?

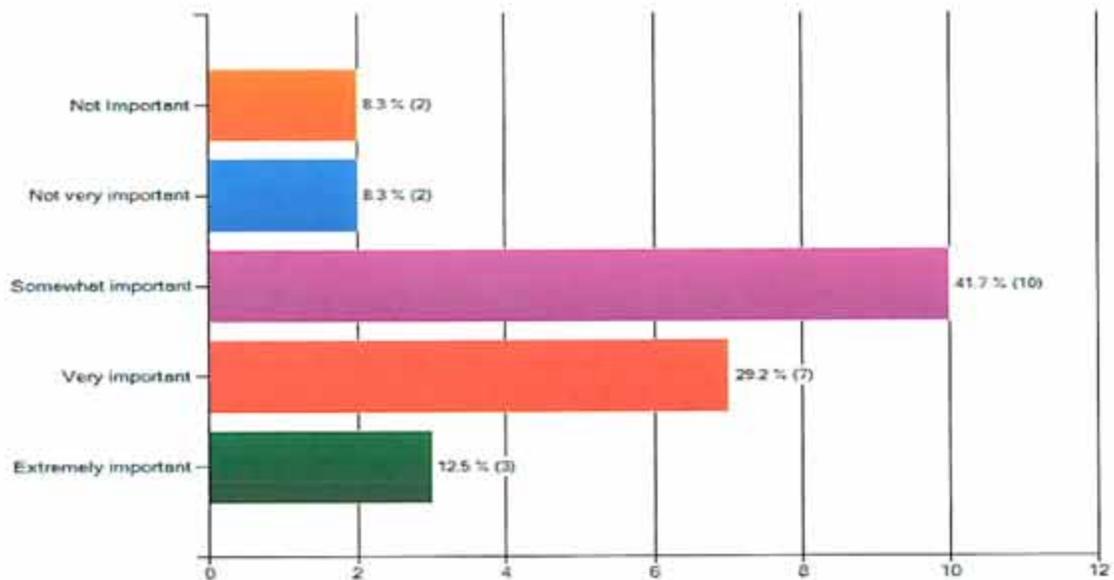


#### Specific comments:

- Seems adequate.
- Not sure, but I haven't noticed a lack of capacity very often.

### Question 17

How important is it to improve traffic signs (directional, warnings, etc.)?

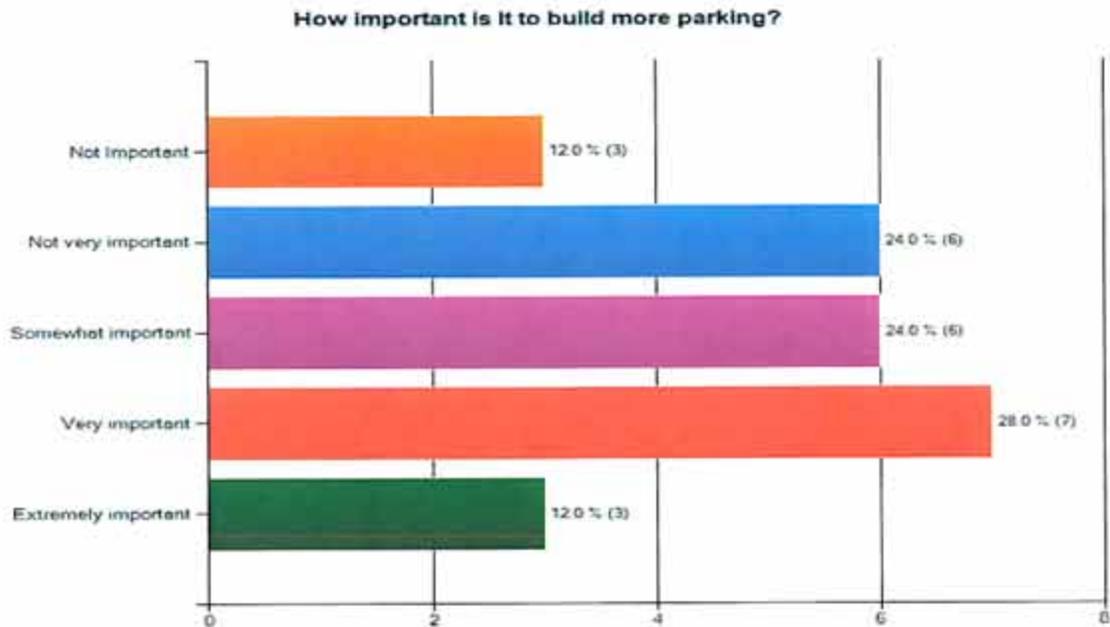


#### Specific comments:

- Elderly may not see warning or directional road signs
- Improve safety. Montana Creek to Backloop. No crossing line for those wishing to catch the bus.
- Lighted signs would be great or at least clean the reflective signs so reflective surface is useful.
- If anything, to stay compliant with the MUTCD; plus, there's a bus-stop sign near Wren Court that was knocked down at least two years ago, and still hasn't been put back up.

### Question 18

How important is it to build more parking?

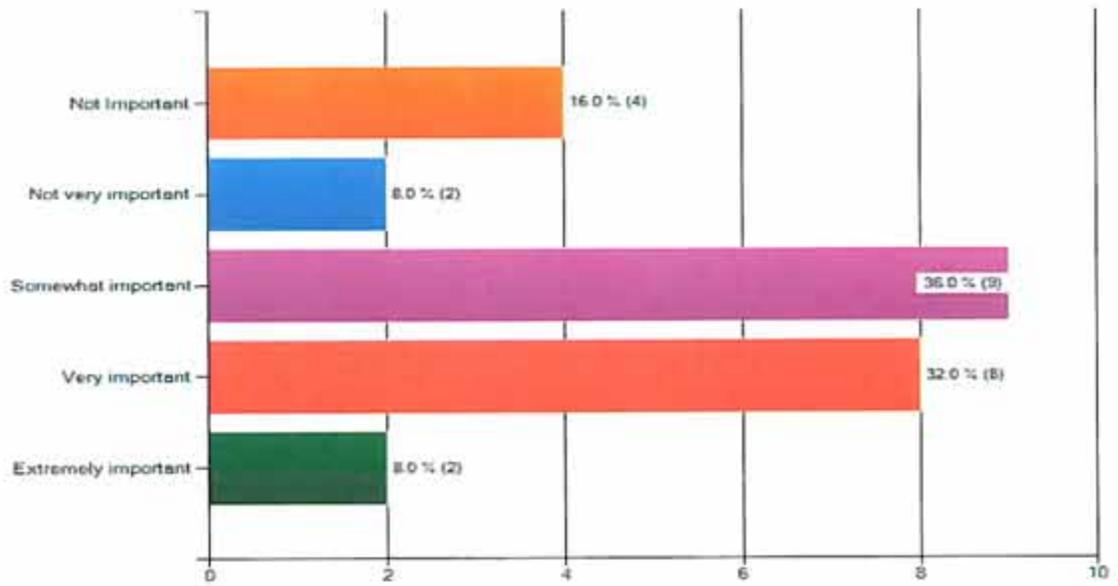


**Specific comments:**

- Juneau is actually not that bad for parking as far as I am concerned. During the summer it is busier downtown of course but still there is a lot of garage parking.
- When visiting Juneau parking is a huge headache and to build more parking would require a lot of revenue. But I rate this as one of the major reasons that residents from the outlying areas would rather shop at those shopping areas located out of Juneau/Douglas proper.
- Never enough parking
- every new construction downtown should be build with basement and ground floor parking. Hey even roof parking
- We do need more parking most areas are already reserved for the employees who work downtown, so when you have a client that is coming in there isnt any were for them to park.
- downtown!
- Especially by the high schools.
- Maybe combine with park and ride.

**Question 19**

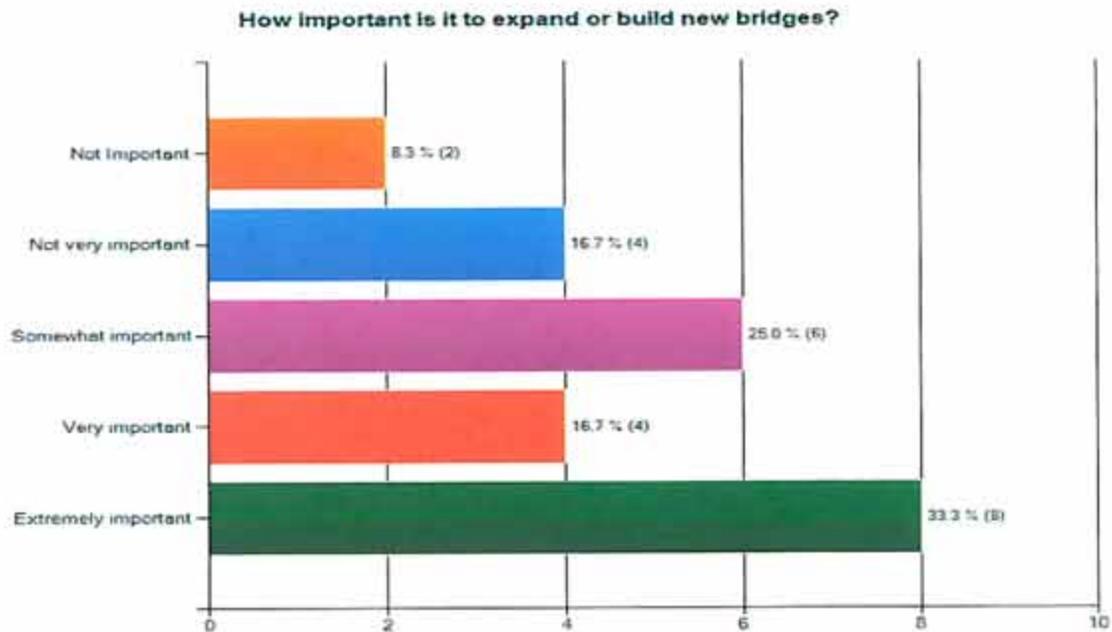
### How important is it to improve public trails?



#### Specific comments:

- Encourages people to exercise and get fresh air!
- Safety and as a means of exercise

## Question 20

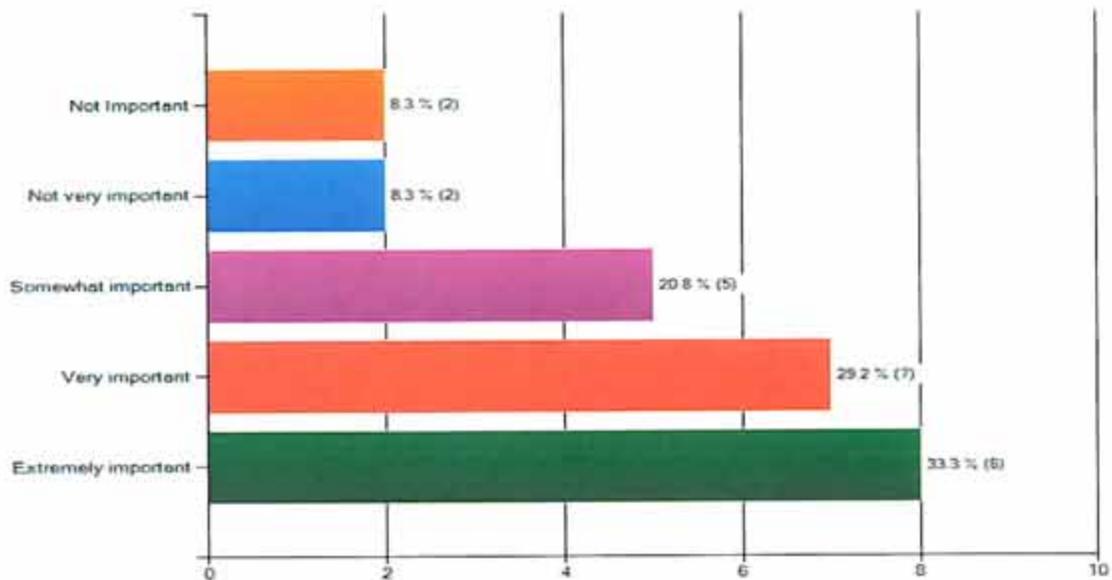


### Specific comments:

- Brotherhood Bridge is scheduled to be rebuilt and it is absolutely necessary. The North Douglas Crossing is also an absolute necessity for Juneau.
- North Douglas to downtown or valley. Currently there is a lot of slow traffic moving across Douglas bridge every morning during peak hours. Count how many fender benders happen on Douglas Bridge.
- I rate this as extremely important but understand that to build more bridges -- for example to make North Douglas more accessible to the airport and other areas as being super expensive in terms of the necessary studies and the actual construction of new bridges.
- We need to look at expanding our access to North Douglas from the Valley, due to population growth and land usage.
- If safety issues are concerned, then should replace the bridge.
- A new bridge would most likely cut down a lot of traffic on the way into town, or going over the bridge, that would be a nice luxury.
- More important to ensure existing bridges are safe and on a check and repair schedule.
- Not sure when, but I presume that this 2nd crossing thing will need to be built eventually, just a matter of time.

## Question 21

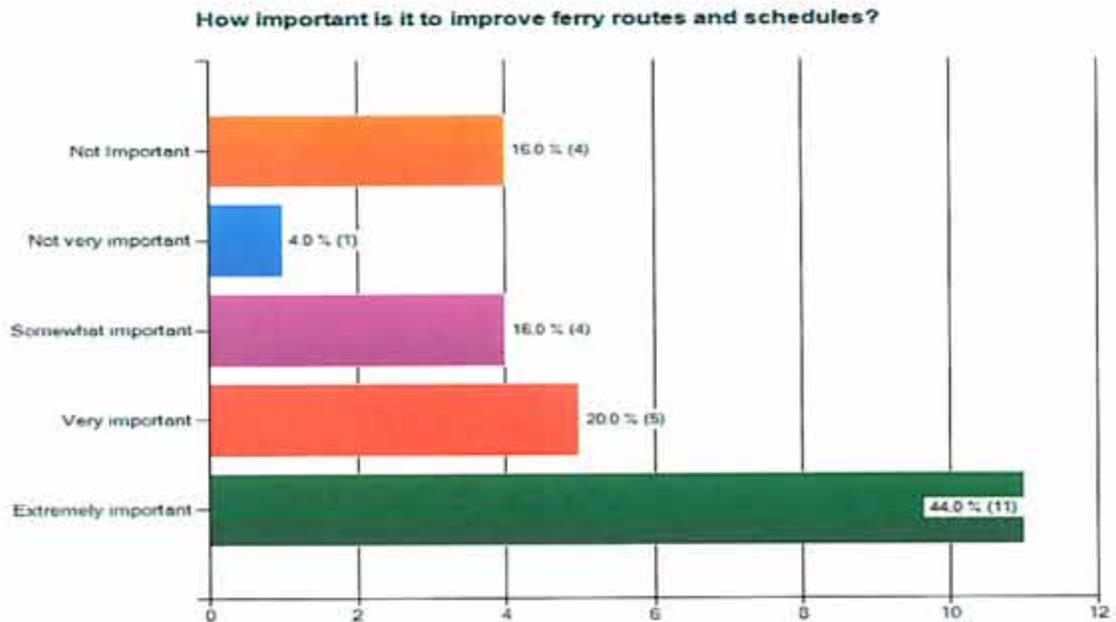
How important is it to expand or improve ferry facilities (docks, ships, etc.)?



### Specific comments:

- in the smaller communities. this survey could be completed in those communities as well.
- The Alaska Marine Highway System is a necessary way of life for many residents of Southeast Alaska. Based on extreme weather factors, modern ferry facilities are needed for all communities served by the ferry system. I rank this very high since I live in Haines, AK, and depend on the ferry system for travel needs to Juneau or to connect with Alaska Airlines for travel to other interstate cities or to the Lower 48.
- We need to upgrade our Ships and Facilities to accommodate the communities the ferries provides service to, and put the tourism clients at a higher rate with accommodating ships to full fill there routes.
- Need to concentrate on roads more than ferry system.
- would be awesome to have a the ferries come back down town again. people get off the ferries so far in the valley that it is inconvenient for them especially when they get in so late that the buses are not running anymore or to early that the bus system hasn't started for the day. Cabs are very expensive and no shuttle services in winter months.
- Juneau ferry facility seems pretty well maintained.

## Question 22

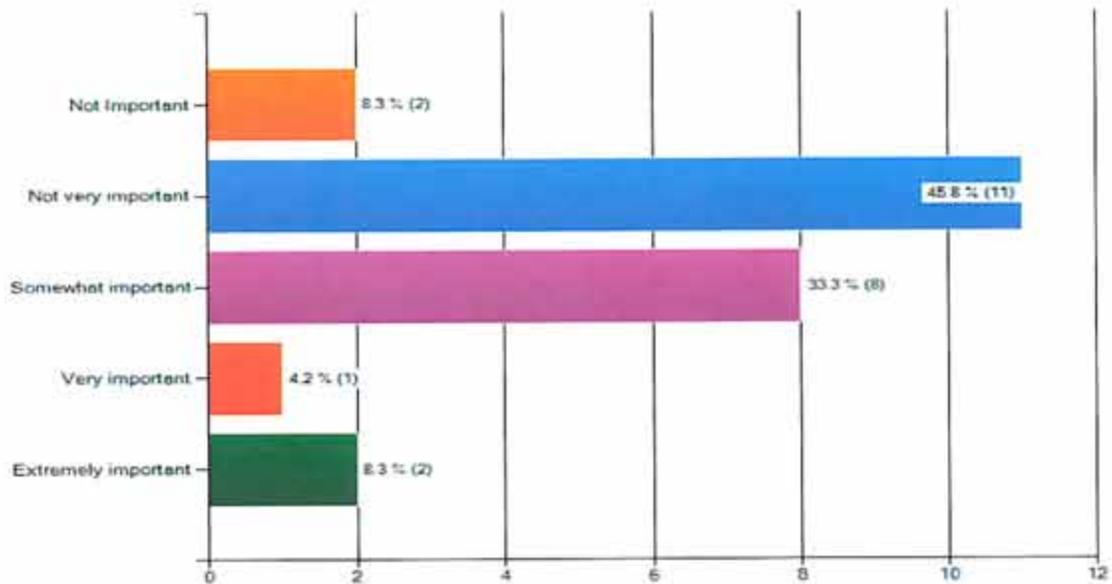


### Specific comments:

- Some people rely solely on ferry routes for their transportation in and out of Juneau.
- I would ask the smaller communities
- It is extremely important to improve ferry routes and schedules to all communities within Southeast Alaska. Again, I rank this as very important since I live in Haines, AK, and can say that the AMHS is crucial to all manner of living in Southeast Alaska. My late husband and I had occasion to travel to Norway and saw firsthand the wonderful ferry system available to local citizens and visitors to their beautiful country. There are large ferries (i.e. the Columbia), medium ferries and small ferries which travel continuously North and South to many communities located in their country. They are making the best use of 'oil money funds'. Why can't we do the same in the State of Alaska, in particular, our Southeast Alaska.
- Communities routes first, Tourist secondary
- Need better services to rural communities.
- Ferry system is the only way to get home and to our communities with food/bags/etc. Ferry routes to certain communities (ie: Kake) are rare or inconvenient. Focus on good schedules when there are parties at home or events. Get our families and children home during these times - so kids don't have to miss a week of school because of the ferry schedule, or miss a party because of the ferry schedule.
- Would be awesome to see more in the winter months.
- to/from Sitka!!
- Better access for small communities to hubs with minimal transferring ferries. The more transfers a person has to make the more likely there will be delays and the need for staffed ferry terminals.

### Question 23

**How important is it to improve public kayak / canoe launches and parking?**

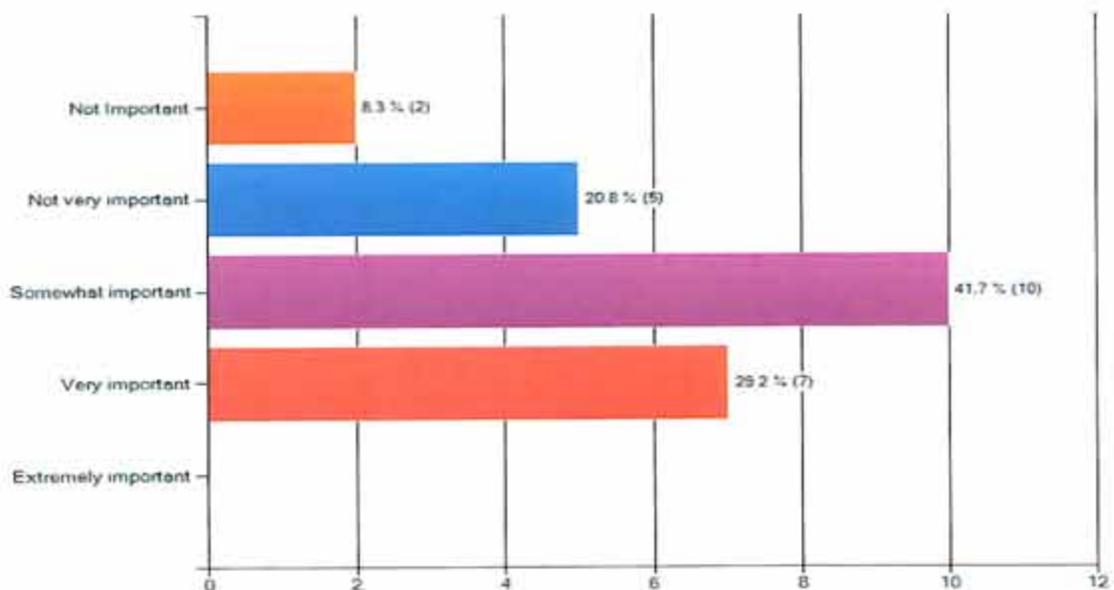


#### Specific comments:

- Needed because used more now a days as we become more prone to exercise and become more physically fit.
- This would be an awesome thing if it were going to be part of Tlingit and Haida culture camps as well as the youth programs to get families more involved in healthy living.
- What we have seems adequate.

### Question 24

**How important is it to improve public boat launches and parking?**

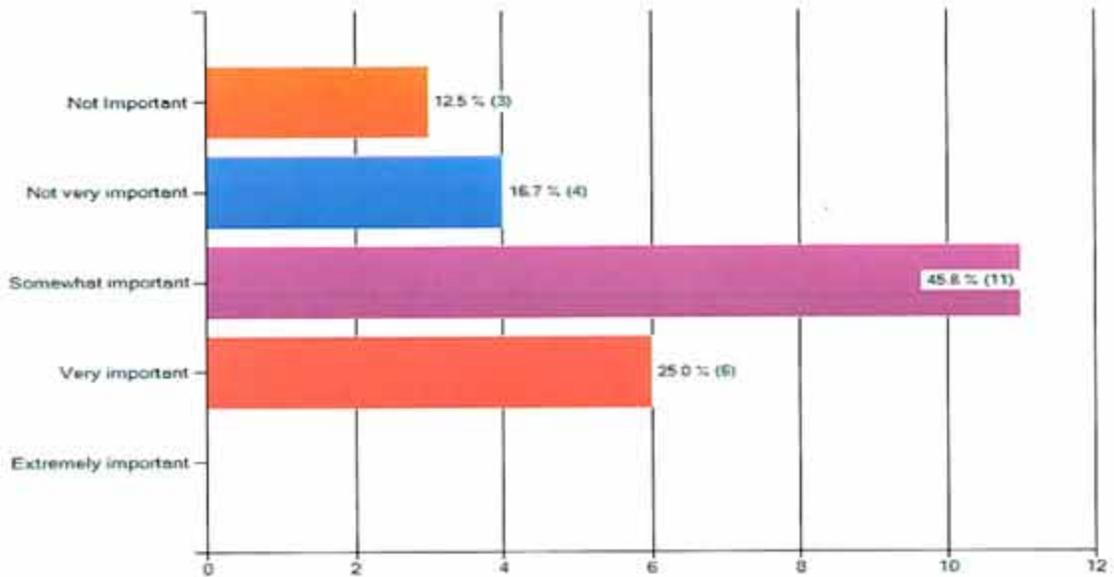


Specific comments:

- too much money is being wasted on amenities for tourists in Auk Bay.
- Do not own a boat but out at North Douglas cars are parked along the highway to outer point. this is dangerous for walkers and bikers
- Parking lots are not big enough to service the Boating community.
- What we have seems adequate.
- Auke Bay and the hill going up to UAS. Holy moly!

Question 25

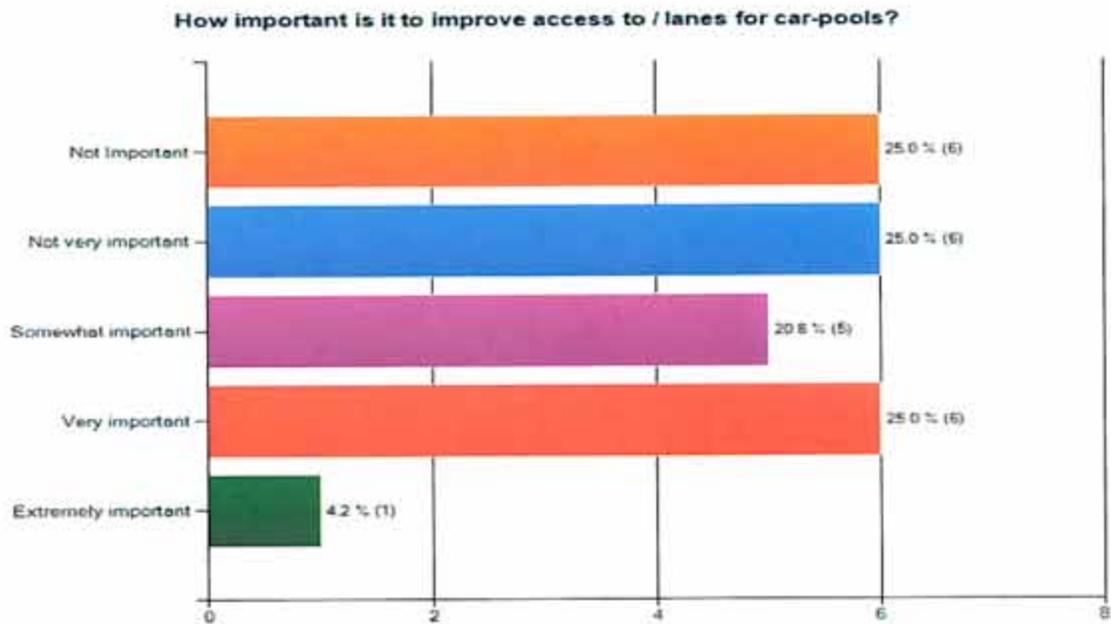
**How important is it to improve public boat marinas / in-water facilities?**



Specific comments:

- Fuel prices are driving boats to smaller more efficient boats and therefore ramps and parking are more important.
- Juneau is home to largest fishing fleet in Southeast Alaska. Boat harbors are overcrowded.
- I suppose if a person were living on a boat this would be very important, but if a person doesnt live or own a boat wouldnt be a high priority.
- What we have seems adequate.

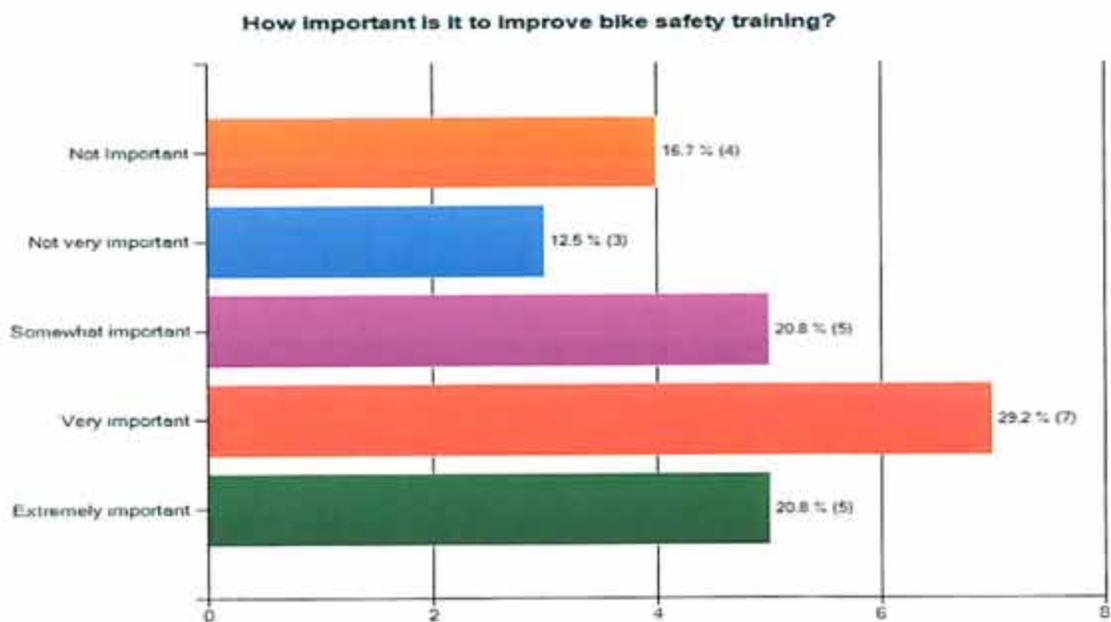
### Question 26



#### Specific comments:

- to and from valley to downtown. this may possibly encourage drivers to car pool.
- Based on the fact that the width of highways and roads are limited due to mountains and other conditions that it would be extremely costly to think of or plan for HOV lanes for carpooling purposes.
- Maybe needed in the future. Better enforcement of 'slower traffic please use right lane' would be a great improvement. -- No use of 'I'm going the speed limit so no one should be going any faster' argument.

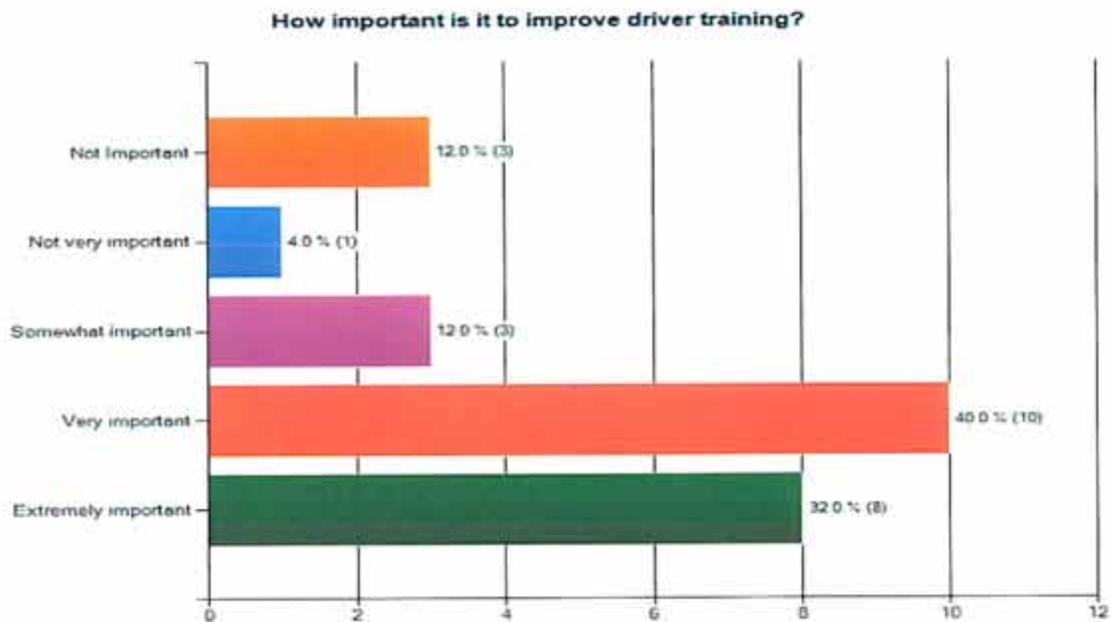
### Question 27



Specific comments:

- free safety classes check with bikers
- Very important due to present congested roadways.
- The schools would be a great place to start. Children don't or rarely know their hand signals for turning
- If they do this in elementary school just as they did for swimming when i was a kid. It would keep the children safe parents happy and drivers more aware of children.

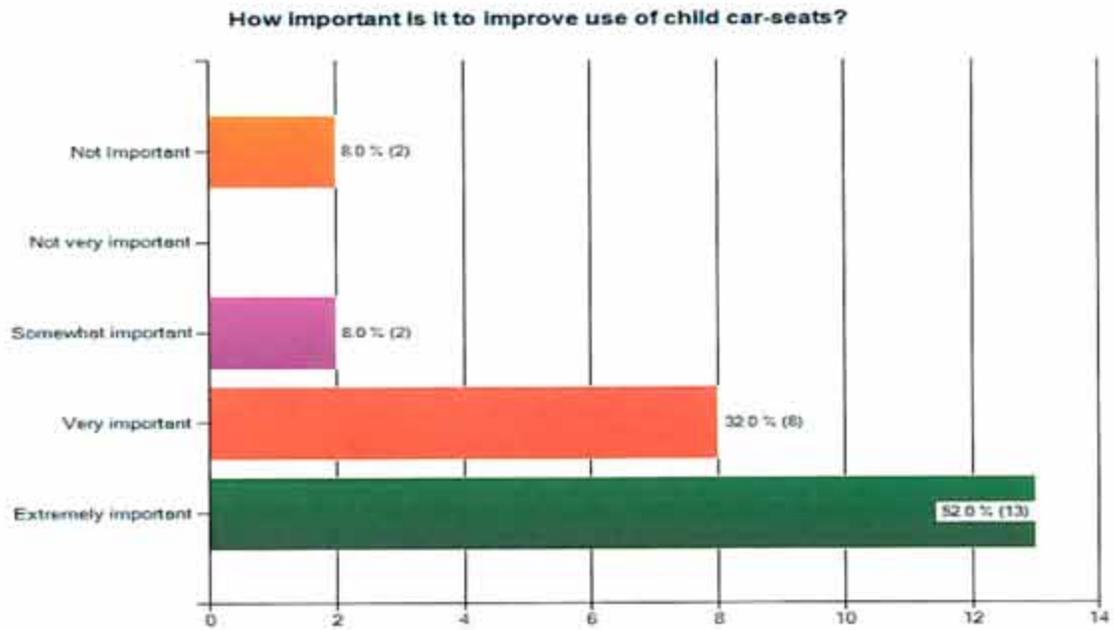
Question 28



Specific comments:

- There are many poorly trained drivers on the road! A big hazard
- Increase number senior safety classes. Train family caregivers to talk with elder drivers to take classes or stop driving when it becomes hazardous for drivers and other drivers
- Seems like some drivers don't understand what the right of way is or means
- Especially with teenagers, families that have new drivers, or people with bad driving record

## Question 29

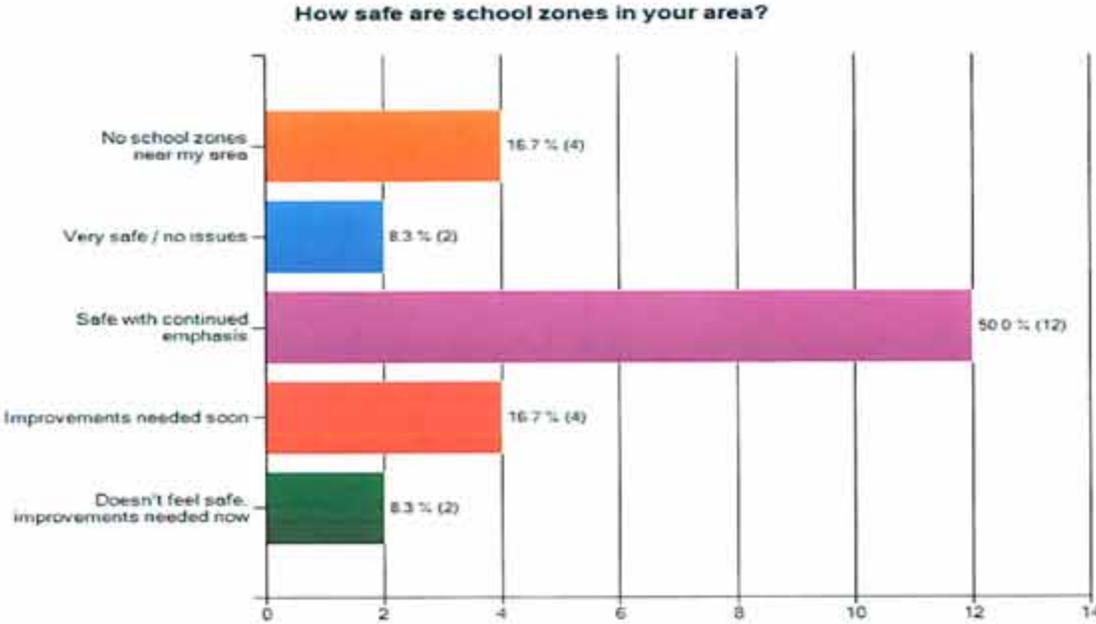


### Specific comments:

- More public service announcements, more seat safety inspections, citing or fines for children not in seats.
- children matter!
- The use of child car seats is a national requirement and there is no need for further discussion!

Questions 30 and 31 had a unique range of answers:

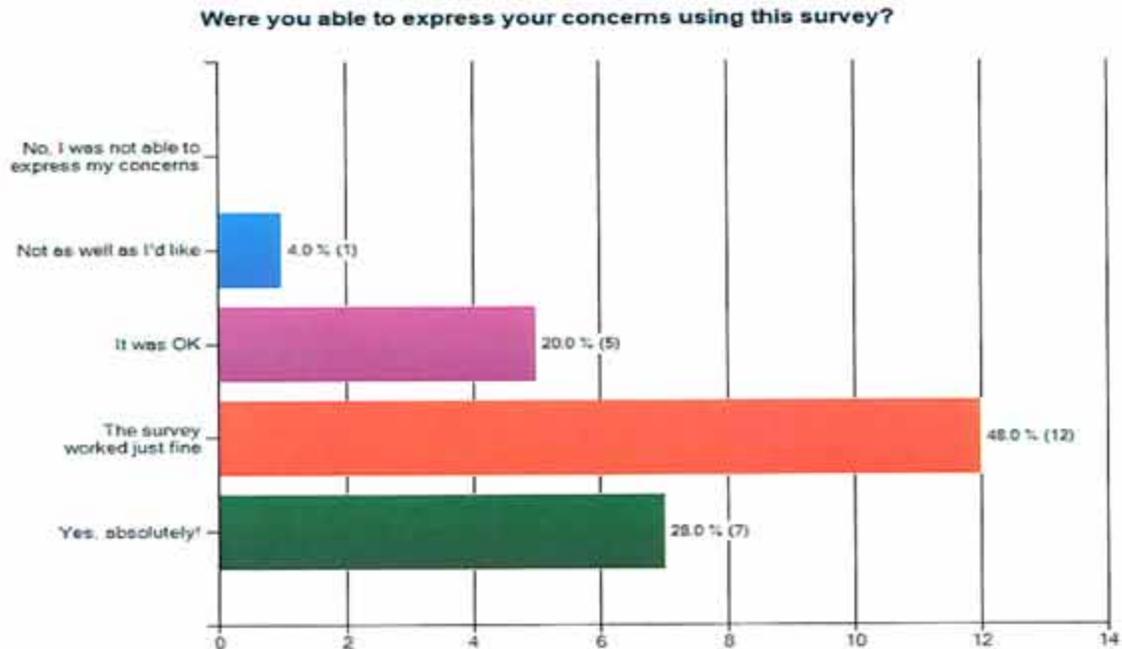
Question 30



Specific comments:

- Children are seen crossing street during heavy traffic, need bridges over hwys. for safety.
- well the pick up areas need more lighting.
- At Riverbend intersections, the adult traffic guards have been missing lately. They are desperately needed for the elementary kids.

### Question 31



#### Specific comments:

- I would like to see better lighting at bus stops, school bus pick ups, better street lighting on back loop, side walks even if it is on one side, extend bike path past Montana Creek and go all the way around the loop.
- Difficult without specific project or corridor in mind. For example, more crosswalks could be good in some locations, but not in other locations.
- Not sure if Tribal transportation can address city and state traffic issues. Certainly in smaller communities by having meetings there. Invite a meeting with elders in communities to express their problems and concerns re; transportation
- I didn't specify areas where and why needed because of the need for many improvements needed and these areas are where there is a high density of residents and/or place of employment, or locations for elementary, highschool and higher education. Thank you for offering this survey to residents of Southeast Alaska.
- The survey worked fine as long as the comments are utilized.
- I like it - Great effort! I think a couple more iterations and it will get to fabulous.

# Appendix D

## Supporting Transportation Documentation



TRIBAL LONG RANGE TRANSPORTATION PLAN  
(LRTP) SOUTHEAST  
2010 - 2030

D R A F T

**Prepared by:**

D. Bremner and A. Dilts Jackson for  
Gordon Jackson, Director  
CCTHITA Roads and Transportation  
May 2010

**Central Council of the Tlingit and Haida Indian Tribes of Alaska**  
**TRIBAL LONG RANGE TRANSPORTATION PLAN – SOUTHEAST**

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# THE TRIBAL PLAN

## I. THE TRIBAL MANDATE, PROCESS AND PARTICIPANTS

### A. The Tribal Mandate

Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is a Federally-Recognized Tribe representing almost 26,000 Tlingits and Haidas worldwide. The Central Council's beginnings stem from the Jurisdictional Act of 1935 through which it sought recognition for the purpose of pursuing tribal land claims in Federal Court. Those efforts brought about a settlement and the tribal organization. It is a sovereign entity that enjoys a government-to-government relationship with the United States.

The mission of the Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) is to 'preserve Tlingit and Haida sovereignty, enhance Tlingit and Haida economic and cultural resources, and promote self-sufficiency and self-governance for our citizens through collaboration, service, and advocacy.' Within that the Roads and Transportation arm of the Tribe is charged with developing and maintaining efforts and programs that meet the local and regional transportation needs of tribal constituents. The governing body of the Tribe strongly supports this direction, as evidenced by the resolution at Appendix A, which approves this plan and authorizes its aggressive implementation.

In 2009, the Roads and Transportation Department initiated the development of this tribal *Long Range Transportation Plan (LRTP)* to guide the Tribe's overall transportation efforts and to satisfy federal regulations requiring tribe and state governments to develop long range transportation plans.<sup>1</sup> In this planning process, the Department:

- Assessed transportation systems and resources in the region with a particular eye to small Native communities;
- Identified unmet transportation needs in those tribal communities;
- Began to develop a strategy for helping communities to meet those unmet transportation needs;
- Set a tribal transportation policy in place; and
- Began to expand and organize the tribal *Roads and Transportation Department* to support development efforts.

In this plan, we present demographic information on our tribal communities (Section II). Sections III, IV, V and VI lay out the tribal policies, priorities, strategies, practices and standards developed by the Department as a result of its assessment activities. In Section VII, we begin to identify community needs by comparing projects in the state work queue with projects on

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<sup>1</sup> Several federal requirements call for a LRTP: Indian Reservation Roads (IRR) Program Final Rule (IRR Rule 25 CFR 170.410-415); FHWA/FTA statute and regulation on Statewide and metropolitan planning (23 USC 134 and 135; and 23 CFR/49 CFR 450.214 and 450.322).

community priority lists. Sections VIII through X outline our assessment of the existing transportation system. Our conclusions are detailed in Section XI.

## **B. The Tribal Relationship to the Federal and State Governments**

Government-to-Government Relationship - The relationship between federally recognized tribes and the United States is one between sovereigns, i.e., between a government and a government. This “government-to-government” principle, which is grounded in the United States Constitution, has helped to shape the long history of relations between the federal government and these tribal nations.

Trust Responsibility - The federal Indian trust responsibility is also a legally enforceable fiduciary obligation on the part of the United States to protect tribal treaty rights, lands, assets, and resources, as well as a duty to carry out the mandates of federal law with respect to American Indian and Alaska Native tribes and villages. In several cases discussing the trust responsibility, the Supreme Court has used language suggesting that it entails legal duties, moral obligations, and the fulfillment of understandings and expectations that have arisen over the entire course of the relationship between the United States and the federally recognized tribes.

Tribal Consultation – President Clinton issued an executive order establishing regular and meaningful consultation and collaboration between tribal nations and the federal government. Consequently, federal agencies are required to consult with tribes regarding policy and regulatory matters. On November 5, 2009 President Barack Obama signed a presidential memorandum giving every Cabinet agency 90 days to deliver their plans detailing the full implementation of the executive order and how they're going to improve tribal consultation.

## **C. The Presidential Commitment**

On November 5, 2009 President Obama met with tribal leaders at a Tribal Nations Conference in Washington, D.C. to discuss the status of First Nations peoples and their relationship with the Federal Government. We have excerpted the President’s remarks from a transcript of the session because they represent a commitment from him:

*“... few have been more marginalized and ignored by Washington for as long as Native Americans -- our First Americans. We know the history that we share. It's a history marked by violence and disease and deprivation. Treaties were violated. Promises were broken. You were told your lands, your religion, your culture, your language were not yours to keep. And that's a history that we've got to acknowledge if we are to move forward.*

*And that's why I want you to know that I'm absolutely committed to moving forward with you and forging a new and better future together. It's a commitment that's deeper than our unique nation-to-nation relationship. It's a commitment to getting this relationship right, so that you can be full partners in the American economy, and so your children and your grandchildren can have a equal shot at pursuing the American Dream.*

*A major step toward living up to that responsibility is the presidential memorandum that I'll be signing at this desk in just a few moments. In the final years of his administration, President Clinton issued an executive order establishing regular and meaningful consultation and collaboration between your nations and the federal government. But over the past nine years, only a few agencies have made an effort to implement that executive order -- and it's time for that to change. The memorandum I'll sign directs every Cabinet agency to give me a detailed plan within 90 days detailing the full implementation of that executive order and how we're going to improve tribal consultation.*

*I know what it means to feel ignored and forgotten, and what it means to struggle. So you will not be forgotten as long as I'm in this White House.”*

#### **D. Federal Mandates**

U.S. Department of Transportation (DOT) is responsible for the development of transportation policies and programs that contribute to fast, safe, efficient and convenient transportation at the lowest cost consistent with the national objectives of general welfare, economic growth and stability, national security, and the efficient use and conservation of federal resources. DOT is comprised of the Office of the Secretary, the Surface Transportation Board, the Office of the Inspector General and 10 operating administrations. The Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the Maritime Administration are key agencies for the purposes of this tribal plan, although all DOT agencies represent a resource to the Tribe.

The Federal Highway Administration (FHWA) is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. Although state, local, and tribal governments own most of the nation's highways, the Administration provides financial and technical support for constructing, improving, and preserving America's highway system. The annual budget of \$30+ billion is funded by fuel and motor vehicle excise taxes and is primarily divided between two programs: Federal-aid funding to state and local governments; and Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under Federal stewardship. One of the programs jointly administered by FHWA and the BIA is the Federal Lands Indian Reservation Roads/Bridges (IRR) Program, which addresses transportation needs of tribes by providing funds for planning, designing, construction, and maintenance activities. *CCTHITA Roads and Transportation* manages an IRR program. This plan is funded by IRR funds.

The Federal Transit Administration (FTA) provides stewardship of combined formula and discretionary programs totaling more than \$10B to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States. Transportation systems typically include buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferryboats, inclined railways, or people movers.

The continuing mission of the Federal Aviation Administration (FAA) is to provide the safest, most efficient aerospace system in the world. FAA accomplishes this through numerous agencies with responsibilities for airports, air traffic organization, planning, safety, international

travel, commercial space transportation, security, and hazardous materials. Its *2009–2013 Flight Plan* is based on four goal areas: Increased Safety, Greater Capacity, International Leadership, and Organizational Excellence.

The Maritime Administration (MARAD) promotes the use of waterborne transportation and its seamless integration with other segments of the transportation system, and the viability of the U.S. Merchant Marine. MARAD works in many areas involving ships and shipping, shipbuilding, port operations, vessel operations, national security, environment, and safety. It also maintains a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies. The Administration recently realigned many of its functions, to revitalize its role as an industry facilitator, and to bring greater focus to the areas of environment and safety. The Tribe continues to seek opportunities to work with MARAD.

The national DOT 2006-2011 Strategic Plan stipulates a strategy of working proactively with tribes, states, local governments, industry and other transportation stakeholders to seek integrated approaches to resolving transportation issues, support community needs and give full consideration to local environmental conditions. Tribal efforts are consistent with this national transportation objective.

#### **E. State Mandates<sup>2</sup>**

Alaska Statute 44.42.050 directs the Commissioner of the Alaska Department of Transportation and Public Facilities (ADOTPF) to develop a comprehensive, inter-modal, long-range transportation plan for the State. The statute also describes the requirements for the use of federal funds and the process for developing and/or updating the plan. The statewide planning process includes the long-range plan, regional plans, modal plans, and lower tier plans. Together these plans make up the overall statewide plan through which all the regulatory requirements are addressed. Alaska recently completed its *Statewide Long-Range Transportation Plan for 2008 through 2030*, also called *Let's Get Moving 2030*.

Except for required matches, Alaska is entirely dependent on federal funds. Consequently, federal transportation requirements play a defining role in transportation planning and management. The Federal Government requires:

- Continuing, cooperative and comprehensive statewide transportation planning processes, in which there are clear links between policy, planning evaluation, and the investments that are made;
- States to prepare twenty-year plans that take into consideration 8 national objectives; and
- Tribal consultation pursuant to 23 CFR 134 and 23 CFR 135, which establish consultation requirements with tribes through the Statewide and Metropolitan planning and program processes.

Tribal Authority - Because the Constitution vested the Legislative Branch with plenary power over Indian Affairs, states have no authority over tribal governments unless expressly authorized

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<sup>2</sup> Source: *Statewide Long-Range Transportation Plan for 2008- 2030*.

by Congress. While federally recognized tribes generally are not subordinate to states, they can have a government-to-government relationship with these sovereigns.

## F. Tribal Consultation Requirements<sup>3</sup>

This table summarizes the consultation and public involvement statutory/regulatory requirements for working with Tribes (August 2007):

Action	Description	Statutory/Regulatory References
<b>Statewide Transportation Planning</b>	Defines distinct forms of cooperation or consultation to be undertaken by the states in the development of statewide long-range transportation plans and Statewide Transportation Improvement Programs with Indian tribal areas and the Secretary of Interior. Discussion on environmental mitigation activities of the long-range transportation plan shall be developed in consultation with tribes.	23 U.S.C. 135(e)-(g) 23 U.S.C 135 (f)(4)(B) 23 CFR 450.104; 450.208(a)(5); 450.210(a); 450.214(h); 450.216(a)
<b>Metropolitan Transportation Planning</b>	Requires that where a metropolitan planning area includes federal public lands and/or Indian tribal lands, the affected federal agencies and Indian tribal governments shall be involved appropriately in the development of transportation plans and programs. Discussion on environmental mitigation activities of the long-range transportation plan shall be developed in consultation with tribes. The Transportation Management Area (TMA) Planning Certification Review is an oversight opportunity for FHWA/FTA to ensure that the metropolitan planning process in each TMA is being carried out in accordance with applicable provisions of federal law.	23 U.S.C. 134(j)(3)(B) 23 U.S.C. 134(i)(2)(B)(ii) 23 U.S.C. 134(k)(5) 23 U.S.C. 101(a)(23) 23 CFR 450.104; 450.202; 450.312(i); 450.330(a)
<b>Indian Reservation Roads Program</b>	Defines consultation as "government-to-government communication in a timely manner by all parties about a proposed or contemplated decision in order to (1) Secure meaningful tribal input and involvement in the decision-making process; and (2) Advise the tribe of the final decision and provide an explanation."	25 CFR 170.100 - 108 25 CFR 170.412-415 25 CFR 170.424 25 CFR 170.435 - 441
<b>Non-Metropolitan Local Official Consultation</b>	Requires States to document their consultation process with non-metropolitan local officials that provides for their participation in statewide transportation planning and programming and that is separate and discrete from the public involvement process. This requirement does not specifically include Tribal areas. However, it does not preclude the State DOT from opting to include Tribal areas as part of their non-metropolitan local official consultation processes. In fact, several States have decided to take that approach. While acceptable, this would not take the place of the requirement for States to engage in separate and discrete consultation with Indian Tribal areas in the development of Statewide	23 U.S.C. 135 23 CFR/49 CFR 450.104; 450.208(a)(4); 450.210; 450.214; 450.216; 450.224

<sup>3</sup> Source: DOT Federal Highway Administration website at <http://www.fhwa.dot.gov/HEP/tribaltrans/consult.htm>.

	transportation plans and programs.	
<b>Historic Preservation</b>	The 1992 Amendments to the National Historic Preservation Act (NHPA) requires all Federal agencies to consult with Indian Tribes or Native Hawaiian organizations for undertakings, which may affect properties of traditional religious and cultural significance on or off Tribal lands. The Section 106 regulations state that "the agency official shall ensure that consultation in the Section 106 process provides the Indian Tribe or Native Hawaiian organization a reasonable opportunity to identify its concerns about historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking's effects on such properties, and participate in the resolution of adverse effects."	Section 106 regulations (36 CFR Part 800) implementing NHPA were revised on January 11, 2001 to reflect this change (see 36 CFR 800.2(c)(2)(ii)(A)).
<b>Public Involvement</b>	Requires that metropolitan and statewide transportation decisions consider a wide array of factors including land use impacts and "the overall social, economic, energy, and environmental effects of transportation decisions." Public input is essential in adequately considering such effects. Prior to adopting plans or programs, the MPO or State DOT are required to provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other affected employee representatives, and other interested parties with a reasonable opportunity to comment. The new IRR Rule found in 25 CFR identifies a set of criteria for the BIA and Tribes around public hearings. The tribe or BIA, after consultation with the appropriate tribe and other agencies will determine need for a public hearing (based on the criteria) for IRRTIP, long-range transportation plan or project. Also, required is a public review of the draft IRR long-range transportation plan.	<b>Statewide Planning</b> 23 U.S.C. 135 23 CFR 450.210 <b>Metropolitan Planning</b> 23 U.S.C. 134 49 U.S.C. 5303, 5304, 5305 23 CFR 450.316(b); 450.318(b); 450.322(g); 450.324(b) <b>IRR Public Hearings/Review</b> 25 CFR 170.435 to 170.441 25 CFR 170.413 <b>Project Development</b> 23 U.S.C. 128 23 CFR 771.111(h) 40 CFR 1501.7; and 40 CFR 1506.6

## G. Community Mandates

The importance of transportation and infrastructure development to local economic growth keeps both at the top of community priority lists. Over the years, rural communities have engaged in efforts, individually and collectively through regional organizations such as CCTHITA, the Alaska Native Brotherhood and Sisterhood Grand Camp and Southeast Conference, to get improved services and encountered the following: difficulty in accessing funds; lack of technical capacity to advance projects; lack of local funding to match federal and state funds; limited or no state funding for local roads; and difficulty in establishing partnerships on projects. The tribal Roads and Transportation Department is committed to helping communities to overcome these barriers.

CCTHITA works with Southeast Conference to develop the regional *Comprehensive Economic Development Strategy (CEDS)* - an effort that meets Economic Development Administration local planning requirements. Community projects listed in the CEDS get weighted consideration

in the EDA funding process. Marine transportation projects prioritized by communities in the *2009 CEDS Update* are listed in Section IV.C of this plan.

Southeast Conference was organized by communities in 1958 to advocate for establishment of the Alaska Marine Highway System. Its 140 members include 28 communities, 9 chambers of commerce, 9 native organizations, 18 non-profits and community organizations, and 9 transportation organizations. While its mission has expanded, Southeast communities and regional organizations continue to list ‘community development’ as the number one goal under which the primary objective is ‘infrastructure development.’ Detailed strategies include:

- Prohibit substantive amendments to the Southeast Alaska Transportation Plan without the concurrence of the affected communities.
- Encourage more community and private sector participation in the operation and maintenance of public facilities and transportation services.
- Encourage the establishment of local and regional authorities to develop and operate transportation facilities and services.
- Promote inclusion of Yakutat in the Southeast Alaska Transportation Plan.
- Advocate for full exploration of all potential highway corridors for linking Southeast with the mainland highway system.

As we prepare to move into 2010, tribal and community councils are becoming even more alarmed about decreasing services and increasing costs making it more and more difficult to live in rural communities. For that reason, the Central Council remains committed to working with rural communities to address their transportation needs and concerns.

## **H. Planning Factors & Process**

### **1. Relationship to Other Tribal Plans**

The *CCTHITA Long Range Transportation Plan* sets the policy and direction for the Tribe’s and the Department’s endeavors and also meets IRR requirements for the establishment of tribal long-range transportation plans (IRR final rule, 25 CFR 170.410-415). The purpose of the LTTP is to lay out a transportation strategy, through which the Tribe can begin to fill the gaps in air, roads, and marine transportation services not provided by the state and private sector in Southeast Alaska. Lower tier plans, such as the *Tribal Marine Transportation Plan*, provide detailed approaches and strategies, which support the implementation of the LRTP.

### **2. Relationship to the Alaska Statewide Long Range Transportation Policy Plan**

The State of Alaska recently completed its *Statewide Long Range Transportation Policy Plan* and is in the process of updating the *Southeast Alaska Transportation Plan*, the Southeast regional component to the statewide plan. The statewide plan outlines the future of transportation for the communities, while the regional plan lays out the details of state-provided transportation services over the shorter term.

The statewide plan, and its regional, sub-tier plans and supporting studies, represent a significant resource in terms of transportation data and systemic information, which can be used in the *Roads and Transportation Department's* assessment process.

### **3. Technical Approach**

The Department has used the IRR Final Rule found at 25 CFR 170.410-415 to guide in the development of this long range plan. The regulations prescribe 20-year plans to assist in tribal transportation decision-making and stipulate public involvement in the plan process. Additional information on these legal requirements can be found under FHA/FTA rules and regulations at (23 USC 134 & 135, 23 CFR/49 CFR 450.214 & 450.322).

The Department will assess transportation systems, including regulatory, policy, administrative, planning, and operational data, with an eye to tribal and community needs.

### **4. Tribal and Community Involvement**

The partnership with stakeholders is vital to the success of the tribal plan. Therefore a very broad base of public involvement is included in the planning process. Target community tribes and municipalities have selected contacts for their communities. These representatives sit on the Tribe's *Transportation Working Group* and are responsible for providing input on the development of this plan, and later project activities. To date, five major meetings have been held with more than 200 community representatives in attendance.

#### **I. Tribal Ability to Implement the Plan**

As a service provider, the Central Council has a solid track record with well-established support systems. As a sovereign entity, it has an excellent history of political stability and a well-established government-to-government relationship with the United States.

As a tribal government for the Tlingit and Haida peoples, CCTHITA's jurisdiction extends to tribal communities in the Southeast Alaska region. However its commitment to its tribal members extends throughout the United States wherever Tlingits and Haidas reside. By tribal resolution, Angoon, Craig, Douglas, Haines, Juneau, Kasaan, Klawock, Petersburg, Saxman, Skagway and Wrangell have agreed to function as a consortium of tribes and have authorized CCTHITA to compact with the United States Government on their behalf. In addition, the Douglas and Saxman Tribes are participating in a consortium effort with CCTHITA Roads and Transportation.

Administratively - Through its Juneau Headquarters, CCTHITA offers a wide range of individual and community services through various departments and programs, including Roads and Transportation, Business and Economic Development, Head Start, Higher Education, Employment and Training, Native Lands and Resources, Tribal Family and Youth Services, Tribal Energy, Tribal Operations, Tribal Government, Self-Governance, and Program Compliance. CCTHITA also operates a regional Vocational Training and Resource Center. We

administer more than 50 programs supported by over 200 grants and an annual budget of \$27 million.

The tribal organization's 35+ years of experience in operating regional programs and services have led to well-developed, efficient administrative and program structures and systems. The tribal Finance Department uses fund accounting to ensure compliance with policy, grant, and financial requirements. We are audited annually and have not had any significant audit exceptions in years.

Management/Technical Support - The Department's current focus is to assess transportation systems and community needs so that it can begin collaboration with communities to develop strategies for filling the gaps between needs and resources. Concurrent with that, we are pushing a pilot 'short sea' project which will put CCTHITA into the Southeast marine services arena. These efforts are consistent with tribal transportation plans that are now being formalized and with community resolutions submitted to and approved by the CCTHITA General Assembly.

The Department believes that it will be able to develop meaningful transportation solutions due to staff expertise and familiarity with rural challenges. Areas of department involvement and capability:

- Administration of transportation programs including the management of BIA Compact, FHWA/IRR and FTA Tribal Transit funding;
- IRR tribal planning, designing, construction and maintenance activities;
- Development of transportation plans including the tribal Long Range Transportation Plan (LRTP), the Tribal Marine Transportation Plan (TMTP), and the freight plan;
- Transportation planning for highways, bridges, marine systems and airports including route/scheduling analysis, transportation analysis, transportation improvement planning, transportation priority analysis, road and marine traffic measurement, etc.;
- Transportation maintenance to support highway, bridge, marine and airport projects, including inventory tracking/maintenance to protect investments;
- Transportation research to support highway, bridge, marine and airport projects, including such topics as short sea projects, fast ferries, freight analysis, privatization, etc.;
- Technical assessment of systems and operations to support highway, bridge, marine and airports projects, including such efforts as the recent assessment of state and federal transportation systems;
- Project management includes a strong awareness of design and construction requirements and excellent management/coordination skills;
- Development of public and private partnerships, including partnerships with state and federal agencies, with other tribes, and with private businesses; the Department is currently partnered with the communities of Saxman and Douglas in the IRR Program and with Allen Marine, Inc. in the Marine Transportation Program.
- Collaborative efforts and experienced public outreach including the crafting of media messages and the conduct of meetings at the regional and local levels;
- Transit planning for local public transportation systems including passenger ferryboats.

Transportation Operations Management – Developing transportation services and resources is a challenging business. To give the departmental development efforts the best chance for success, we will acquire the necessary expertise through hire or partnership, thus our relationship with a private company that currently contracts with the AMHS to provide ferry services.

Private Partner - Currently, we are partnered with Allen Marine, Inc., a privately owned business that has been designing and building boats, bridges, ramps, and floats, and doing custom fabrication since 1967. From 1999 to 2003 Allen Marine, Inc. designed and built 19 fast ferries (thirteen 78' aluminum catamarans and six 65' aluminum monohulls) for New York Harbor.

Outsourcing - Central Council Tlingit Haida Indian Tribes of Alaska Roads Department has developed a professional relationship with the engineering and architect firm of EEIS of Anchorage Alaska. EEIS Consulting Engineers, Inc. is an architectural/engineering company involved with architectural, civil and structural work. In it more than 20 years of existence, EEIS has provided numerous clients with architectural, light civil and structural engineering service. They have expanded their capabilities in architectural and engineering to design for airport facilities and for remote infrastructure throughout Alaska. Roads & Transportation may work with EEIS Engineering to plan, design and build new, expanded, or replacement facilities when appropriate economically and socially on a village by village basis.



## B. General Description of the Region<sup>4</sup>

Southeast Alaska is a part of the Alexander Archipelago and encompasses about seven percent (7%) of Alaska's total land area. The region is made up of a narrow mainland strip of steep, rugged mountains and ice fields, and over 1,000 offshore islands. Together, the islands and mainland equal nearly 11,000 miles of meandering shoreline, with numerous bays and coves. A system of seaways separate the many islands and provide a protected waterway called the Inside Passage.

Approximately 73,000 people live in 32 towns, communities, and villages located on islands or along the mainland coasts; twenty-three are incorporated. In 2005, only four of those 32 communities met the U.S. Census Bureau's definition of urban (population greater than 2,500) and only eight had populations greater than 1,000 persons. Just three towns are connected to other parts of the mainland by road: Haines and Skagway to the north and Hyder to the south.

Federal lands comprise about 95 percent of Southeast Alaska, with 80% of it in the 16.8 million acre Tongass National Forest and 15% in Glacier Bay National Park and Preserve. The remaining land is held in state, Native and community private ownerships.

Most of the area is wild and undeveloped, but the resources of the forest and water are rich, abundant and important to the regional and local economies. Village economies, in particular, are subsistence based. The forestland and waters and accompanying resources are also very important to Tlingits and Haidas, whose cultures have evolved around the use of those resources over thousands of years.

## C. The Southeast Alaska Economic Situation

Economic Challenges - Timber, fisheries and tourism are key industries in the Southeast Alaska region. Here is a snapshot of the challenges in those industry areas.

Most of the region's timber supply is in the Tongass National Forest, which occupies about 80% of the region. That operable timber base kept the timber industry thriving until a number of dynamic changes in the forest regulatory and management environment set off a series of plan revisions, environmental assessments, and legal challenges: the Tongass Timber Reform Act passed in 1990; Congress acted on the wilderness issue; the Natural Resources Defense Council filed three separate lawsuits. NRDC lost on the original suits and won on the appeal. The Ninth Circuit Court ruled in 2005 finding inadequacies primarily relating to the NEPA process.

Changes in the global marketplace combined with new federal legislation to cripple the harvest effort. Historically, the timber industry provided about 4,000 jobs in the region; today it only provides about 450 jobs. These lost jobs represent over \$1 billion in lost payroll in the last ten years. Wood processing plants have closed in Sitka, Haines, Ketchikan, Metlakatla, and Wrangell. Alaska Pulp Corporation closed its Sitka operations in 1993 and Wrangell operations in 1994; Ketchikan Pulp Corporation operations closed in 1997, 1998, and 1999.<sup>5</sup> Recent

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<sup>4</sup> Source: Tongass Forest Plan, 2008.

<sup>5</sup> Source: 2004 SATP

industry reports indicate that the southeast timber manufacturing industry is at its lowest point in half a century and that federal timber supply must grow in order for the industry to become healthy again.<sup>6</sup> However, it will take some time to sort out the issues tying up Tongass timber.

Almost 40% of all fish harvested in the U.S. comes from Alaska. The value of Alaska's 2008 fish harvest was a record \$1.7 billion, higher than the previous record from 1992. The industry provides an average of 16,000 jobs each month and employs more than 52,000 workers at some time during the year in harvesting or processing. However, 46% of licensed crewmembers and 74% of seafood processing workers are nonresidents.<sup>7</sup> We are also seeing an outmigration of licenses and quota share from rural areas in particular and from the state in general, as fish and wildlife agencies continue to restrict entry into fisheries and to privatize resources.

After years of growth in the tourism industry, the outlook for the 2009 season is uncertain. The global economic downturn has cruise lines discounting heavily to fill the ships that bring the majority of visitors to Alaska.<sup>8</sup> Of course, most tourism activity centers on urban areas, and cruise ship operators, who bring in the bulk of the tourists, package tours so that most of the economic benefit is to the cruise ship company.

Rural Challenges - The Denali Commission, a key government rural provider in Alaska, has listed these challenges to the development and economic self-sufficiency of rural communities: geography and climate; isolation; unemployment; high cost and low standard of living; and infrastructure issues. They acknowledge that 'the level of infrastructure needed is yet to be determined (unknown) and the scope and scale of infrastructure issues facing rural Alaska is staggering'. This is no less true in Southeast where rural village communities are on islands separated from the mainland and urban centers. As the marine highway is the key way of moving people, automobiles, and goods in and out of communities, any changes to those services has pronounced effect on rural populations.

Angoon, Edna Bay, Elfin Cove, Excursion Inlet, Hobart Bay, Haines, Hydaburg, Hyder, Kake, Klukwan, Meyers Chuck, Pelican, Port Alexander, Port Graham, Port Protection, Tenakee Springs, Thorn Bay and Wrangell are on the Denali Commission 2009 *Distressed Community* list.

The sharp rise of fuel prices in 2008 substantially increased the costs of living in rural Alaska and raised concerns as to whether Alaska's rural residents could endure such hardship and maintain village residence. Overall, since November 2005, the statewide average cost of heating fuel has increased 54% from \$3.48; the statewide average cost of gasoline has increased 40% from \$3.83.<sup>9</sup> Many remote rural Alaska communities purchased most or all of this winter's fuel at peak prices during June and July 2008, and some communities are still selling this high-cost fuel.

Municipalities and tribal governments represent a key piece of the employment and service picture in small communities and they are operating on ever-shrinking budgets, severely limiting

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<sup>6</sup> Source: Southeast Conference and Alaska Chamber of Commerce reports.

<sup>7</sup> Source: Alaska Economic Trends, November 2009. Alaska Department Labor & Workforce Development.

<sup>8</sup> Source: Anchorage Daily News article reporting on *The Great Alaska Sportsman Show*, April 4th, 2009.

<sup>9</sup> *Report to the Director: Fuel Prices Across Alaska, July 2009*. DCRA Research and Analysis Section.

their ability to push economic development projects forward. Although the economic situation has worsened since 2005, we are citing statistics on municipalities pulled from an Alaska Municipal League report issued in that year: 13 cities are no longer functioning, 18 cities are in deep debt, and 39 cities had terminated key local services (police, road/utility/facility maintenance). Identified among the contributing factors were:

- Lack of a tax base- a chronic and obvious problem
- Inability to raise even minimum dollars
- Financial inequities seen in the provision of education
- Question of village, as well as individual, survival is a critical one
- Extremely high costs: gas was \$5.15 to \$6.00 per gallon.
- Loss of Municipal State Revenue Sharing

Native Challenges - To help the reader understand the added challenges faced by Alaska Natives, we examined a 2004 Status of Alaska Natives Report prepared by UAA Institute of Social and Economic Research (ISER) titled *Status of Alaska Natives*. That 2004 report marks the first comprehensive look at conditions among Alaska Natives since 1989. ISER found some changes for the better, some persistent problems, and some new challenges.

- Natives gained more than 8000 jobs between 1990 and 2000, but only 35% are full time and year round.
- Despite job gains, the number of unemployed Natives increased 35% from 1990 to 2000.
- Incomes of Natives remain just 50 to 60% of other Alaskans, despite gains. Transfer payments are a growing share of Native income.
- Natives are three times as likely as other Alaskans to be poor.
- Half the Native families below the poverty line are headed by women. Many Alaska children are growing up in families headed by women, but the share is about a third larger in Native families.
- All the economic problems Natives face are worst in remote areas where living costs are highest.
- Native education levels continue to rise, but haven't yet reached those among other Alaskans. Native students are more likely to drop out of school and less likely to pass standard tests.
- Alaska Natives are increasingly urban. About 42 percent live in urban areas now, and that share could reach more than 50 percent by 2020.
- Alcohol continues to fuel high rates of domestic violence, child abuse, and violent death in the Native community. But two thirds of small villages have imposed local controls on alcohol.

#### **D. Population<sup>10</sup>**

In May 2008, the Institute of Social and Economic Research spearheaded research that found the current rural migration to urban centers to be the continuation of a long lasting trend. The

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<sup>10</sup> Source: *Alaska's Rural Population and School Population Trends, April 2009*. DCRA Research & Analysis Section.

scarcity of jobs combined with low earnings was cited as the principal reason for rural residents moving to urban centers. The sharp rise of fuel prices in 2008 raised additional concerns and lead to another study lead by the Alaska Division of Community and Regional Affairs. Those study conclusions are summarized here.

Regional Trends 2000-2008: Although most of Alaska’s rural regions lost population between Census 2000 and 2008, impacts differed by region. By far, rural Southeast Alaska lost the most people, absorbing 69% of the total rural population decline. In just eight years its population fell by 3,596 persons and the regional population base eroded by 8.5% from 2000. Hardest hit areas were the Ketchikan Gateway Borough and the Prince of Wales–Outer Ketchikan Census Area each posting a decline of 1,066 and 797 persons respectively. Alaska’s least populated area, the Yakutat Borough, was impacted the most with a 27% drop from the population base in 2000.

DCRA Report Conclusions: Alaska’s rural population is declining. Overall, rural Alaska has been experiencing lower birthrates than in past decades. Outmigration from rural Alaska has accelerated and natural increase in many areas has not offset the population losses. Moreover, changes in demographics point at the aging of rural residents. School population in rural Alaska has declined, much stronger than overall population. Since 2000, hub schools have lost the most students but rural school student counts have also fallen. This suggests that the overall population decline in rural Alaska will continue.

Statistics pulled by the *Roads and Transportation Department* support these conclusions. Because our target communities are Tlingit and Haida communities, we have also included Alaska Native numbers in our population figures.<sup>11</sup>

<i>Community</i>	<i>2008 State Est.</i>	<i>2000 Pop.</i>	<i>#Natives in 2000</i>	<i>%Natives in 2000</i>
<i>Angoon</i>	<i>430</i>	<i>572</i>	<i>469</i>	<i>86.4%</i>
<i>Craig</i>	<i>1,117</i>	<i>1,397</i>	<i>303</i>	<i>30.9%</i>
<i>Haines</i>	<i>1,475</i>	<i>1,811</i>	<i>251</i>	<i>18.5%</i>
<i>Hoonah</i>	<i>823</i>	<i>860</i>	<i>521</i>	<i>69.4%</i>
<i>Hydaburg</i>	<i>341</i>	<i>382</i>	<i>325</i>	<i>89.5%</i>
<i>Juneau</i>	<i>30,427</i>	<i>30,711</i>	<i>3,496</i>	<i>16.6%</i>
<i>Kake</i>	<i>519</i>	<i>710</i>	<i>474</i>	<i>74.6%</i>
<i>Kasaan</i>	<i>54</i>	<i>39</i>	<i>15</i>	<i>48.7%</i>
<i>Klawock</i>	<i>785</i>	<i>854</i>	<i>435</i>	<i>58.1%</i>
<i>Klukwan</i>	<i>102</i>	<i>139</i>	<i>123</i>	<i>88.5%</i>
<i>Pelican</i>	<i>113</i>	<i>163</i>	<i>35</i>	<i>25.8%</i>
<i>Petersburg</i>	<i>3,009</i>	<i>3,224</i>	<i>232</i>	<i>12.0%</i>
<i>Saxman</i>	<i>420</i>	<i>431</i>	<i>285</i>	<i>70.1%</i>
<i>Sitka</i>	<i>8,615</i>	<i>8,835</i>	<i>1,641</i>	<i>24.7%</i>
<i>Skagway</i>	<i>846</i>	<i>862</i>	<i>26</i>	<i>5.1%</i>
<i>Tenakee Springs</i>	<i>99</i>	<i>104</i>	<i>3</i>	<i>4.8%</i>
<i>Wrangell</i>	<i>2,112</i>	<i>2308</i>	<i>358</i>	<i>15.5%</i>
<i>Yakutat</i>	<i>590</i>	<i>808</i>	<i>320</i>	<i>46.8%</i>

<sup>11</sup> Source: 2000 Census data and 2008 DCCED Certified Population figures.

## E. Unemployment Rates<sup>12</sup>

In reviewing this information, it is important to remember that the unemployment rate is based on the number of individuals receiving unemployment insurance and adjusted by the number of workers identified as ‘not employed but seeking work’. That measure does not reflect what is happening in the typical rural situation where individuals are in the labor force and may not seeking work because there are no jobs. For that reason, we have also included the figures for the number of ‘adults in the work force who are not working and not seeking work’.

It is also important to keep in mind that unemployment figures are calculated and presented by borough/census areas. This means that smaller community rates are a composite of the census area average rate. The resulting economic picture is more reflective of what is happening in urban centers in the same census area. Saxman, Kake, Klukwan, and Tenakee Springs are examples of this. See the differences between the 2000 Census data and the 2008 composite ADOL data.

	<i>2000 Census Unemp. Rate</i>	<i>2000 Census # Adults Not Seeking</i>	<i>2000 Census Unemployed + Not Seeking</i>	<i>2008 ADOL Unemp. Rate</i>
<i>Angoon</i>	<i>13%</i>	<i>168</i>	<i>50%</i>	<i>13.0%</i>
<i>Craig</i>	<i>9%</i>	<i>233</i>	<i>29.7%</i>	<i>14.1%</i>
<i>Haines</i>	<i>13.6%</i>	<i>488</i>	<i>44.1%</i>	<i>8.9%</i>
<i>Hoonah</i>	<i>20.5%</i>	<i>257</i>	<i>51.7%</i>	<i>13.0%</i>
<i>Hydaburg</i>	<i>31.3%</i>	<i>136</i>	<i>66.3%</i>	<i>14.1%</i>
<i>Juneau</i>	<i>5.4%</i>	<i>5,719</i>	<i>28.5%</i>	<i>4.8%</i>
<i>Kake</i>	<i>24.9%</i>	<i>161</i>	<i>49.5%</i>	<i>5.8%</i>
<i>Kasaan</i>	<i>20.0%</i>	<i>14</i>	<i>52.9%</i>	<i>14.1%</i>
<i>Klawock</i>	<i>15.7%</i>	<i>175</i>	<i>39.6%</i>	<i>14.1%</i>
<i>Klukwan</i>	<i>44.9%</i>	<i>37</i>	<i>66.3%</i>	<i>8.9%</i>
<i>Pelican</i>	<i>8%</i>	<i>37</i>	<i>34.7%</i>	<i>7.3%</i>
<i>Petersburg</i>	<i>10.3%</i>	<i>701</i>	<i>36.4%</i>	<i>10.6%</i>
<i>Saxman</i>	<i>25.6%</i>	<i>115</i>	<i>47.9%</i>	<i>5.9%</i>
<i>Sitka</i>	<i>7.8%</i>	<i>1766</i>	<i>31.8%</i>	<i>5.8%</i>
<i>Skagway</i>	<i>14.1%</i>	<i>149</i>	<i>32.2%</i>	<i>13.0%</i>
<i>Tenakee Springs</i>	<i>13.7%</i>	<i>19</i>	<i>37.1%</i>	<i>7.3%</i>
<i>Wrangell</i>	<i>8.5%</i>	<i>530</i>	<i>36.8%</i>	<i>10.6%</i>
<i>Yakutat</i>	<i>7.8%</i>	<i>136</i>	<i>28.2%</i>	<i>7.5%</i>

## F. Median Household Income<sup>13</sup>

All target communities have median household incomes that are considerably less than the 2000 state MHI of \$51,571 and there are a significant number of poverty level households. On average, the 2000 median household income in these communities is 12.4% lower than the 2000 median state income. In the next section, we have presented cost of living information that will help the reader more fully understand the economic challenges in rural communities where residents have less income and higher costs than most places in the nation.

<sup>12</sup> Source: 2000 Census and Alaska Department of Labor.

<sup>13</sup> Source: 2000 Census and the DCCED Community Database Online.

	<i>2000 Census Median Household Income</i>	<i>% Below 2000 Median State Income of \$51,571</i>	<i>2000 Census Percentage of Poverty Households</i>
<i>Angoon</i>	<i>\$29,861</i>	<i>43.06%</i>	<i>27.9%</i>
<i>Craig</i>	<i>\$45,298</i>	<i>12.16%</i>	<i>9.8%</i>
<i>Haines</i>	<i>\$39,926</i>	<i>22.58%</i>	<i>7.9%</i>
<i>Hoonah</i>	<i>\$39,028</i>	<i>24.32%</i>	<i>16.6%</i>
<i>Hydaburg</i>	<i>\$31,625</i>	<i>38.68%</i>	<i>24.1%</i>
<i>Juneau</i>	<i>\$62,034</i>	<i>Exceeds</i>	<i>6.0%</i>
<i>Kake</i>	<i>\$39,643</i>	<i>23.13%</i>	<i>14.6%</i>
<i>Kasaan</i>	<i>\$43,500</i>	<i>15.65%</i>	<i>0.0%</i>
<i>Klawock</i>	<i>\$35,000</i>	<i>32.13%</i>	<i>14.2%</i>
<i>Klukwan</i>	<i>\$30,714</i>	<i>40.44%</i>	<i>1.5%</i>
<i>Pelican</i>	<i>\$48,750</i>	<i>5.47%</i>	<i>4.7%</i>
<i>Petersburg</i>	<i>\$49,028</i>	<i>4.93%</i>	<i>5.0%</i>
<i>Saxman</i>	<i>\$44,385</i>	<i>13.93%</i>	<i>12.1%</i>
<i>Sitka</i>	<i>\$51,901</i>	<i>.06%</i>	<i>7.8%</i>
<i>Skagway</i>	<i>\$49,375</i>	<i>4.26%</i>	<i>3.7%</i>
<i>Tenakee Springs</i>	<i>\$33,125</i>	<i>35.77%</i>	<i>11.8%</i>
<i>Wrangell</i>	<i>\$43,250</i>	<i>16.14%</i>	<i>7.3%</i>
<i>Yakutat</i>	<i>\$46,786</i>	<i>9.28%</i>	<i>13.5%</i>

## G. Distressed Community Status

The distressed community list is prepared by the Alaska Department of Labor and Workforce Development, Research and Analysis Section based on the most current population, employment and earnings data available. The distressed status is determined by comparing average income of a community to full-time minimum wage earnings, the percentage of the population earning greater than full-time minimum wage earnings and a measure of the percentage of the population engaged in year-round wage and salary employment.

<b>DENALI COMMISSION - Distressed Community Status 2009, Alaska Communities by Borough/Census Area and Place</b>						
<b>Communities</b>	<b>2009 Distressed Status</b>	<b>2008 Distressed Status</b>	<b>Avg 2008 Earnings From UI Empl. &amp; Fishing</b>	<b>% w 2008 Earnings &lt; Min. Wage of \$14,872</b>	<b>% Employed All 4 Qtrs of 2008</b>	<b>Becomes Distressed in 2009 w 3% Formula</b>
<b>Haines Borough</b>						
Covenant Life	Distressed	Distressed	10,881	73.8	29.2	
Excursion Inlet	Distressed	Distressed	ND	76.9	15.4	
Haines	Non-Distr.	Non-Distr.	17,640	70.5	31.4	YES
Lutak	Distressed	Distressed	12,377	66.7	25.0	
Mosquito Lake	Distressed	Distressed	11,708	76.1	24.4	
Mud Bay	Distressed	Distressed	13,501	69.5	29.7	
<b>Hoonah-Angoon Census Area</b>						
Angoon	Distressed	Distressed	11,678	72.2	31.7	
Elfin Cove	Distressed	Distressed	38,219	87.9	24.2	
Game Creek	Distressed	Distressed	ND	100.0	0.0	
Gustavus	Distressed	Distressed	11,866	82.2	19.0	
Hobart Bay	Distressed	Distressed	ND	100.0	0.0	
Hoonah	Non-Distr.	Distressed	16,366	72.0	31.2	
Klukwan	Distressed	Non-Distr.	12,394	71.1	38.9	
Pelican	Distressed	Distressed	25,854	77.6	22.4	
Tenakee Springs	Distressed	Distressed	11,922	81.9	26.6	

Whitestone Camp	Distressed	Non-Distr.	8,779	85.7	14.3	
<b>Juneau Borough</b>						
Juneau	Non-Distr.	Non-Distr.	25,495	50.7	49.8	
<b>Ketchikan Gateway Borough</b>						
Ketchikan	Non-Distr.	Non-Distr.	22,973	56.2	45.0	
Saxman	Non-Distr.	Non-Distr.	15,142	66.9	37.0	
<b>Petersburg Census Area</b>						
Take	Distressed	Distressed	14,190	71.2	36.2	
Kupreanof	Distressed	Distressed	8,198	75.0	25.0	
Petersburg	Non-Distr.	Non-Distr.	35,319	69.6	33.1	
Port Alexander	Distressed	Distressed	33,538	90.2	12.2	
<b>Prince of Wales-Outer Ketchika/Hyder CD</b>						
Coffman Cove	Non-Distr.	Distressed	17,621	65.2	32.6	
Craig	Non-Distr.	Non-Distr.	23,289	65.0	38.1	
Edna Bay	Distressed	Distressed	20,202	82.4	11.8	
Hollis	Distressed	Distressed	13,883	71.7	31.5	
Hydaburg	Distressed	Distressed	16,977	72.5	24.8	
Hyder	Distressed	Distressed	5,692	89.6	11.7	
Kasaan	Non-Distr.	Distressed	14,516	66.7	35.9	
Klawock	Non-Distr.	Non-Distr.	16,570	66.8	36.0	
Metlakatla	Non-Distr.	Non-Distr.	16,528	63.7	38.0	
Naukatl Bay	Distressed	Distressed	8,366	84.6	18.8	
Point Bake	Distressed	Distressed	ND	91.3	13.0	
Port Protection	Distressed	Distressed	3,037	92.6	14.8	
Thorn Bay	Distressed	Distressed	12,986	75.3	25.8	
Whale Pass	Distressed	Distressed	3,088	90.5	9.5	
<b>Sitka Borough</b>						
Sitka	Non-Distr.	Non-Distr.	18,753	59.6	34.0	
<b>Skagway Municipality</b>						
Skagway	Non-Distr.	Non-Distr.	18,753	59.6	34.0	
<b>Wrangell Borough</b>						
Meyers Chuch	Distressed	N/A	ND	100.0	5.3	
Thoms Place	Distressed	Distressed	ND	62.5	25.0	
Wrangell	Non-Distr.	Non-Distr.	20,648	68.1	31.8	YES
<b>Yakutat Borough</b>						
Yakutat	Non-Distr.	Non-Distr.	21,288	65.8	38.0	

## H. High Cost of Living

Median household income information becomes more meaningful when looked at in conjunction with cost-of-living information.

Cost of Living by State - Although there is no official cost-of-living index, certain cost-of-living inferences can be made by using the U.S. Bureau of Labor Statistics *Consumer Price Index* (CPI). The *Top50states Group* calculated the cost-of-living for each state using data compiled from the Federal Cost of Living Index, the Bureau of Labor Statistics, and various state websites. Alaska's cost-of-living is 26.4% higher than the national average and it costs more to live in Alaska than every other state but Hawaii and California. Alaska's housing costs are 37.7% higher than the national average.<sup>14</sup>

Anchorage vs. US Average – The Economic Research Institute (<http://www.erieri.com>) is a survey firm dedicated to research and development. ERI conducts geographic- and industry-specific surveys gathering data on salaries, cost-of-living, and executive compensation. They have a program which compares the cost of living in any city with the national average. As the new 2008 Alaska Geographic Differential Study uses Anchorage as the baseline to compare

<sup>14</sup> Source: <http://www.top50states.com/cost-of-living-by-state.html>.

other Alaska communities to, we used the ERI program to compare the cost-of-living in Anchorage with the US Average. It is 22.9% higher.

Data as of Oct. 1, 2009	Base City US Average	Anchorage Alaska	Differentials
Consumables	\$17,588	\$25,465	\$7,877
Transportation	\$7,943	\$9,170	\$1,227
Health Services	\$2,269	\$3,272	\$1,003
Rent/Util/Insurance	\$21,636	\$34,560	\$12,924
Income & Payroll Taxes	\$15,264	\$8,712	-\$6,552
Miscellaneous	\$7,300	\$7,300	0
<b>Total Cost of Living</b>	<b>\$72,000</b>	<b>\$88,479</b>	<b>\$16,479</b>
Cost of Living % of Base City	100%	122.9	22.9
Cost of Living of US Average	100%	122.9	
Monthly Rent	\$1,503	\$2,562	\$1,059
Per Diem Lodging	\$70	181	\$111
Per Diem Food/Other	\$39	\$97	\$58

2008 Alaska Geographic Differential Study - For the first time in nearly 25 years, Alaska's state government has a new, comprehensive cost differential study that allows us to compare the costs of one part of the state with another. It is available on the Alaska Department of Administration website. The *2008 Alaska Geographic Differential Study* was prepared by McDowell Group, ECONorthwest and GMA Research Corporation.

The study shows that it costs 2% more to live in small Southeast communities than in Anchorage, and 5% more to live in mid-size Southeast communities than Anchorage. Ketchikan and Sitka residents pay 9% more than Anchorage residents.

## I. Conclusions

If you are using the top50states index, the cost of living in Alaska is 26.4% higher than the national average. If you are using the ERI calculation plus the Alaska Differential Study, the cost of living in Alaska is between 24.9% to 27.9% higher than the national average, and 31.9% higher if you are living in Sitka or Ketchikan. Rural residents are faced with the challenge of living with higher unemployment, less opportunity and smaller incomes in the face of higher costs.

### **III. TRIBAL GUIDING PRINCIPLES, VISION AND STRATEGIES**

#### **A. The Central Council – Its Constitution and Mission**

Through their Constitution, the Tlingit and Haida Indian Tribes of Alaska: organized a single regional tribal entity; preserved their identities as Indian Tribes; preserved the identity and culture of their tribal citizens and descendants; provided for the exercise of their tribal sovereignty and the government of the property and affairs of the Tribes; and promoted the dignity and welfare of the tribal member citizens.

The Tribe is established pursuant to the inherent sovereign authority of the Tlingit and Haida Indian Tribes of Alaska. The Tribe is recognized by the United States of America as a federally recognized tribal government pursuant to Section 8 of the Act of June 19, 1935 (49 Stat. 388), as amended by the Act of August 19, 1965 (79 Stat. 543), and the Act of November 2, 1994 (Public Law 103-454, 108 Stat. 4792). The General Assembly of the Central Council is the general legislative and governing body of the Tribe. Its functions are to secure, preserve and exercise the sovereign rights, powers, authorities, privileges, and immunities of the Tribe and all such other rights, powers, authorities, privileges, and immunities as the Tribe shall possess or be granted, to maintain a roll of and promote the welfare of the member citizens of the Tribe, and to legislate for and govern the Tribe and its member citizens.

The Central Council organization provides administrative and program support to the Tribes. Its mission is to ‘preserve Tlingit and Haida sovereignty, enhance Tlingit and Haida economic and cultural resources, and promote self-sufficiency and self-governance for our citizens through collaboration, service, and advocacy.’

#### **B. The Roads and Transportation Department Mission and Vision**

The mission of the *Roads and Transportation Department* is to ensure adequate transportation services and public access to and within Indian lands and communities in Southeast Alaska (including visitors, recreational users, resource users and others), while contributing to tribal economic development, self-determination and employment. The Department is responsible for developing and maintaining programs and projects that meet the local and regional transportation needs of tribal constituents, who reside predominantly in Southeast villages.

The tribal vision is for a transportation system that improves rural accessibility to services and goods. At the regional level, our vision is that we continue to have a robust open planning process in which local tribes and municipalities have meaningful participation. At the program and operational levels, our vision is that we continually apply the best management practices, use new technology, and innovate to preserve and ensure the reliable operation of marine transportation services. Lastly, our vision calls for evaluating and minimizing the impacts of transportation on the environment as is consistent with national priorities.

### **C. Tribal Transportation Guiding Principles**

The principles, discussed in this section and approved by the Tribe, were developed to guide the Roads and Transportation Department as it goes about planning for and implementing priority transportation projects identified by Southeast Alaska communities.

- Our tribal plan will be based on a realistic assessment of transportation systems and resources.
- To be of value, the plan will provide specificity to guide implementation.
- It is imperative that Southeast villages get the most value possible through the efficient management of transportation funds.
- Likewise, it is imperative Southeast villages get the most value possible through the efficient management of transportation operations that may be set in place; this is also crucial to future equipment and facility maintenance.
- The communities themselves will provide a framework for resource allocation.
- The communities are, by resolution, supporting the direction of the CCTHITA Roads and Transportation Department as it concerns preservation, operation and future development of the transportation opportunities.
- The Roads and Transportation Department will continue to examine advancements in the industry area, and will use, as warranted, new technologies to increase efficiency in future services/operations.

### **D. Tribal Transportation Policies**

Tribal Policy One: Develop the transportation alternatives to provide safe, cost-effective, and energy-efficient accessibility and mobility for people and freight in rural Southeast communities.

Tribal Policy Two: Establish strategic priorities for transportation system development funding with stakeholder input.

Tribal Policy Three: Ensure consistency between the Tribe's approved plans and operations, and within each plan's relationship to the other.

Tribal Policy Four: Through outreach, increase the understanding of and communicate the importance of CCTHITA involvement in assessing, planning for and/or operating future transportation services.

Tribal Policy Five: Ensure the efficient management and operation of any transportation system developed by the Roads and Transportation Department.

Tribal Policy Six: Use technology and innovation, where cost-effective, to ensure the efficient operation of any transportation operation developed by the Roads and Transportation Department.

Tribal Policy Seven: Ensure safety requirements are met on any developed operation of the Tribe.

Tribal Policy Eight: In any future tribal transportation operations, ensure collaboration with federal, local, and state agencies to provide secure systems and emergency preparedness for all modes.

Tribal Policy Nine: Ensure that future operations preserve the integrity of the ecosystems and enhance the positive attributes of efficient operations.

Tribal Policy Ten: Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect rural quality of life values.

## **E. Tribal Transportation Strategic Priorities**

As a result of the Roads and Transportation Department's assessment of state systems and plans, it has set these strategic priorities and goals for system development, system preservation and system management in place.

Tribal Priority One: The Department will work to expand its Federal Lands Indian Reservation Roads/Bridges (IRR) Program efforts, and will continue to pursue the designation of the marine highway system and Juneau roads in the IRR program. A huge challenge in the IRR is that it is designed primarily for reservation status tribes, so many Southeast roads and routes are ineligible for inclusion on the list. Also, IRR does not recognize Alaska Marine Highway System water routes, although some of those routes are included in the National Highway and Alaska Highway Systems.

Tribal Priority Two: The Department will proceed with plans to develop an operational presence in the Southeast Alaska marine transportation arena. We are implementing a *Short Sea Program* in which the Tribe has partnered with a marine service company to provide efficient transportation and shipping services to select villages. In this proposed effort, we will operate a documented U.S. vessel to run a feeder route between Sitka and the villages of Angoon, Kake, Juneau, Tenakee Springs, and Pelican, thus improving access to critical services.

Tribal Priority Three: Advocate and actively lobby to ensure the reauthorization of SAFETEA-LU, Public Law 109-59.

Tribal Priority Four: The Department will develop excellent professional capability, presence, and reputation in the transportation industry. It will do this by developing or acquiring the necessary expertise to plan for, develop and implement transportation projects and services. The end goal is to provide quality, affordable transportation services that meet community needs.

Tribal Priority Five: The Department will develop a research function to support departmental transportation activities, including efforts to secure research funding. The freight services plan is one research project.

Tribal Priority Six: The Department will pursue funding and resources to carry out transportation projects identified as a result of this tribal plan and other sub-tier plans, and based

on priority project lists agreed to by the local cities and tribes. It is understood that transportation services must be subsidized.

Tribal Priority Seven: To support capacity building and project efforts, the Department will continue to pursue and access the federal, state and private funding.

Tribal Priority Eight: As the Department solidifies its operational presence in the marine transportation arena, it will develop a capital management/investment plan to ensure that plans account for future investment needs, including the proper maintenance and timely replacement of vessels, facilities and equipment.

Tribal Priority Nine: The Department will advocate for rural airport and ports/harbors projects within the region. The State identified \$98.9 million (>200 projects) in deferred rural airport needs in 2008. Today that backlog has increased from the more than 200 maintenance projects that were identified at that time.

Tribal Priority Ten: The Department will assist with assessing the rural transit needs of participating communities including the development of community or regional tribal transit plans which address identified needs. Such plans will meet the SAFETEA-LU requirement that projects selected for funding be derived from a coordinated public transit-human services transportation plan or 'coordinated plan'.

Tribal Priority Eleven: The Department will continue to assess changes and advancements in the Alaska transportation arena and adjust tribal direction and involvements, as necessary.

## **F. Tribal Transportation Goal**

Tribal Goal: To assist tribal communities in developing transportation infrastructure; where appropriate, to develop and operate non-State marine transportation opportunities to meet tribal- and community-identified marine transportation needs. The basic methodology is to assess existing systems and services, identify gaps, and work collaboratively with communities to advance projects. Target Communities: As a regional tribal government, the Department's advocacy/development efforts are region-wide. Through the IRR Program, we are partnered with Saxman and Douglas. Under the Marine Transportation Program, initial target communities are Juneau, Angoon, Hoonah, Kake, Pelican, Sitka, and Tenakee Springs.

## **G. Tribal Transportation Strategies**

Strategy 1: Develop the capability of the tribal Roads and Transportation Department. Department management must have the expertise, mandate, and tools to effectively implement the plan, administer programs, and manage operations. The multi-functional responsibility and reasonable strength of management will be developed and maintained in all functional areas.

Action 1.1. At the department program level, we will develop multi-modal transportation planning and management capability.

Action 1.2. At the department administrative level, we develop our financial and asset management capabilities.

Action 1.3. At the operational level, we will develop our financial management and our industry operations experience.

Action 1.4. At the project level, we will develop staff project management skills through mentoring and training efforts.

Action 1.5. To support operations, partnering may be used to acquire expertise.

Action 1.6. Department personnel will be required to keep updated on trends and innovations in the industry.

Action 1.7. To support planning, development and management activities at the regional and project levels, we will acquire necessary services through arms length transactions with companies providing financial, architectural, engineering, shipbuilding services, and other needed professional services.

Strategy 2: Develop the Roads and Transportation Department's presence in the transportation arena.

Action 2.1. Develop a transportation plan with community and tribal input to guide tribal department efforts.

Action 2.2. Examine transportation management scenarios, including the potentials of partnering.

Action 2.3. Examine transportation alternatives that might meet community needs more cost efficiently. Development of alternative strategies will be based upon an assessment of different systems, routes, scheduling, ridership and infrastructure.

Action 2.4. Assess and develop project options based on

- Cost recovery to the operation
- Project sustainability
- Affordability of services to community
- Meeting departmental goals/priorities
- Meeting community priority needs
- Increased access to crucial services
- Increased access to the National Highway System
- Route/schedule analysis.

Action 2.5. Design and run demonstration/pilot efforts. The partnering effort with Allen Marine is the first proposed pilot effort.

Action 2.5. Plan for and implement a continuing operations plan which rationalizes fixed expenditures, properly applies labor contract terms and conditions, ensures careful route planning and ship assignment

Action 2.6. To ensure detailed planning of major maintenance and vessel refits, develop a maintenance plan and keep it updated.

Action 2.7. To ensure effective investment in technology and systems, develop a capital investment plan and keep it updated.

Action 2.8. Develop a safety program that meets all regulatory requirements and ensures effective management of the relationship with regulators and similar authorities.

Strategy 3: Evaluate the existing system and transportation options.

Action 3.1. Assess defining transportation laws, regulations and policies.

Action 3.2. Assess the existing transportation system, including historic patterns.

Action 3.3. Develop a transportation program based on gaps and needs identified in the assessment.

Action 3.4. Include guidance in the tribal plan to support development efforts.

Action 3.5. Develop options for management's consideration.

Strategy 4: Outreach Strategy: Involve the impacted communities in planning, development and management efforts affecting those communities.

Action 4.1. The local tribe and municipality will select a primary contact for their community.

Action 4.2. These representatives will comprise the *Transportation Working Group* and will be responsible for keeping the community informed and for obtaining necessary input and resolutions.

Action 4.3. The Department will use public notices and media to keep community residents updated on project activities affecting their communities.

Action 4.4. The Department will develop a transportation plan brochure to help community residents understand tribal goals and strategies.

Action 4.5. Town meetings will be held in each community to review the plan(s).

Action 4.6. There will be one regional meeting to approve the final plan(s).

Strategy 5: Assess community needs for community transportation services.

Action 5.1. Examine the STIP List to identify community transportation projects in the active queue.

Action 5.2. Examine the CEDS to identify transportation projects prioritized by the communities.

Action 5.3. Examine the DOTPF project status site to determine the status of projects underway.

Action 5.4. Collaborate with other transportation providers.

Action 5.5. Collaborate with the local tribes about local transportation needs, once the existing transportation system has been assessed.

Strategy 6: Prioritize needs through an integrated planning process that involves tribal and community input and develop the *Tribal Priority Project List (TPPL)*.

Action 6.1. The *Transportation Working Group* will approve this list.

Action 6.2. Use the project assessment point system contained in this plan; further delineate the process.

Action 6.3. In the assessment process, projects are assigned to categories and then assigned point values, which determines their order on the *TPPL*. For projects with equal point values, the 'first in the door-first out the door' rule applies. See the assessment criteria at Appendix D.

Action 6.4. Identify what role the Department should play in the project/service: planning, developing, finding funding for, managing construction/development, or ownership.

Action 6.5. Obtain approval/support from the Tribe's Governing Body for the process and point system laid out in the TLTP and TMTP.

Action 6.6. Obtain community buy off on the process and point system.

Strategy 7: Maintain a 3-year IRR *Tribal Transportation Improvement Program (TTIP)*, which the list of tribal transportation projects to be funded in the near term.

Action 7.1. Develop the list to be consistent with the tribal long-range transportation plan.

Action 7.2. Include all IRR program funded projects scheduled for construction in the next 3 years.

Action 7.3. Identify the implementation year of each project scheduled to begin within the next 3–5 years.

Action 7.4. Include other Federal, State, county, and municipal transportation projects initiated by or developed in cooperation with the Tribal government.

Action 7.5. Update the list with CCTHITA Executive Council approval.

Action 7.2. Forward updates to the BIA by Executive Council resolution.

Action 7.3. Use a tribal control schedule, an accounting and project management tool, for implementing the TTIP.

Strategy 8: Provide technical assistance to the communities to develop priority projects.

Action 8.1. Develop partnerships, if necessary to successful project development.

Action 8.2. Identify state, federal or private fund sources; facilitate the application process.

Action 8.3. Facilitate local transportation project placement on state and federal project lists, if appropriate and desired by the community.

Strategy 9: Monitor the progress and changes taking place in our rural communities and the extent to which services, facilities, and processes are meeting community needs; make adjustments as necessary.

Action 9.1. At the policy level, determine if:

- The plan complies with the tribal operations and business practices?
- The plan includes provisions for staying in compliance with tribal personnel policies?
- The plan complies with the tribe's accounting procedures and programs?
- The plan allows for tribal membership training and education?
- The plan supports or enhances other tribal programs (i.e., economic development)?

Action 9.2. At the operational level, use performance measures to determine well the tribal transportation system is doing its job:

- Accessibility: Percent population within “x” minutes of “y” percent of employment sites; whether special populations such as the elderly are able to use transportation; whether transportation services provide access for underserved populations to employment sites; also, whether services are ADA compliant.
- Mobility: average travel time from origin to destination; change in average travel time for specific origin-destination points; average trip length; percentage of trips per mode (known as mode split); time lost to congestion; transfer time between modes; percent on-time transit performance.
- Economic development: jobs created and new housing starts in an area as a result of new transportation facilities; new businesses opening along major routes; percent of region's unemployed who cite lack of transportation as principal barrier to employment; economic cost of time lost to congestion.
- Quality of life: environmental and resource consumption; tons of pollution generated; fuel consumption per vehicle mile traveled; decrease in wetlands; changes in air quality, land use, etc.
- Safety: number of crash or other safety incidents or economic costs of crashes.
- Security: Transportation system security is defined as the freedom from intentional harm and tampering that affects both motorized and non-motorized travelers, and includes

natural disasters. Has the plan adequately addressed prevention, management, and response to threats of a region, its transportation system and users.

- o Cost: Cost to travel between communities, transportation costs for person trips and for goods movement.

Strategy 10: Pursue funding and resources to support capacity building, department needs, and project efforts.

Action 10.1. Continue to apply for federal funding and resources available for transportation programs and operations including but not limited to The Recovery Act (ARRA) funds, FHWA program funding, FTA program funding, MARAD, Army Corps of Engineers, EPA and EDA.

Action 10.2. Continue to secure state funding and resources for programs and operations.

Action 10.3. Examine opportunities under the annual Department of the Interior NOFA inviting tribes to submit proposal for Interior services.

Action 10.4. Pursue opportunities for direct appropriation at the state and federal legislative levels.

Action 10.5. Examine and pursue private funding potentials and opportunities.

Strategy 11: Consult, collaborate and coordinate with other transportation providers to maximize resources and services, as well as to avoid duplication

Action 11.1. Initiate consultation with the State. Organize local tribal participation.

Action 11.2. Collaborate with the appropriate AMHS officials.

Action 11.3. Collaborate with appropriate Federal DOT officials.

Action 11.4. Collaborate with local municipal transportation authorities.

Action 11.5. Collaborate with MPO's.

Strategy 12: Develop an internal research function to support department and operational needs.

Action 12.1. Develop a departmental research function; identify research needs. The tribal *Freight Services Plan for Southeast Alaska Villages* is one of those research projects. It is mentioned in this plan because there is a freight component to marine transportation services.

Action 12.2. Seek partners to conduct necessary transportation research.

Action 12.3. Seek funding to support transportation research activities.

Strategy 13: Advocate Native transportation projects at local, regional, state and national levels.

Action 13.1. Stay abreast of existing funding.

Action 13.2. If a project doesn't fit within allowed activities for grant sources, advocate at the state and federal legislative levels for assistance.

#### IV. TRIBAL ROADS AND TRANSPORTATION DEPARTMENT PROGRAMS

Tribal transportation programs were organized to help the Department to meet its mission of providing adequate transportation services and public access to and within Indian lands and communities in the region. Department responsibilities:

- Transportation planning: develop strategies for operating, managing, maintaining, and financing tribal transportation projects to achieve long-term transportation goals and vision;
- Administer public, private and tribal funds to support transportation programs and projects;
- Maintain road inventories to support programs;
- Allocate funds to support transportation projects for participating tribes;
- Project management: oversee project planning and/or development on selected projects;
- Advocate for priority projects and changes in the regulatory environment;
- Collaborate with transportation providers to maximize service and avoid duplication; and
- Collaborate with local communities and tribes on projects in their geographic area.

##### A. Tribal Roads and Bridges

The purpose of *Tribal Roads and Bridges* is to plan for and to provide technical assistance to participating communities in the construction and maintenance of tribal roads and bridges, and to do so in accordance with transportation policies, strategic priorities, goals and strategies identified in the LRTP and approved by the Tribe. Staff is responsible for accessing and administering public and private funding for highway projects from such agencies as the DOI Bureau of Indian Affairs, U.S. DOT Administrations, Alaska Department of Transportation and Public Facilities, USDA Forest Service, DOI Bureau of Land Management, municipal governments and private sources.

*Tribal Roads and Bridges* manages the tribal Indian Reservation Roads/Bridges (IRR) Program in partnership with the Saxman and Douglas Tribes, overseeing IRR funds for planning, designing, construction, and maintenance activities.

Qualifying IRR roads are public roads which provide access to and within Indian reservations, Indian trust land, restricted Indian land, and Alaska native villages. The funding distribution formula, called the Tribal Transportation Allocation Methodology (TTAM), causes tribal inventories of IRR facilities to be the major factor in determining the funding amounts that tribes receive. A project must be included in the IRRTIP to be eligible for Federal funding. *Tribal Roads and Bridges* compiles and manages the participating Tribes' IRRTIP inventory, which is included as Attachment L.

This Section also maintains and updates the *Transportation Improvement Program (TTIP) List*. Tribes may use up to 25% of their tribal share of IRR Program funds for maintenance activities. A portion of our funds are used to support activities on eligible roads in participating communities.

## **B. Tribal Marine Highways**

The purpose of the *Tribal Marine Highway Program* is to implement marine transportation policies, strategic priorities, goals and strategies identified in the *LRTP* and *Tribal Marine Transportation Plan (TMTP)* and approved by the Tribe. The goal is to develop and operate non-State marine transportation opportunities to meet tribal- and community-identified marine transportation needs. The longer-term goal is to collaborate with the state to provide more cost effective and efficient private-owned marine transportation services. This may occur through MOA and/or contract. Legislation may be required.

As a part of its plans to develop an operational presence in the Southeast Alaska marine transportation arena, the section has initiated a *Short Sea Program* in which the Tribe has partnered with Allen Marine, Inc. to provide efficient transportation and shipping services to select villages. In this proposed effort, we will operate a documented U.S. vessel to run a feeder route between Sitka and the villages of Angoon, Kake, Juneau, Tenakee Springs, and Pelican, thus improving access to critical services. More project details are in Section IV of this plan.

## **C. Tribal Airports, Ports & Harbors Program**

CCTHITA has combined airports, ports and harbors since the tribal focus will be on advocacy.

Airports: Air transportation is a critical transportation option for Southeast communities. Of the 32 communities in the region, most are located on islands and only three are connected to other parts of the mainland by road.

At the statewide level, ADOTPF owns/operates 258 airports; local or tribal governments own and operate 25 airports/seaplane facilities; local or tribal governments also operate some ADOTPF-owned airports or own/operate passenger terminal facilities on ADOTPF airports.

FAA provides air traffic control, regulates for safety, and provides funding for airports. Commercially scheduled services and general aviation are provided by the private sector.

In 2008, the State identified \$98.9 million in deferred rural airport needs for more than 200 maintenance projects. The list does not include work that requires major reconstruction through a capital project. Airfields, buildings, and light/NAVAIDs account for 90% of the needs by cost. Given this, it is important to advocate for southeast projects.

Ports/Harbors: The state began divesting itself of waterfront infrastructure facilities starting in 1984. Local governments in exchange for the payment of deferred maintenance funds took over ownership and responsibility for many of these important port and harbor facilities; 95 harbor facilities are now under local ownership. Some assistance is available through the U.S. Army Corps of Engineers and Municipal Harbor Facility grant program. This has not been able to stem steady deterioration of harbors due to lack of funding for upkeep and improvement.

#### **D. Tribal Transit**

The purpose of the *Tribal Transit Program* is to assist communities in meeting SAFETEA-LU requirements for a coordinated public transit-human services transportation plan (coordinated plan) compliant with FTA Circular 5310. This enables transit project funding. Guidelines require locally developed plans that:

- Identify the transportation needs of the disabled, older and low income individuals;
- Provide strategies for meeting those local needs; and
- Prioritize transportation services for funding and implementation.

## V. TRIBAL PILOT PROJECT – ALLEN MARINE, INC.

### A. Phase One – Pilot Period

The CCTHITA/Allen Marine partnership has proposed a 1-year pilot program, in which we will run feeder ferry services from Sitka to the communities of Angoon, Elfin Cove, Hoonah, Kake, Pelican, Tenakee Springs and Juneau, thus improving access to critical services. The proposed service route will act as an "extension of the surface and shipping transportation from Juneau and Sitka, two of the primary shipping and transportation hubs in Southeast Alaska. The proposal will allow for increased economic development opportunity by having increased service to the villages of Angoon, Hoonah, Kake, Pelican, and Tenakee Springs. The routes are established waterways that began thousands of years ago as traditional Tlingit and Haida trading routes.

We will use an existing vessel built by Allen Marine, Inc in 2004. St. Aquilina is an 88' Catamaran that can carry 150-passengers and up to 10,000 pounds of freight at a service speed of 25 knots. This pilot project will enable us to test service with existing equipment, demonstrate the viability of the proposed service, and return the direct link to and from Sitka.

Hoonah, Kake, Gustavus, Angoon, Pelican, Tenakee Springs, Port Alexander, Elfin Cove, and Baranof Warm Springs residents were recently surveyed by McDowell Group as a part of the ADOTPF *Northern Panhandle Transportation Study*. According to that survey, 52% of the surveyed residents of said that Sitka was the second most important community for regional travel. Residents of Port Alexander and other communities said that Sitka was the most important community to travel to.

Frequent ferry services were important to 34% of the surveyed residents and low-cost ferry service was most important to 29% of those surveyed. Of the Sitka households surveyed, 81% said ferry service is important or very important to their household; 46% used the ferry in the last year.<sup>15</sup>

After reviewing various service options, Sitka was chosen as the hub for this pilot project. The project is important to existing system operator owners, because it will:

- Demonstrate the ability to improve service to communities in northern Southeast Alaska;
- Demonstrate the ability to bring service online in a short period of time;
- Provide a model for further service throughout Southeast Alaska.
- Enable frequent service during daytime hours;
- Entail use of hub and spoke style ferry service;
- Enable expansion of ferry service to include some communities without current service such as Gustavus, Elfin Cove, Baranof Warm Springs, Port Alexander and Hyder;
- Provide a reliable, dependable service as vessels are rigidly designed; and
- Improve the movement of passengers and freight between communities and beyond;

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<sup>15</sup> Source: *Northern Panhandle Transportation Study – Public Scoping Meeting*. The survey was conducted by McDowell Group for ADOTPF.

<b>PILOT PHASE – SUMMARY OF COSTS</b>		
<b>Personnel Services</b>		83,750
<b>Travel</b>		15,000
<b>Contractual Costs – Short Sea Services:</b>		4,403,000
Wages, Benefits, Per Diem, Uniforms	1,250,000	
Fuel & Oil Expenses	2,075,000	
Maintenance Expense	415,000	
Marketing	43,000	
Interest, Expense, Depreciation, Insurance	305,000	
Direct Project Specific Expenses	285,000	
Contractor Administrative Costs	30,000	
<b>Conferences/Meetings</b>		6,000
<b>Office Rent</b>		5,000
<b>Electric</b>		491
<b>Total Direct</b>		4,513,241
<b>Total Indirect</b>		717,154
<b>Percentage Indirect of Total Project Cost</b>		13.7%
<b>Total Cost – Demonstration Period</b>		<b>5,230,395</b>

Cost efficiencies associated with the initiative: we will be using an existing vessel; all pilot communities have port and landside infrastructure to accommodate such vessels; and the schedule will allow for coordination with AMHS and communities served.

The proposed tribal initiative is consistent with the State’s strategic priority four in which they indicate one of their goals is to transition to shuttle ferry operations. The tribal program is also consistent with the *USDOT 2006-2009 Strategic Plan*, which stipulates a strategy of working proactively with Tribes, States, local governments, industry and other transportation stakeholders to seek integrated approaches to resolving transportation issues, support community needs, and give full consideration to local environmental conditions.

## **B. Phase Two – Expanded Operations**

Phase Two requires the construction of larger vessels to meet longer term need. Allen Marine will build 117' Catamaran vessels that can carry 150-passengers and between 50,000 and 60,000 pounds of freight, and run at a service speed of 25 knots. The project will create positive impacts in the regional economy and will positively affect all aspects of the Sitka economy. Regional impacts:

- Increased mobility of goods, and services;
- Improve ability of people to move about for shopping, entertainment, sports, school functions, business, etc;
- Regular service to communities with little or no current ferry service;
- Increases business potential with increased goods movement;

- Increased involvement of the Southeast Tribes in transportation decisions; and
- Affects all aspects of Southeast Alaska's economy.

During the construction period, the impacts to Sitka will be:

- Up to 80 jobs in the Sitka shipyard;
- Annual payroll of \$4 million during term of construction;
- Pre-construction training and on the job training of boat construction skills;
- Train shipyard employees to be vessel crew members and maintenance staff when ferry construction is completed;
- Ability to hire from communities through out Southeast Alaska and provide training; and

During the operational period, the impacts to Sitka will be:

- Creation of professional & skilled jobs for Southeast Alaska residents;
- Annual payroll of approximately \$600,000 per vessel operated;
- Equipment design for operational efficiency;
- Year-round Jobs for crew and shore-support; and
- Local purchasing of goods and services for ferry operation.

The positive capital investment considerations associated with both the construction and operational periods:

- Smaller efficient vessels;
- Increased flexibility of scheduling;
- Fast vessels to allow operation during daytime hours and with more communities served;
- Lower initial capital investments;
- Lower operating costs;
- Availability of proven vessel designed for Southeast Alaska waters;
- Much of the money generated would stay within Alaska; and
- Ability to buy Alaska.

### **C. Overall Project Benefits**

Integration: proposal routes connect with the urban cities of Juneau and Sitka which integrate with large barge line shippers and Alaska Airlines for in/out of State travel; and proposal routes connect with the main population centers of Juneau and Sitka for jobs, employment, State and federal services, facilities, shopping, and recreation.

Accessibility: proposal routes will provide more equitable access from these feeder routes to the diverse transportation and shipping opportunities out of Juneau and Sitka; and the short sea corridor allows for more flexibility in service for special events and community emergencies.

Connectivity: travel time between the villages, Juneau, and Sitka will be reduced; the proposed routes are within a corridor to possibly add villages once the operation is underway; and the rates

for passengers and freight can better achieve an economy of scale with the short sea route transportation system.

Serviceability: the short sea route between the villages is designed for safety, comfort, and reliability under year round weather conditions; and the marine vessel company will be an experienced ferry operator and have experience in managing passengers and freight.

Cost of Implementation: there are no capital costs of this operation as the proposal calls for a documented vessel in operation; and the costs of the implementation are primarily the costs of operation for one (1) year.

Community Development: over the past (5) years there has been a serious out-migration of rural residents and this proposal can revitalize economic development in areas of fishing, tourism, and mining; Southeast Alaska has strong Alaska Native social and cultural ties. This proposal will enhance regional development in both areas; and the villages will be connected to major shopping centers, regional hospitals, and urban recreation centers. This includes access to cheaper fuel and home energy saving materials.

Attractiveness to Travelers: the likely cost of passenger and freight will become more attractive when the short sea route reaches an economy of scale; and the targeted communities' value marine highway travel and all have mentioned the importance of the marine highway in economic development plans.

Environmental Responsiveness: Southeast Alaska has pristine lands and waters which provide natural plants, herbs, fur, fish, and game for food for rural residents; and Central Council Tlingit & Haida Indian Tribes of Alaska is mindful of this traditional way of life and will find a like partner and operate in a manner which preserves these natural resources. The operation will not have any negative effects on the adjacent land or waters of operation.

Conclusion: Based upon our analysis the Central Council Short Sea Transportation Initiative is a valuable high priority project which has long term economic benefits to State of Alaska.

## VI. THE TRIBE’S PROJECT DEVELOPMENT PROCESS

### A. Transportation Project Lists

In transportation planning for Indian lands, federal regulations require a Long-Range Transportation Plan (LRTP) and a Tribal Transportation Improvement Program (TTIP). The TTIP is the list of tribal transportation projects to be funded in the near term. The TTIP is defined in CFR Title 25, Section 170.5 (IRR Rule) as a multiyear financially constrained list of proposed transportation projects developed by a Tribe from the tribal priority list or the long-range transportation plan. The CCTHITA Executive Committee will approve updated TTIP lists.

In comparison to the TTIP, the Tribal Priority List includes all of the transportation projects the Tribe wants funded. The *Transportation Working Group* will approve this list.

### B. Project Assessment/Prioritization

The following criteria will be used in project assessment:

<b>Tribal Priority Marine Transportation Project List PROJECT ASSESSMENT CRITERIA</b>	
<b>Points</b>	<b>Category One (Highest Ranking Category)</b>
<b>4</b>	Provides for more and better shipping, commuter, and travel options.
<b>3</b>	Promotes regional transportation projects to be completed across tribal, state, and federal jurisdictional boundaries.
<b>2</b>	Enhances opportunities for additional state and federal funding.
<b>1</b>	Provides village place and transportation permanence
<b>Points</b>	<b>Category Two (Second Highest Ranking Category)</b>
<b>4</b>	Improves coordination among the 10 villages, urban communities, and governments, State/Federal agencies.
<b>3</b>	Supports CCTHITA’s “Regional Transportation Plan” to make local plans work more effectively and efficiently.
<b>2</b>	Builds on the foundation of the villages, state and federal general transportation plans.
<b>1</b>	Consolidates transportation planning, programming, and project development in our rural villages.
<b>Points</b>	<b>Category Three (Third Highest Ranking Category)</b>
<b>4</b>	Addresses the need for a comprehensive vision and plan for the rural villages of Southeast Alaska.
<b>3</b>	Offers a governance model inclusive of all 10 rural villages and urban communities.
<b>2</b>	Links land use and public transportation policy decisions.
<b>1</b>	Offers a “big picture” perspective to better maintain our quality of life in our rural villages.
Note: The higher the points, the higher the placement on the list. For projects of equal ranking, the ‘first in the door-first out the door’ rule will be applied.	

Once projects are selected, they must be prioritized. This is usually done based on two considerations: (1) the immediate need for the project and (2) availability of funding.

### C. Project Phases

Project Phase	Project Activity
Phase I	Identify need for the project
Phase II	Direct engineers study
Phase III	Conceptual configurations/alternatives for technical feasibility
	Development of cost/schedule for each alternative
Phase IV	Review of study
	Economic analysis
	Benefit/cost ratio
Phase V	No go/request further study ↔ restart
Phase III	Yes/start next phase VI
Phase VI	Final design of project
	Detailed drawings
	Written specifications
	Preparation of contract documents
Phase VII	Purchase of bulk materials
	Line up equipment
	Construction contracts
Phase VIII	Construction occurs - contract administration/oversight
Phase IX	Project close out system testing
	Final inspection
	As built drawings

### D. Pre-Project Planning

According to 25 CFR 170.415, pre-project planning is part of overall transportation planning and includes the activities conducted before final project approval on the IRR Transportation Improvement Program, including:

- Preliminary project cost estimates.
- Certification of public involvement.
- Consultation and coordination with States and MPOs on regionally significant projects (particularly in a nonattainment or maintenance area).
- Preliminary needs assessments.
- Preliminary environmental and archeological reviews.

### E. Project Cost Estimation

Cost estimates are necessary to compare the transportation needs with available revenues. Needs may include:

- Maintenance of the existing and proposed transportation system.

- Project development, design, and construction of new, expanded, or replacement facilities (e.g., roads, terminals, bridges).
- Acquisition of new transit vehicles and related capital costs (e.g., maintenance facilities).
- Operation of transportation services such as transit or ridesharing.
- Project administration and planning of the transportation system.

Project development costs to consider include planning, environmental analysis and review, engineering, design, construction, right-of-way (property, relocation, and settlement costs), and construction and maintenance costs.

On the highway side, well-established unit costs can be applied to develop estimates for improvements. Rough unit prices such as \$3,000/lf of new roadway, \$800/lf of new shared bike and pedestrian path, and \$200/sq. ft. for new bridge can come from the state, BIA, FLH, FHWA or FTA. Unit costs should also be factored for inflation to reflect the year the funds will be expended. Other transportation modes have less well-established methods for estimating costs.

Operations and maintenance costs must be estimated as these costs will consume a significant portion of the existing/future revenue resources. Estimates are usually based on what has historically been spent on operating/maintaining the existing system. Such data should be available from the finance officer of the agency responsible for operating or maintaining the mode or facility. Estimates for new facilities and services are generally based on a combination historical data and any specific cost information available. Detailed cost estimates based on preliminary engineering, right-of-way appraisals, or operating plans only need to be done for the most immediate recommended improvements. Most of the recommended improvements in an LRTP will need an "order-of-magnitude" cost estimate. These estimates are based on factors such as typical "per mile" construction costs for different types of roadways or the operating costs for similar transit services in other counties.

## **F. Project Management Plan**

### Project Manager

The Project Manager (PM) is the lead Project Delivery Team (PDT) member responsible for the overall execution of the project from initiation through the completion of construction, including follow-up on post construction services as may also be part of the scope of this project. The PM will select the PDT members and will coordinate with project partners to establish the overall PDT for the project. The PM is responsible for developing and maintaining this PMP, in coordination with the PDT members.

### Project Delivery Team

The Project Delivery Team (PDT) members fully support the provisions of this Project Management Plan (PMP). Each team member is dedicated to the successful execution of this project to ensure complete, comprehensive objectives of designing and constructing the project which are attained with minimal changes, at the least possible cost growth, and within the agreed

timeframe. All changes to the PMP will be coordinated with the PDT for concurrence prior to implementation.

## The Project Management Plan

The Project Management Plan (PMP) establishes the framework necessary for the execution of the design, procurement and construction of the transportation project. The plan specifies the project scope, budget, design and construction resource requirements, and roles and responsibilities of the interfacing agencies. The PMP also contains the technical performance requirements for the management and control of the project from initiation of design through final delivery to the customer/user. It provides performance measurement criteria including major milestones. The project schedule outlines the interrelationships of tasks and activities, milestones and durations. The plan/agreement will be in this format:

### EXECUTIVE AGREEMENT

- 1.1. Project Manager
- 1.2. PMP Ratification

### INTRODUCTION

- 2.1. Purpose of Project Management Plan
- 2.2. Authority

### PROJECT DESCRIPTION & SCOPE

- 3.1. Project Description
- 3.2. Location and Site Constraints

### PROJECT RESOURCE ALLOCATION REQUIREMENTS

- 4.1. Resource Allocation Plan
  - 4.1.1. Planning & Design (P&D) Funds for Concept and Final Design
  - 4.1.3. Post Occupancy Evaluation (POE)
  - 4.1.4. Other Support Funding
  - 4.1.5. Construction Support Funding
  - 4.1.6. Architect-Engineer Construction Support
  - 4.1.7. Design During Construction (DDC)
  - 4.1.8. Construction Field Offices
  - 4.1.9. Financial Close-out of Construction Contract
  - 4.1.10. Construction Claims

### PROJECT SCHEDULE

- 5.1. Design Schedule
- 5.2. Construction Schedule
- 5.3. Phasing/Demolition Considerations

### PROJECT DELIVERY TEAM

- 6.1. PMP Development – Design & Construction Partnering
- 6.2. Project Delivery Team (PDT) Roles & Responsibilities
- 6.3. Tribal Roles & Responsibilities
- 6.4. Contractual Design and Construction Authority
- 6.5. Points of Contact (PDT) Information

### PROJECT MANAGEMENT

- 7.1. Status Reports and Meetings for Design and Construction
  - 7.1.1. Current Working Estimates (CWE) based on design level or construction
  - 7.1.2. TMA Quarterly Execution Report
  - 7.1.3. Construction Status Report
  - 7.1.4. Claims
- 7.2. Project Initiation and References
  - 7.2.1. Acquisition Strategy for Design and Construction
  - 7.2.3. PDT Project Initiation Meeting

- 7.3. Design
  - 7.3.1. Prenegotiation Conference
  - 7.3.2. Concept and Final Design Submittals and Review Conferences
  - 7.3.3. Technical Review Plan
  - 7.3.4. Design and Construction Deliverable Requirements
  - 7.3.5. Communications Letter of Intent (LOI)
  - 7.3.6. Shop Drawing Review Register
  - 7.3.7. Biddability, Constructability, Operability, Environment (BCOE) Reviews
- 7.4. Construction
  - 7.4.1. Change Order Protocol
  - 7.4.2. Construction Shop Drawing Review Plan
  - 7.4.3. Construction Quality Assurance Management
  - 7.4.4. Construction On-Site Support Offices
  - 7.4.5. Construction Safety Requirements
  - 7.4.6. Commissioning Quality Assurance (QA) & Systems Testing
  - 7.4.7. Construction Project Closeout
  - 7.4.8. Completion and Facility Turnover Plan
    - 7.4.8.1. Pre-Final/Final Inspections
    - 7.4.8.2. Real Property Transfer
  - 7.4.9. Beneficial Occupancy Date (BOD)
  - 7.4.10. Construction physical completion
  - 7.4.11. Contract completion
- 7.5. Post Construction
  - 7.5.1. Warranty protocol 4 and 9 month inspections
  - 7.5.2. Post Occupancy Evaluations (POEs)
  - 7.5.3. Construction Deliverables for Turn-over
    - 7.5.3.1. Construction As-Built Drawings

## **G. Operations Performance Measurement**

Operations performance measurement measures progress toward meeting the objectives of transportation system management and operations.<sup>16</sup>

- Define Mission and Goals (including Outcome-Related Goals)
  - Involve key stakeholders in defining missions and goals.
  - Identify key factors that could significantly affect the achievement of the goals.
  - Align activities, core processes, and resources to help achieve the goals.
- Measure Performance
  - Develop a set of performance measures at each organizational level that demonstrate results, are limited to the vital few indicators for each goal at each organizational level, respond to multiple priorities, link to responsible programs, and are not too costly.
  - Collect sufficiently complete, accurate, and consistent data to document performance and support decision making at various organizational levels.
  - Report performance information in a way that is useful.
- Use Performance Information
  - Use performance information in systems for managing the agency or program to achieve performance goals.

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<sup>16</sup> Source: Adapted from U.S. Government Accountability Office, *Executive Guide: Effectively Implementing the Government Performance and Results Act*, Washington, D.C., 1996, pp. 8-46.

- Communicate performance information to key stakeholders and the public.
- Demonstrate effective or improved program performance.
- Support resource allocation and other policy decision making.
- Reinforce Performance-Based Management
  - Devolve decision making with accountability for results.
  - Create incentives for improved management and performance.
  - Build expertise in strategic planning, performance measurement, and use of performance information in decision making.
  - Integrate performance-based management into the culture and day-to-day activities of the organization.

## H. Collecting Data

Data is needed to clearly demonstrate the Tribe's transportation needs and to support strategies to meet those needs. Because a transportation plan must address future land use, economic development, traffic demand, public safety, and health and social needs, data important to transportation planning includes: historical trends about the use of the transportation system; county, local, and tribal boundaries; location of roads, bridges, buildings, major facilities, and natural resources; number of people who drive, use transit, walk, or ride bicycles; and information on which agencies own and operate transportation facilities.

The specific data to be collected in the Tribe's transportation planning process are:

Category	Examples of Useful Data
Demographic Data	Current and projected: <ul style="list-style-type: none"> <li>● Population</li> <li>● Age ranges</li> <li>● Gender breakdown</li> <li>● Average household size</li> </ul>
System Inventory	<ul style="list-style-type: none"> <li>● Miles of roadway</li> <li>● Miles of paved roadway</li> <li>● Miles of sidewalk</li> <li>● Number of transit vehicles</li> <li>● Number of bridges</li> </ul>
System Use	<ul style="list-style-type: none"> <li>● Traffic volume</li> <li>● Transit ridership</li> <li>● Number of pedestrians</li> <li>● Number of bicyclists</li> </ul>
Physical Conditions and Operations Performance	<ul style="list-style-type: none"> <li>● Type of land use</li> <li>● Congestion</li> <li>● Physical condition of bridges</li> <li>● Age of transit vehicles</li> </ul>

*Demographic Data* — Demographic data answers questions about the people currently using the transportation system and who might use the system in the future. Examining demographic data helps transportation planners determine whether the existing roadways, sidewalks, and other transportation facilities are sufficient for the current population and what changes should be made to accommodate population growth.

*System Inventory* — System inventory data answers questions about who owns or is responsible for each part of the transportation system. Answering these questions helps transportation planners compile information about the existing transportation system, classify roads by volume and condition, and identify system features such as bike paths and sidewalks. This data provides planners with a starting point for evaluating proposed projects with respect to the current transportation system.

*System Use* — Traffic and transit service data can answer questions about how people travel, such as the number of miles driven, the time of day of travel, and how they travel-car, bus, walk, or bike. Answering these and related questions helps transportation planners decide how roads and other transportation features should be changed to ensure good traffic flow and provide adequate transit service. This data helps planners decide where to locate new transportation investments such as new roads, expanded transit service, or additional sidewalks based on the number of people expected to use the facilities once they are in place.

*Physical Conditions* — Data on the condition of the bridges, pavement, and transit equipment answers questions about facility wear and tear and how the physical conditions of the transportation network affect travel, now and in the future. Answering these questions helps transportation planners assess a facility's remaining useful life and determine when it will need to be improved or replaced. Information on how land is used, such as for houses, shopping centers, crops, nature preserve-helps to answer questions about how a specific location's land use affects people's travel on particular roadways or transit services. Answering this and related questions allows transportation planners to identify where roads should be built and how land should be used to make it easier for people to get from their home to where they work, shop, or spend their leisure time. Planners can also use the data to minimize the impact that the transportation system has on natural resources and other sensitive areas.

*Operations Performance* — Operations performance refers to the use of the transportation system rather than its physical characteristics. Data on operations performance helps answer questions about congestion, safety, public ability to access and use the transportation system, and how the operations performance of the transportation system affects people's ability to travel where and when they want. The answers to these and related questions help planners determine how to reduce the growth of congestion, make travel safer, and meet the transportation needs of everyone in the community.

Possible sources of data:

- Indian Health Service
- Tribal government agencies
- State and local police departments
- Day care centers, Head Start programs, dial-a-ride services, and meal delivery programs
- Public school administrative offices
- Medical and public health facilities
- Local colleges or university extensions
- Freight shipping facilities
- Area businesses and employers State, county, and city departments of transportation

- Metropolitan planning organizations (MPO)
- State departments of revenue and finance.
- State departments of motor vehicles
- State departments of natural resources

Data available on the Internet:

- IRR: <http://www.bia.gov/WhoWeAre/BIA/OIS/Transportation/IRR/index.htm>
- FHWA: <http://www.fhwa.dot.gov/policyinformation/index.cfm>
- National Transit Database: <http://www.ntdprogram.gov/ntdprogram>
- BIA: <http://www.doi.gov/bia>
- US Census Bureau: <http://www.census.gov> & <http://www.census.gov/geo/www/tiger>
- US Bureau of Labor Statistics: <http://www.bls.gov>
- Bureau of Transportation Statistics: <http://www.bts.gov> & <http://www.transtats.bts.gov/>.
- NHTSA: <http://www.nhtsa.dot.gov>
- National Highway Institute: <http://www.nhi.fhwa.dot.gov/home.aspx>
- USHHS: [http://www.ihs.gov/PublicInfo/PressPub\\_index.asp](http://www.ihs.gov/PublicInfo/PressPub_index.asp).
- USGS: <http://www.usgs.gov>
- Google Maps: (<http://maps.google.com> & <http://earth.google.com/>).
- GIS Clrhse: [http://libweb.uoregon.edu/map/map\\_section/map\\_Statedatasets.html](http://libweb.uoregon.edu/map/map_section/map_Statedatasets.html).

How Often Data Should be Updated		
Time Frame	Data Set	Data Item
As needed, when new data is available	System Inventory	Road mileage
	System Inventory	Sidewalk and pedestrian paths
	System Inventory	Bike paths
Weekly, Monthly, Seasonally	System Inventory	Land use zones
	Traffic	Hourly traffic counts
	Traffic	Total miles traveled by all vehicles over a given time period
	Transit	Ridership
	Finance	Funding obligations
	Finance	Construction expenditures
	Motor Fuel	Gallons purchased
Annually	Bridge	Bridge structural inspection
	Finance	Revenue forecast
	Safety	Fatal crashes
Periodically	Demographics	Population
	Bridge	National Bridge Inspection Standards Rating
	Pavement	Condition survey (every three years)
	Transit	Equipment replacement

## I. Analyzing Data

Once data is collected, it should be analyzed to pinpoint the problems or needs that the LRTP should address. Looking at current or "baseline" conditions compared to the projected needs help to determine what changes will be necessary to meet the community vision and goals for the

future transportation system. The following table shows examples of changes in transportation system characteristics over time and how the current system should be modified to meet the future needs. An analysis of a particular transportation system might include some or all of these categories and will also probably include others as well.

## SAMPLE

Category	Current Condition	Future Condition	Change
Demographics	Population: 10,000	Population: 15,000	Growth: 50 percent
	Average Age — 40	Average age — 35	Pop getting younger
Economic Development	Employment: 7,500	Employment: 12,000	Growth: 60 percent
	No Casino	Casino in operation	New employment center
	Visitors' center planned	Visitors' center completed	New tourist attraction
Infrastructure	20 bridges rated adequate	15 bridges rated adequate	Headers 5 bridges deteriorated
	30 buses in operation	35 buses in operation; 10 buses too old to be safe/efficient	5 new buses needed; 10 buses must be replaced
	25 miles of walkway	50 miles of walkway	Need 25 mi. new wkwy
	50 miles of bikeway	75 miles of bikeway	Need 25 mi. new bkwy
System Use	Avg of 800 veh/day on main rd	Avg of 1,000 veh/day on main rd	Growth: 25 percent
	Veh drive total of 2,000 mi/day	Veh drive a total of 3,000 mi/day	Growth: 50 percent
	Transit avg 100 passgrs/day	Transit avg of 200 passgrs/day	Growth: 100 percent
	5% of all trips are by walking	10% of all trips are by walking	Growth: 100 percent
Operation	1 congested intersection	10 congested intersections	9 new cong intersect
	3 intersections w traffic lights	10 intersections w traffic lights	7 new intersections w traffic lights needed
	15 traffic deaths per year	10 traffic deaths per year	Decrease: 33 percent
	2 deaths/100 million mi. traveled by all vehicles/year	1.5 deaths/100 million mi. traveled by all vehicles/year	Decrease: 25 percent
	5 pedestrian deaths per year	4 pedestrian deaths per year	Decrease: 20 percent

### J. Tribal Resources<sup>17</sup>

#### Training Modules

Transportation Decision-Making Series: Tools for Tribal Governments

Financial Planning

Funding Resources Module

#### Federal Lands Highway Program (FLHP)

Emergency Relief Program - Federal Roads (ERFO)

Indian Reservation Roads Program (IRR)

IRR and BIA Roads Maintenance Programs

IRR Roads Maintenance Program

BIA Roads Maintenance Program

IRR Bridge Program (IRRBP)

Park Roads and Parkways Program (PRP)

Public Lands Highway Program (PLH)

Refuge Roads Program (RRP)

<sup>17</sup> Source: FHWA Tribal Transportation Planning provides planning and decision-making tools for tribal governments at: [http://www.tribalplanning.fhwa.dot.gov/training\\_fund\\_module.aspx](http://www.tribalplanning.fhwa.dot.gov/training_fund_module.aspx).

Federal-aid Highway Program (FHP)

Highway Funding Programs

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Equity Bonus Program (EBP)

Ferry Boat Discretionary Program (FBD)

Highway Bridge Program (HBP)

Highways for Life Pilot Program

High Priority Projects Program (HPP)

National Corridor Infrastructure Improvement Program

National Highway System (NHS)

National Scenic Byways Program

Projects of National and Regional Significance Program (PNRS)

Transportation, Community and System Preservation Program (TCSP)

Truck Parking Facilities Program

Flexible Funding Programs

Surface Transportation Program (STP)

STP - Transportation Enhancements (STP-TE)

Non-Motorized Funding Program

Recreational Trails Program

Safety Funding Programs

Alcohol-Impaired Driving Countermeasures Incentive Program (Section 410)

Child Safety and Child Booster Seat Incentive Program (Section 2011)

Highway Safety Improvement Program (HSIP)

Motorcyclist Safety Program

Occupant Protection Incentive Grant Program

Safe-Routes-to-School Program

Safety Belt Performance Program (Section 406)

State and Community Highway Safety Grant Program (Section 402)

Public Transportation Programs

Transportation For Elderly and Persons with Disabilities Program (5310)

Rural and Small Urban Areas Program (5311)

Job Access and Reverse Commute Formula Program

New Freedom Program (5317)

Other Funding Programs

Outdoor Recreation, Acquisition, Development and Planning Program

Rivers, Trails and Conservation Assistance Program

Innovative Finance Methods

Grant Anticipation Revenue Vehicle (GARVEE)

Public Private Partnerships (PPP)

State Infrastructure Bank (SIB)

## VII. SOUTHEAST RURAL NEEDS – COMMUNITY & TRIBAL

In this section, we have identified community transportation projects in the work queue at the ADOTPF and those on community needs and priority lists (not in the State’s work queue).

### A. ADOTPF Project Status Site - Projects in Process<sup>18</sup>

ACTIVE PROJECTS REPORTED ON ADOTPF SITE AS OF 1/30/10 CONSTRUCTION PHASE		
Community	Transportation Project	Status
POW	IFA Ferry Debt Repayment, AKSAS: 69022	\$3.17m programmed; \$352k balance
Craig	Craig-Klawock Hwy Resurfacing, AKSAS: 68784	\$3.9m programmed; \$339.9k balance
	Criag Road Improvements, AKSAS: 67878	\$855k programmed; \$534 balance
	Perm Traffic Recorder Repair, AKSAS: 67778	\$200k programmed; \$22.9k balance
	Union St Refurbishment, AKSAS: 68317	\$1.3m programmed; \$19.8k balance
	Sawmill Cr Culvert Replacement, AKSAS: 69081	\$671.3k programmed; \$81k balance
	Hns Hwy FT to Union St. Rehab, AKSAS: 72170	\$23.4m programmed; \$4.4m balance
	Sawmill Cr USFWS Culv Improv, AKSAS: 68684	\$50k programmed; \$0 balance
	Union St Util & 3 <sup>rd</sup> Ave Reconstr, AKSAS: 68623	\$793k programmed; \$30.2k balance
	Front St to Union St Rehab, AKSAS: 68948	\$2.2m programmed; \$305k balance
Klawock	Rwy, Taxiway, Apron Improv, AKSAS: 68164	\$5.5m programmed; \$793k balance
Pelican	Boardwalk Repairs Phase III, AKSAS: 68708	\$419k programmed; \$77k balance
	2005 Storm Repairs, Ferry Term, AKSAS: 69236	\$2.24m programmed; \$189k balance
Petersburg	Airport RSA Improv Stage II, AKSAS: 68329	\$5.24m programmed; \$1.1m balance
	Airport RSA Improvement, AKSAS: 68207	\$6.9m programmed; \$547.7k balance
	Mitkof Hwy-to Crystal Lk Pave, AKSAS: 68819	\$6.8m programmed; \$82.9k balance
	Mitigation Falls Cr Fish Ladder, AKSAS: 68843	\$198k programmed; \$28k balance
	Sandy Beach Dr Pavement Rehab, AKSAS: 68076	\$2m programmed; \$29.9k balance
Sitka	Granite Cr Br Attenuator, AKSAS: 67415	\$63k programmed; \$44k balance
	Utilities Upgrade (CBS), AKSAS: 68852	\$548k programmed; \$29.3k balance
	Indian River Rd Improv, AKSAS: 67733	\$2.54m programmed; \$572k balance
	Harbor Bridge Bearing Replac, AKSAS: 68945	\$1.5 programmed; \$21k balance
	Sawmill Cr/Halibut Pt Roundabout, AKSAS: 68999	\$1.9m programmed; \$181.4k balance
	Airport Slotted Drain, AKSAS: 67961	\$424k programmed; \$33.5k balance
	Indian Rv Rd Basic Bid ‘A’ RSA, AKSAS: 69299	\$540k programmed; \$88.9k balance
	Self-supporting Transmission Pole, AKSAS: 69059	\$118k programmed; \$10.7k balance
	Indian Rv Subdiv - Roads Improv, AKSAS: 68836	\$1.25m programmed; \$65 balance
	Indian Rv Rd Improvements, AKSAS: 69208	\$550.4k programmed; \$655 balance
	Airport Access Improvements, AKSAS: 68187	\$5.8m programmed; \$408k balance
Wrangell	Airport Rwy/RSA & Sp Pullout, AKSAS: 68167	\$30.3m programmed; \$2.3m balance
	Airport Contam Soil Cleanup, AKSAS: 69188	\$50k programmed; \$42.5k balance

<sup>18</sup> Source: <http://www.dot.state.ak.us/stwdplng/projectinfo/index.shtml>.

ACTIVE PROJECTS REPORTED ON ADOTPF SITE AS OF 1/30/10 PRE-CONSTRUCTION PHASE		
Community	Transportation Project	Status
Study & SE Plan	North Panhandle Study: Eval surface access betw Sit-Ptg-Jnu & nearby villages. AKSAS: 67803	\$471.6k programmed \$16.8k balance
Access EIS	Connect WRG-PTS to BC Hwy 37, AKSAS: 68566	\$11.7m programmed; \$11.7m balance
Angoon	Ferry Terminal Improvements, AKSAS: 68502	\$700k programmed; \$ 321k balance
	Angoon Airport EIS, AKSAS: 68940	\$4.37k programmed; \$226.7 balance
Haines	Ferry Terminal Improvements, AKSAS: 68433	\$12.4m programmed; \$11.8m balance
	Haines Hwy MP 3.5-25.2, AKSAS: 68606	\$ 3.1 programmed; \$ 79.4k balance
	Hns Hwy Environ. Mon & Rem, AKSAS: 68004	\$355.7k programmed; \$ 64.7 balance
	Beach Rd & Front St. Imp., AKSAS: 69316	\$ 2.9m programmed; \$ 2.9m balance
	Front St. to Lutak Rd., AKSAS: 69327	\$ 850k programmed; \$ 850k balance
	Airport Right of Way, AKSAS: 68233	\$20.5k programmed; \$585 balance
	Haines Hwy MP 24 to Border, AKSAS: 68800	\$6.26m programmed; \$59.2k balance
	Ferry Terminal – Marine Structures, AKSAS: 69311	\$3.7m estimated
Hoonah	Ferry Terminal Improvements, AKSAS: 67813	\$3.18m programmed; \$ 2.75m balance
	Ferry Terminal Improvements, AKSAS: 69155	\$1.39m programmed; \$1.39m balance
	Paving Ferry Terminal to Airport, AKSAS: 68909	\$3.2m programmed; \$ 3.12m balance
	Ferry Terminal Marine Struc, AKSAS: 69311	\$ 3.8m programmed; \$ 3.8m balance
	Airport Runway Extension, AKSAS: 68303	\$3.782 programmed; \$3.393k balance
	Hoonah to Tenakee Inlet Road, AKSAS: 69149	\$ 200k programmed; \$ 64k balance
Hydaburg	Hyg Hwy Fish Passage Improv, AKSAS: 68026	\$30k programmed; \$29.1k balance
	Salmon River Road, AKSAS: 68602	\$6.73m estimated
	Causway Reconstruction, AKSAS: 69070	\$10m estimated
Kake	Kake to Ptg Rd & Shuttle FT, AKSAS: 68426	\$900k programmed, \$ 233k balance
	Jenny Cr Br Rpl./Constr Review, AKSAS: 69158	\$70k programmed; \$52.8k balance
Klawock	Kla to Hollis Pave Rehabilitation, AKSAS: 68688	\$451k programmed; \$35.2k balance
	Klawock Causeway Fish Passage, AKSAS: 69319	\$ 231k programmed; \$ 231k balance
	Klawock Airport Fill, AKSAS 68311	\$235k programmed; \$18,526 balance
	Cause Way Fish Passage, AKSAS: 79070	\$ 115k programmed; \$ 115k balance
Metlakatla	Walden Pt Rd & 2 FT, AKSAS: 72196	\$1.25m programmed
	Annette Bay Ferry Terminal, AKSAS: 69200	\$70k programmed; \$27.4k balance
	Walden Pt Rd & Ferry Terminals AKSAS: 72196	\$1.3m programmed; \$250.7k balance
Petersburg	Mitkof Hwy, FT South Resurf, AKSAS: 68242	\$7.396m programmed; \$ 23.8k balance
	Road Improvements, AKSAS: 67879	\$ 3.45m programmed; \$2.99m balance
	Mitkof Hwy Coastal Path Handrail, AKSAS: 68169	\$ 60k programmed; \$32k balance
	Airport RSA Ph III, AKSAS: 69360	\$350k programmed; \$334k balance
	S. Mitkof Hwy Fish Pass Improv, AKSAS: 68025	\$70k programmed; \$33.8k balance
	S. Mitkof Hwy Fiber Optic Insp, AKSAS: 68282	\$10k programmed; \$5k balance
Saxman	Surf St. Rehab.- S. Tongass, AKSAS: 67571	\$351k programmed; \$185 balance
Sitka	Airport RSA & Seaplane Improv, AKSAS: 69298	\$ 600k programmed; \$ 484k balance
	Sawmill Creek Road Upgrade, AKSAS: 68216	\$4m programmed; \$66.4k balance
	Halibut Pt Rd, Pave Rehab & Drg, AKSAS: 69351	\$ 800k programmed; \$ 789k balance
	Sawmill Cr/Halibut Pt Roundabout, AKSAS: 68943	\$921k programmed; \$263.2k balance
	Japonski Is. Util. & Rd. Improv, AKSAS: 68790	\$ 2m programmed; \$1.7m balance
Skagway	Dyea Br Rehab-Taiya River Br, AKSAS: 69275	\$1.5m programmed; \$1.49 balance
	Dyea Rd Improvements, AKSAS: 67424	\$377k programmed; \$155.3k balance
Wrangell	IFA Ferry Terminal, AKSAS: 68751	\$283k programmed; \$264k balance
	Utility Improvements, AKSAS: 67789	\$134k programmed; \$4.2k balance
	Road Improvements, AKSAS: 68828	\$3.5m programmed; \$2.98m balance
Yakutat	Airport Drg & Subsurf Invest, AKSAS: 68487	\$100k programmed; \$4.6k balance
	Areawide Paving, AKSAS: 68345	\$7.98m programmed; \$7.53m balance
	Dyea Road Improvements, AKSAS: 67424	\$3.178m estimated
	Yak Hwy Fish Passage Improv. AKSAS: 68027	\$30k programmed; \$27.5k balance

**ACTIVE PROJECTS REPORTED ON ADOTPF SITE AS OF 1/30/10  
MAINTENANCE AND OPERATIONS PROJECTS**

<b>Community</b>	<b>Transportation Project</b>	<b>Status</b>
Haines	Hwy MP 19 Rock Slide Cleanup, AKSAS: 69296	\$40k programmed; \$40k balance
	Maint Sta Siding/Wind Repl, AKSAS: 68376	\$85k programmed; \$5k balance
Hydaburg	Hyg Hwy Curve Delineation, AKSAS: 67417	\$162k programmed; \$102k balance
Klawock	FY09 Maint Sta Door Replac, AKSAS: 69266	\$20k programmed; \$20k balance
Petersburg	FY09 Scow Bay Ship Overhead Door & Operator Replac, AKSAS: 69248	\$60k programmed \$36k balance
	FY09 Scow Bay Shop Entry Cover Replac AKSAS: 69260	\$7k programmed \$7k balance
SEA FY99	Jnu-Sit Public Fac Def Maint, AKSAS: 67677	\$504k programmed; \$6k balance
SEA FY06	Gustavus Harbor Maint, AKSAS: 69162	\$258k programmed; \$38k balance
SEA FY07	Gus-Ptg-Ktn-Sit Airport Snow Rem Equip AKSAS: 68971	\$1.2m programmed \$157k balance
SEA FY 08	Hns-Kak-Gus Airports Def Maint, AKSAS: 67955	\$325k programmed; \$195k balance
SEA FY08	Gus-Sit-Yak-Hns-Kla-Ska Airport Surface Maint AKSAS: 68332	\$499.5k programmed \$252.5 balance
SEA FY08	Ktn-Yak Snow Rem Equip, AKSAS: 67954	\$1.5m programmed; \$1k balance
SEA FY09	Yak-Sit-Kak-Wrg Airport Deferred Maint AKSAS: 68635	\$245k programmed \$43.3k balance
SEA FY09	Ktn-Hyg Pavement Rehab, AKSAS: 68835	\$1.67m programmed; \$250k balance
SEA FY09	Jnu-Hns-Wrg-Ptg-POW-Ska-Sit-Ktn Special Projects, AKSAS: 69027	\$350k programmed \$70.7k balance
SEA FY09	Gus-Kla-Ptg-Ska-Sit Fuel Tank Replac & SPCC Update, AKSAS: 68508	\$185k programmed \$185k balance
SEA FY09	Gus-POW-Sit-Ktn Non-NHS pavement markings, AKSAS: 68994	\$500k programmed \$99k balance
SEA FY09	Hns-Sit Snow Rem Equip, AKSAS: 69282	\$936k programmed; \$301k balance
SEA FY09	Jnu-Hns-Ska-Ktn-Sit Scenic View Enhancements AKSAS: 69063	\$201k programmed \$50.4k balance
SEA FY09	Kla-Kak Airport Def Maint, AKSAS: 69143	\$20k programmed; \$20k balance
SE Region	Jnu-Ska-Sit-Ktn-Wrg-Ptg MP & Designation Signs, AKSAS: 69072	\$113.4 programmed \$28.7k balance
SE Region	Jnu-Sit M&O Salt Brine Sys, AKSAS: 69276	\$120k programmed; \$11k balance
Sitka	Chip Seal Lake St, AKSAS: 69036	\$75k programmed; \$33.7k balance
	Court -Office Bldg Boiler Rep, AKSAS: 68206	\$150k programmed; \$0 balance
	Court-Office Bldg, Underground Storage Tank Repl, AKSAS: 68360	\$75k programmed \$0 balance
	FY09 Court-Office Bldg Fuel Pump Repl AKSAS: 69244	\$12.2k programmed \$9.7k balance
	"No Name" Bridge Repair, AKSAS: 68569	\$86k programmed; \$10k balance
Skagway	FY06 Drainage Repair, AKSAS: 67861	\$43.9k programmed; \$17.2k balance
	Maint Sta Land Acquis, AKSAS: 67890	\$120k programmed; \$143 balance
	FY09 Maint Sta Pot Water Sys Rep, AKSAS: 69268	\$25k programmed; \$25k balance
Yakutat	FY09 Sand-Chemical Bldg Boiler Burner & Day Tank, AKSAS: 69250	\$30k programmed \$22k balance
	FY09 Airfield Lighting Regulator & Elect Room Roof, AKSAS: 69262	\$45k programmed \$45k balance
	FY09 Maint Shop Roof Rep, AKSAS: 69279	\$15k programmed; \$15k balance

ACTIVE PROJECTS REPORTED ON ADOTPF SITE AS OF 1/30/10		
DESIGN PHASE		
Community	Transportation Project	Status
Angoon	Angoon Airport Master Plan	EIS in 2009; proposed airport construction 2010
Haines	Haines Highway Improvement	Upgrade hwy from MP 3.5 to 25.3.
Klawock	Klawock Airport Master Plan	Gather data to determine dev details/timeline.
Mid-Region Access	Mid-Region Access EIS (Bradfield Road)	Hwy corridor to connect Ketchikan, Wrangell, and Petersburg to the Cassiar Hwy in Canada.
Pelican	Pelican Boardwalk Repairs	\$400,000 in Sec. 1960 SAFETEA-LU funds.
Petersburg	Petersburg Airport Runway	Expand the Runway Safety Area at the Airport.
Sitka	Sawmill Creek Road Upgrade	Study betw Jeff Davis intersec & Sawmill Cr Br
Sitka	Sawmill Cr/Halibut Pt Roundabout	A single lane roundabout will be installed.

## B. Community Transportation Projects Identified in STIP

The ADOTPF Statewide Transportation Improvement Program (STIP) and Needs List identify statewide priorities for transportation projects for the 2010 to 2013 period. Through an established process, the state DOT solicits or identifies projects from rural and urbanized areas of the state. Projects are selected for inclusion in the STIP based on adopted procedures and criteria. The department has made the improvement of NHS routes a state priority in allocating funds for the STIP.

In order to get a project funded a community must: discuss the project with a DOT planner; nominate the project to the STIP List along with a resolution from the elected local governing body; and have the project successfully scored by DOT regional and statewide offices. The State is currently accepting community nominations for the STIP List.

Borough Census Area	Project Listing	Cost	Status
Craig	Repay construction loan on IFA first ferry, the M/V Prince of Wales.	\$351k	\$351k in FY10
	Transit Service JARC Program: Job Access and Reverse Commute, FTA Section 3037	\$198k	\$198k in FY10
Haines Borough	Haines Terminal Mod: refurbish/replace sheet piles or replace w dolphin mooring-fendering system; construct end loading facility for ferries. Incl Bridge 0804 Haines FT Dock.	7.2m 18.2	\$9.8m in 2010
	Klehini Bridge Replacement/Transfer: Replace bridge, and upgrade approaches. Transfer to city upon completion.	5.575m	\$325k in FY10 \$250k in FY11 \$5.0m in FY13
	Haines Hwy MP21-25.3 Reconstruction & Chilkat Bridge #742 Replacement: Widen road; possible realignment; straiten curves to meet a 55 mph design speed; provide long-term solution to debris flow problems near MP 23.	53.83m	\$1.8m in FY10 \$1m in FY11 \$1m in FY12 \$26.2m in FY13 \$23.8 after FY13
Hoonah	Hoonah Marine Terminal Improv: replace aging/deteriorated marine structures; grated bridge replacement	3.824m	\$3.824m to be spent in 2010
Kake	Keku Road Rehabilitation from Church St incl Boat Harbor Spur Rd: pavement resurfacing, drainage improvements, subgrade repair, embankment stabilization, and riprap armoring	3.6m	\$310k in FY10 \$3.3m in FY 11

<b>Klawock</b>	Klawock-Hollis Pavement Rehab/Culvert Replac, MP 7.23-30.66: mitigate perched pipe culverts, repl culverts, repl failing pavement, resurf segments, pave FT and seaplane lot	20.6m	\$20.6m in FY10
	Community Streets Paving Project: Resurface 5.4 miles of community streets. Install a sidewalk by pubic school.	\$670.8k	\$670.8k in FY13
<b>Pelican</b>	Repair boardwalks in Port Alexander, Elfin Cove, and Pelican.	\$905k	\$905k in 2010
<b>Petersburg</b>	Haugen Dr & Bike Path Improvements: Reconstruct roadway/sidewalks from Nordic Dr to 8th St. Extend bike path to Sandy Beach Rd.	3.64m	\$380k in FY10 \$10k in FY11 \$3.25m in FY13
	Road Improvements: Resurface, grind, pave and related improvements, including drainage, to city streets	3.67m	\$560k in FY10 \$43.1m in FY11
<b>SE Region</b>	Repair boardwalks in Port Alexander, Elfin Cove, and Pelican.	905k	\$905k in FY10
<b>Sitka</b>	Sawmill Cr Rd Upgrade III: Reconstruct 1.8 mi of road from Whale Park to Sawmill Cove.	\$15.9m	\$15.9m in FY10
	Bus and Bus Facility Allocations, FTA Section 5309 SAFETEA-LU sec 3044 No. 616	\$91.3k	\$91.3k in FY 10
	Halibut Pt Rd Resurf, Drainage Improv & Br Replacement: Pavement rehabilitation, replace bridges #0327 & #0328.	15.1m	\$100k in FY10 \$15m inFY11
	Cross Trail Construction - High School to Baranof, Charles, Yaw and Pherson Sts: construction of 5,050 ft of (10ft on 12ft wide shot rock base) compacted gravel trail.	926k	\$50k in FY10 \$876k in F11
	Pub Trans Bus/Maint Fac: Build public trans bus/maint facility incl maintenance bays and bus wash.	\$6m	\$6m in FY10
<b>Tenakee Spr</b>	Denali - Tenakee Springs Terminal Improvements	\$450k	\$450k in FY10
<b>Wrangell</b>	Road Improvements: Reconstruct Front St in conjunction w municipally-funded utility improvements.	\$3.4m	\$3.4m in F&10
	Evergreen Rd Improv/Pedestrian Access: rehabilitate-widen road FT to airport, straighten curves, construct curbs, gutter and sidewalk, redesign electrical services.	4,127.5m	\$466.5k in FY13 \$3.66 after FY13
<b>Yakutat</b>	Areawide Paving: Resurface Airport Rd from MP 0 to MP 4. Work on Dangerous Ri Rd, Ocean Cape Rd, Max Italio Rd, Mallot Ave	\$5.28m	\$5.28m was paid on negative balance in 2010

### C. Aviation Projects

<b>Airport</b>	<b>3300 Ft</b>	<b>24 hr - PAPI &amp; REIL</b>	<b>Runway edge lighting</b>	<b>Total Cost</b>
Angoon	\$30,000,000	\$325,000	\$550,000	\$30,875,000

## D. Community Transportation Projects in 2009 CEDS

Transportation-related projects that were identified by communities as priority projects in the 2009 CEDS Update are included in the table below.

Reg. & Comm.	Priority	Tribe	CEDS Strat.	Project	Contact	Est. Cost	Project Status	Pot. Fund Sources
<b>Regional Priorities</b>			I.1	AMHS Organizational Plan	SEC		Planning	AMHS, State
<b>Prince of Wales</b>	10		I.1	Island-wide Transportation Plan & Implementation System	POW Advisory Council	\$ 3m	Planning Funding Implem	STIP, USFS, ADOTPF
<b>Haines</b>	1		1.1.C	Boat Harbor Expansion	Haines Bor.	\$32m	Preconst. Design	Corps, RD, ADOTPF
	2		1.1.C	PH 2 Harbor Repairs & Upland Development	Haines Borough	\$3 m	Design, Construction	Federal, State & Local
	4		1.1.C	Road Development & Upgrades		\$24 m	All Stages	Local, AKDOT, Federal
	9		1.1.C	Port Chilkoot Waterfront Improvements		\$750 k	Design,	Federal, State, Local
	14		1.1.C	Lutak Port Development		\$17 m	Design, Construction	Federal, State, Other
<b>Angoon</b>	15		1.1.C	Ferry Terminal Upgrade	City	\$75k	Planning	Planning DOT/PF
			1.1.K	Road to Hood Bay		\$ 3 m	Construction	DOT/PF
<b>Hoonah</b>	3		1.1.C	Boat Haul Out	City	\$7.4 m	Phase 2 of 3 design/fund	City, EDA Grant, State
<b>Kasaan</b>	3		1.1.C	Kasaan Road, Goose Creek, Road Improvement	City	\$17.2k	Planning	DOT, BIA, FHWA,
	4		1.1.C	Tolstoi Bay Deep Sea Port Development			Funding Stage	City of Kasaan Thorne Bay
<b>Klawock</b>	3		1.1.C	Harbor Expansion			Conceptual Planning	AIDEA, COE, EDA, FWS, HUD, RD
	6		1.1.R	Sidewalk & Walkway from Klawock River to Bell Tower		\$1 m	Design	DOT/PF, BIA, RD
	8		1.1.C	Airport	City	\$5 m	Design	FAA, AIDEA, ADOTPF, EDA, RD
<b>Metlakatla</b>		1	1.1.C	Construction of Walden Point Road, Paving	Met Indian Comm	\$10 m	Construction	DOT/PF, USDA, RD, BIA, US Army
		13	1.1.C	Runway Preservation Measures		\$750 k	Planning	DOT/PF
		5	1.1.C	Emergency Road Preservation Repair		\$910k	Planning	DOT/PF
<b>Pelican</b>	5		1.1.C	Reconstruct Boardwalk	City	\$1.1m	Planning, Permit, Construction	Denali, ADOTPF
	6		1.1.C	State of Alaska Ferry Dock	City	\$800 k	Nominated to STIP	DOT/PF
	7		1.1.C	Road Drainage	City	\$25 k	Nominated to STIP	DOT/PF
	11		1.1.C	Boat Launch Ramp		\$1.2m	CIP list	DOT/PF, ADFG Sport Fish Div
	12		2.5.A	Airplane ramp		TBD	CIP list	DOT/PF
	14		1.1.C	Culvert diversion		\$70k	CIP list	DOT/PF
	15		1.1.C	Pile Support Deck Turnout		\$400k	CIP list	Denali, DOT/PF
<b>Saxman</b>	10	10	1.1.C	AMHS Sax Ferry Terminal, Ktkn-Met Transp Corridor	City	TBD	Planning	DOT&PF, IRR
	4	4	1.1.C	Roads & Housing Master Plan	Joint COS & IRA		\$25k Plan, \$1.5mRoads	THRHA, NAHASDA, IRR
	6	6	1.1.C	Waterfront Development		\$150k	Planning	EDA, ANA

								ADOTPF, FAA
Sitka	1		1.1.C	Airport Improvements	City	\$61m	Final EIS	
	1	1	1.1.C	Community Ride Public Transit & Maintenance Facility		\$4k/yr \$125k capital	In operation	FHWA, JARC, Ment Health Tr, Sections 5310 & 3511, IRR
Skagway	3		1.1.C	Renovation of Small Boat Harbor	Munic.	\$10 M	Planning, Design	Munic., State, Federal, Denali
	4		1.1.C	Port Development		\$35 M	Planning	Munic, State, Federal, Private
	5		1.1.C	Partial Penetrating Wave Barrier		\$3.5 M	Construction	Municl, State, Federal
	6		1.1.R	Main Street Sidewalk Replacement		\$1 M	Planning, Design	Munic, State
	8		1.1.C	Liarsville Bike Path		\$2 M	Planning	Munic, State
	9		1.1.C	AMHS Ferry Terminal Sidewalk/Gateway-Valley Walkway Connections		\$1.5 M	Design, Planning	Munic, State, Federal
	12	4	1.1.C	Road Upgrades	STC	TBD	Planning	STC, EDA, BIA
	13		1.1.C	Main Street Repaving		\$3 M	Design	Munic, State
Craig	1		1.1.C	Street Improvements	City	\$5.6 m	Final Design, Construction	ADOTPF, IRR, FHWA, Denali,
	3		1.1.C	Harbor Improvements	City	\$5 m	Planning, Des., Env. Review	ACE, DCCED, ADOTPF
	14		1.1.C	Port St. Nicholas Road Upgrade		\$6 m	Construction	BIA, DOT/PF, HUD, EDA
	17		1.1.C	Float Plane Terminal Access and Parking		\$200 k	Concept, Assessment	FAA, DOT/PF, RD, EDA
Petersburg	5		1.1.C	Commercial Dock Expansion/Repair	Ptg Ec Dev Coun	\$12m	Planning Construction	Federal, State, Local
	8		1.1.C	Airport By-Pass Road		\$9 m	Feasibility	Federal, State, Local
	1			Scow Bay Marine Services Development		\$6.0 m	Feasibility / Design	Federal, State, Local
	2		1.1.C	Commercial Dock Expansion/Repair		\$12m	Planning Construction	Federal, State, Local
Skagway	9		1.1.C	AMHS Ferry Terminal Sidewalk/Gateway-Valley Walkway Connections	City	\$1.5 m	Design, Planning	Municipal, State, Federal
Wrangell	2		2.1.E	Evergreen Road Rehab, Sidewalk construction to Petroglyph Beach	City & Bor.	\$1m	Planning	City, IRR
	11		1.1.L	Bradfield Road/AK-BC Intertie		\$5 m	Need EIS	
	14		1.1.C	Marine Service Center Upgrades (land mprovements, utilities, storm water)	City & Bor.	\$2.554 m	Construction	
	15		1.1.C	Harbor Improvements: Floats, piers and uplands				
	21		1.1.C	Port Staging Area Fill/IFA Terminal	City & Bor.	\$4 m	Funding, Design	
	22		1.1.R	Etolin Road/Hemlock/ Shaqteen Road and Sidewalk Rehabilitation			Design	City, IRR
	24		1.1.C	Heritage Harbor Phase III Construction		\$4m	Construction	
	25		1.1.C	City Dock Improvements (cruise dock repair, catwalk ext, wastewater, summer float, upland improvements)		\$4.1	Funding, Construction	State Head Tax
	37		1.1.C	S. Wrangell Terminal and Fool's Inlet Road Improv			Concept	
Yakutat	5		I.1	Construct and Maintain Local Roads	CBY	\$1 to 3 m	Planning	BIA, IRR, FHA ADOTPF, Denali
	7		I.1	Boat Harbor Improvements (restrooms, fuel dock)		\$2.92 M	Funding, Construction	DCCED, USFS RAC

**E. IRR Inventory and Projects**

The Indian Reservation Roads (IRR) Program is included as part of the Federal Lands Highway Program (FLHP) and receives its funding under Section 204 of Title 23. Tribes use IRR funds to support transportation projects. As of April 13, 2010, CCTHITA, and the Douglas and Saxman Tribes had scheduled paving/resurfacing projects in the Juneau-Douglas area and a signage project in the Saxman area.

Tribe/Community	Project	Project Amount	Fund Source
CCTHITA, Juneau	Resurfacing, Cooperative CBJ	\$368,636.0	IRR/ARRA
DIA, Douglas	Resurfacing, Cooperative CBJ	\$74,773.00	IRR/ARRA
OVS, Saxman	Tlingit Signage, Var. local streets	\$38,180	IRR/ARRA

**F. Preliminary Tribal Priority Projects – Marine Transportation**

- Angoon - Ferry & Airport Terminal Buildings
- Kake - Ferry & Airport Terminal Buildings
- Pelican - Ferry & Airport Terminal Building
- Tenakee- Ferry & Airport Terminal Building
- Yakutat - Ferry Terminal Building

Projected Cost for Preliminary Needs<sup>19</sup> - For plan purposes, we have used a cost of \$1.0 million per rural facility. We have conservatively listed the total cost of preliminary projects at \$5 million. These projects will be reaffirmed by the communities before activated. The costs will adjust project design begins.

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<sup>19</sup> Figures are based on historic budget figures and excerpted from the CCTHITA Long Term Transportation Plan.

## VIII. EXAMINATION OF STATE TRANSPORTATION POLICIES

This section is based on information contained in the *Alaska Statewide Long Range Transportation Policy Plan*, also called ‘*Lets Get Moving 2030*’. The plan, recently finalized, sets out guidelines, goals and strategies that will guide the State’s transportation activities up through year 2030. Regional plans, sub-tier plans, and supporting studies were examined as well.

### A. Alaska Department of Transportation and Public Facilities

Passengers and freight travel in Alaska via infrastructure and services provided by government and private industry. ADOTPF owns and operates highways and bridges, the Alaska Marine Highway System, and airports. The State’s responsibilities are to preserve the value of the nation’s large capital investment, operate and maintain the system safely, and plan for its further development. By order of priority, funds are allocated to these major transportation programs:

- NHS, the National Highway System. These are federally designated highways, ferries, and ferry terminals that are the state’s core surface transportation system.
- AHS, the Alaska Highway System. Highways and ferry service that are secondary to the NHS, but link communities and are otherwise of regional significance.
- CTP, the Community Transportation Program. These are local roads, streets, and transit systems. Many are locally owned, but most high-volume routes remain state-owned.
- TRAAK, Trails and Recreational Access for Alaska. This includes trails, pedestrian access, waysides, and similar improvements that enhance roadways and community transportation in general.

Transportation System Plans –The State’s various regional and local plans and project lists (STIP) are a part of the *Alaska Statewide Long Range Transportation Policy Plan*. ADOTPF Southeast Region has completed the alternatives scoping process for the *Southeast Alaska Transportation Plan (SATP)* and is now preparing the draft plan.

### B. State Mission and Vision

The mission of the Alaska Department of Transportation and Public Facilities is to provide for the safe movement of people and goods and the delivery of state services. The Department of Transportation and Public Facilities plans, designs, constructs, operates and maintains quality, safe, efficient sustainable transportation and public facilities that meet the needs of Alaska’s diverse population, geography and growing economy.

### C. State Transportation Policies

State Policy 1: Develop the multi-modal transportation system to provide safe, cost-effective, and energy-efficient accessibility and mobility for people and freight.

State Policy 2: Establish statewide strategic priorities for transportation system development funding.

State Policy 3: Apply the best management practices to preserve the existing transportation system.

State Policy 4: Increase understanding of and communicate ADOT&PF's responsibilities for system preservation as the owner of highways, airports, harbors, and vessels.

State Policy 5: Ensure the efficient management and operation of the transportation system.

State Policy 6: Use technology and Intelligent Transportation Systems where cost-effective to ensure the efficient operation of the transportation system, accessibility, and customer service.

State Policy 7: Identify system development needs that address travel demand growth, economic development, and funding strategies through regional and metropolitan plans.

State Policy 8: Preserve and operate Alaska's multi-modal transportation system to provide efficient reliable access to local, national, and international markets.

State Policy 9: Increase the safety of the transportation system for users of all modes.

State Policy 10: Work with federal, local, and state agencies to provide a secure transportation system and emergency preparedness for all modes.

State Policy 11: Preserve the integrity of the ecosystems and the natural beauty of the state, limit the negative impacts and enhance the positive attributes – environmental, social, economic, and human health – of an efficient transportation system.

State Policy 12: Support energy conservation, specifically in our consumption of fossil fuels, as a matter of national security and to address climate change.

State Policy 13: Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans' quality of life values.

State Policy 14: The statewide plan will provide the analytical framework from which ADOT&PF sets investment priorities.

#### **D. Strategic Priorities – Surface Transportation System Development**

ADOTPF allocates funds to the National Highway System (NHS), the Alaska Highway System (AHS), the Community Transportation Program (CTP), and Trails and Recreational Access for Alaska (TRAAK) in this priority order. How these systems are ranked plays a role in project selection. Alaska's NHS is the most important surface transportation network.

Strategic Priority 1 - Complete the modernization of the National Highway System to current standards to address safety and connectivity.

Strategic Priority 2 - Address demand-driven urban capacity on the most congested highways in Alaska.

Strategic Priority 3 - Replace ferries and transit vehicles that are old and no longer cost-effective.

Strategic Priority 4 - Add strategic new system links to improve connectivity and reduce ferry links.

Strategic Priority 5 - Improve selected Alaska Highway System links to enable economic development.

Strategic Priority 6 - Other strategic capital needs.

Strategic Priority 7 - Alaska Gasline Inducement Act (AGIA) transportation improvements.

Strategic Priority 8 - Removal of spring weight restrictions on Parks.

Strategic Priority 9 - Transportation improvements in rural Alaskan villages.

## **E. Strategic Goals – Airports System Development**

Strategic Goal One: 24-hour Medivac capability for targeted airports.

Strategic Goal Two: Address seasonal closures impacting targeted airports.

Strategic Goals Three: Participation and Partnership with FAA Initiatives.

## **F. Statewide Strategies and Actions**

Strategy 1: Prioritize needs through an integrated planning process that evaluates choices and guides investment decisions based on fiscal realities.

Action 1.1. Allocate resources between categories of need: fund routine maintenance activities at current levels; fund preservation and life cycle management at current levels; fund system development by applying the balance of available funds to this category of need.

Action 1.2. Prioritize resources within categories of need – target system development to meet statewide plan development priorities: continue the modernization of the National Highway System in Alaska to meet contemporary design standards for mobility and safety; provide demand-driven capacity to accommodate growth; use the regional and MPO planning process to evaluate and propose the most beneficial projects; fund MPO and ADOTPF regional plan priorities first.

Action 1.3. Revisit and prioritize system plans.

Action 1.4. Establish a system plan for ports and harbors.

Strategy 2: Manage for results and apply resources effectively through the application of best practices. This strategy is for ADOTPF to institute a focus on the most strategic needs in the process through which funds are allocated.

Action 2.1. Align ADOT&PF's programs and budgets with policy goals.

Action 2.2. Establish a core set of performance measures to monitor performance against plan goals.

Action 2.3. Apply life cycle management best practices to the selection of pavement treatments – avoid “worst first.”

Action 2.4. Implement pavement management system analytical capabilities.

Action 2.5. Evaluate the future funding and business practices of AMHS.

Action 2.6. Establish a level of service based approach to maintenance and operations planning and budgeting.

Action 2.7. Streamline and further integrate planning and environmental analysis to improve the project delivery process.

Action 2.8. Implement new technologies such as Intelligent Transportation Systems and other tools to improve transportation system productivity.

Action 2.9. Establish a coordinated transportation task force to ensure the efficient use of public transportation resources.

Action 2.10. Improve opportunities for public input and awareness, including providing timely information, and more options for influencing agency decisions.

Strategy 3: Constrain Needs: Integrate the regional, metropolitan, local area, and special transportation plans, set more modest twenty-year goals for system development, and look toward new solutions to meeting future travel demands.

Action 3.1. Address context and affordability in design decisions.

Action 3.2. Target surface transportation finance responsibilities on the National Highway System, Alaska Highway System, and other high-functional class routes.

Action 3.3 Implement the process and methods required for the early identification and evaluation of environmental outcomes in regional and modal planning.

Action 3.4. Reclassify and privatize industrial and resource roads.

Action 3.5. Preserve transportation corridors in high growth areas through corridor management planning, advance acquisition of right-of-way, and coordination with land use planning.

Action 3.6. Pursue demand management and multi-modal solutions where applicable.

Action 3.7. Transfer ownership of local roads to local communities.

Strategy 4: Increase Revenues. Provide a new approach to supplement federal funds; the strategy is to pursue a portfolio of actions to increase revenue.

Action 4.1. Pursue state funding mechanisms.

Action 4.2. Evaluate AMHS to identify mechanisms for increasing revenue.

Action 4.3. Establish rural transportation infrastructure bank.

Action 4.4. Pursue local funding mechanisms.

Action 4.5. Evaluate establishing a program for ADOT&PF to levy traffic impact fees.

Action 4.6 Evaluate applicability of tolling and HOT lanes to meeting travel demand needs in heavily traveled corridors.

Action 4.7 Reinststitute the Local Service Roads and Trails Program or a similar state-funded mechanism.

## IX. BASELINE ASSESSMENT OF EXISTING TRANSPORTATION SYSTEM<sup>20</sup>

The analysis addresses the surface, marine, and air transportation facilities that ADOT&PF is responsible for and assesses the current use, condition, and performance of the different elements of this statewide system. Our assessment relies on the State’s own examination and analyses carried out in support of the statewide plan. Analysis, measurement, and approach details are provided in the statewide plan’s *Technical Appendix: System Level Needs Analysis and Finance Analysis*.

### A. The State Transportation System Today

Passengers and freight travel in Alaska via infrastructure and services provided by government and private industry. ADOT&PF owns and operates highways and bridges, the AMHS, and airports. Transit service is provided by local entities with some support from the state. Marine ports and some airports are owned and operated by other units of government. Freight rail infrastructure is provided by Alaska Railroad (a public corporation). Aviation services, marine and highway freight services, and some roads are provided by private enterprise and are an integral part of the transportation system.

#### 1. Highways and Bridges

Highways - ADOT&PF is responsible for most of the roads in the state except for some local and CTP roads. There are 14,821 lane miles of state-owned road. Of the 14,800 miles, 10,758 lane miles are paved and 4,063 are unpaved.

Region	System Class	Paved Lane Miles	Unpaved Lane Miles
Northern	NHS	3,825	423
	Non-NHS	1,403	2,714
	Region Total	5,228	3,137
Central	NHS	2,491	0
	Non-NHS	1,711	760
	Region Total	4,202	760
Southeast	NHS	287	0
	Non-NHS	1,041	166
	Region Total	1,328	166
TOTAL	NHS	6,603	423
	Non-NHS	4,155	3,640
Total NHS/Non-NHS Miles		10,758	4,063

Based on the Remaining Service Life (RSL) data available, it was determined that there is a current backlog of 2,426 lane miles that require immediate reconstruction. This represents 22% of the paved road system in the state. The following table contains statewide condition information on roads by region.

<sup>20</sup> Source: *Let’s Get Moving, Alaska Statewide Long-Range Transportation Policy Plan* and its *Technical Appendix: System Level Needs Analysis and Finance Analysis*.

Region	System Class	Lane Width <12 ft.	Lane Width >12 ft.	High IRI %	High Rutting %	High IRI & Rutting	Average RSL
Northern	NHS	45	1820	20%	1%	0%	8
	Non-NHS	158	1472	8%	1%	1%	10
Central	NHS	19	750	4%	23%	1%	4
	Non-NHS	91	845	4%	26%	3%	5
Southeast	NHS	3	134	13%	8%	6%	6
	Non-NHS	31	292	13%	5%	1%	9
Statewide	NHS	67	2703	13%	10%	1%	6
	Non-NHS	280	2608	8%	12%	2%	8
Totals		347	5312	11%	11%	1%	7

Life Cycle Management/Routine Maintenance: The current pavement management practice is “worst first”, which means funds are directed to the roads in the worst condition. Under a planning level analysis *extremely conservative* estimate, the current routine maintenance is under funded by \$35.6 million per year. In order to catch up with inflation, routine maintenance expenditure levels would have to increase by 51% in the first year and 3% thereafter. Given the current funding levels, needs, and maintenance practice, the current backlog will keep growing.

Bridges - ADOT&PF owns and maintains about 1,000 bridges across the state. Some 47% of these bridges are in the Northern region; about 36% are on the NHS, while the rest are off the NHS. Of these bridges, 11.5% are functionally obsolete by FHWA standards, and about 12% are structurally deficient. In Southeast on the NHS, 4 bridges are structurally deficient and 12 are functionally obsolete. On Southeast Non-NHS, 22 bridges are structurally deficient and 25 are functionally obsolete.

The goal for bridges has been set to ensure that there are no structurally deficient bridges in the state. Based on this goal, the model shows that bridge life cycle management needs are an average of \$28 million per year over the next 23 years.

Total Highway and Bridge Needs		
	Total Needs (\$ Millions)	Annual Needs 2007 \$Millions
System Development	\$12,699	\$552
Life Cycle Management - Highways	\$8,435	\$367
Life Cycle Management - Bridges	\$644	\$28
Routine Maintenance	\$2,402	\$104
<b>Total System Needs (\$Millions)</b>	<b>\$24,180</b>	<b>\$1,051</b>

## 2. Alaska Marine Highway System

The AMHS is a critical part of Alaska’s transportation system and the service it provides is part of the National Highway System. There are a number of non-state operated ferry services in

Alaska, including the IFA in southern Southeast. These services form an integral part of the transportation infrastructure. The AMHS carries about 300,000 passengers and 100,000 vehicles every year on their 11 vessel fleet. For rural southeast communities, ferry service is their highway, providing connections to other communities and beyond. The 5 mainline ferries are (year built): Taku (1963), Malaspina (1963), Matanuska (1963), Columbia (1974); and Kennicott (1998). The 5 feeder vessels are: Tustumena (1964), LeConte (1974), Aurora (1977), Fairweather (2004), Chenega (2005). The Lituya is a local vessel built in 2004.

System Development: Terminal addition/replacement needs are expected to be \$10m/year based on the regional plans. There are no plans to increase system-wide AMHS service. Zero vessel additions mean no new shuttle vessels. Life Cycle Management: Four AMHS vessels must be replaced before 2030 at a cost of \$150 million per vessel or an average of \$26 million per year over the 20-year planning horizon. The cost of regular vessel refurbishment/recertification is expected to be around \$23 million per year.<sup>21</sup> Maintenance and Operations: The average operating cost (3 years) is \$120 million per year; the amount is expected to increase to about \$131 million per year in FY 2007. The average revenue (3 years) is \$48.4 million per year. The statewide plan recognizes that a continued general fund subsidy will be required to maintain the current level of service.

### 3. Ports and Harbors

Alaska's ports and harbors are critical for the import/export of goods and bulk commodities. Starting in 1984, ADOT&PF began to divest itself of its waterfront infrastructure facilities. Local governments, in exchange for the payment of deferred maintenance funds, took over ownership and responsibility for many of these important port and harbor facilities; 95 public port and small boat harbor facilities are now under local ownership.

There are a total of 476 public and private ports and harbors in Alaska: 240 in southeast; and 236 in southwest and western Alaska. Of the 123 ports and harbors that are public, ADOT&PF owns 28 harbor/refuge float facilities. In the southeast region:

- Angoon Dock and Harbor are operated by the City of Angoon
- Baranof Float is operated by ADOTPF
- Coffman Cove Harbor is operated by City of Coffman Cove
- Craig Dock is operated by the City of Craig
- Craig North Cove and South Cove Harbors are owned and operated by the City of Craig
- Edna Bay Refuge Float is operated by ADOTPF
- Elfin Cove Inner Harbor and Outer Harbor are operated by the Community of Elfin Cove
- Entrance Island Refuge Float is operated by ADOTPF
- Juneau Area is operated by ADOTPF
- Haines Area is operated by the City of Haines
- Helm Bay Refuge Float is operated by ADOTPF
- Hollis Float is operated by ADOTPF
- Hydaburg Harbor is operated by City of Hydaburg
- Hyder Harbor is operated by ADOTPF

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<sup>21</sup> Source: 2006 AMHS fleet survey conducted by The Glostien Associates.

- Kake Dock and Float and Portage Cove Harbor are operated by City of Kake
- Kasaan Float is operated by ADOTPF
- Ketchikan Area is operated by City of Ketchikan
- Klawock Dock and Harbor are operated by City of Klawock
- Metlakatla Dock and Harbor are operated by City of Metlakatla
- Myers Chuck Harbor is operated by ADOTPF
- Pelican Harbor is operated by City of Pelican
- Petersburg Area is operated by City of Petersburg
- Point Baker Float is operated by ADOTPF
- Port Alexander Inner and Outer Harbor are operated by ADOTPF
- Port Protection Floats are operated by ADOTPF
- Sitka Area is operated by City and Borough of Sitka
- Skagway Harbor is operated by City of Skagway
- Tenakee Springs Harbor is operated by City of Tenakee Springs
- Thorne Bay City Harbor is operated by the City of Thorn Bay
- Wrangell Area is operated by the City of Wrangell
- Yakutat Harbor is operated by the City of Yakutat

The majority of Alaska’s public ports and harbors have steadily deteriorated due to lack of funding for upkeep and improvement. The U.S. Army Corps of Engineers provides some assistance for planning, design, and construction of port and harbor facilities and channel navigation improvements. Communities can also apply for Municipal Harbor Facility grants for match dollars for projects. This state program has a limit of \$5 million per project and is only funded at \$10 million a year.

#### **4. Freight**

Most goods shipped to and from Alaska move by way of intermodal transportation systems. The relative lack of roads means that air and water transportation are significantly more important in Alaska than in the U.S. as a whole. It also means that a high portion of trips taken in the state and between Alaska and outside destinations use more than one mode. Heavy or bulky commodities are more likely to move by barge than by air in the remote areas in Alaska. Most household items, food, and consumer goods are shipped from Tacoma or Seattle by container ship, barge, or roll-on, roll-off vessel. If the freight is bound for a community connected to the highway system, the freight often completes its journey in trucks.

While there have been some improvements, the majority of Alaska public ports and harbors have steadily deteriorated due to lack of funding for upkeep and improvement. As population has grown, so have the demands for marine shipping, and the need for regular maintenance and periodic expansion of port and harbor facilities. Poorly maintained port facilities limit delivery capacities and increase the risk to the carrier, resulting in higher shipping fees and delivery via alternate, more expensive, modes.

#### **5. Aviation**

Air transportation is a critical part of Alaska’s transportation system given the distances between population centers. There are 280 public owned, public used airports in Alaska. FAA provides

air traffic control and regulates for safety. Commercially scheduled services and general aviation are provided by the private sector. This is the statewide aviation system in summary:

- 280 public owned, public use Alaska airports
  - 256 DOT&PF
  - 24 local
- ADOTPF owned:
  - 2 International (Anchorage & Fairbanks)
  - Alaska Rural Airport System (all other 256 airports)
- Alaska Rural Airport system: 256 use airports, seaplane bases/landing areas include:
  - 173 gravel, 45 paved, 37 seaplane, 1 heliport
  - 38 Community Class airports have RWYs < 3,000' (22 have RWYs < 2,500' & 9 have RWYs < 2,000')
  - 28 Community Class airports have no permanent runway edge lighting.
  - Practically all Community Class Airports have at least emergency lighting
  - 20 certificated airports

FAA provides 95% of the funding for airport development through its *Airport Improvement Program (AIP)*, which is supported by the *Airport & Airway User Trust Fund*. Monies for that Fund come primarily from aviation fuel taxes plus the 10% tax on domestic air fares. Following is the historic AIP allocation from 2003 to 2008:

FFY 2003 – 08 AIP Allocation Comparison Nominal Funding (In Millions, Not Inflation Adjusted)					
Fiscal Year	FAA/AIP Allocation*	AIAS (International)	Percentage Allocation	ARAS (Rural)	Percentage Allocation
2003	\$171.0	\$44.5	26%	\$126.5	74%
2004	\$206.0	\$53.6	26%	\$152.4	74%
2005	\$184.0	\$40.5	22%	\$143.5	78%
2006	\$197.0	\$49.3	25%	\$147.7	75%
2007	\$173.0	\$50.2	29%	\$122.8	71%
2008	\$210.0	\$66.5	32%	\$143.5	68%

\*Does not include the local share.

Also in 2008, a total of \$1.33 million in needs were identified for the Rural Airport System.<sup>22</sup>

**Primary Airports:**

Airfield Imp -- \$364 M  
 Buildings -- \$56 M  
 Equipment -- \$7 M  
 Subtotal-- \$427 M

**Non-Primary Airports:**

Airfield Imp -- \$840 M  
 Buildings -- \$53 M  
 Equipment -- \$13 M  
 Subtotal -- \$906 M

An average of 67% of runways are below the standard threshold of 60; 41% of aprons fall below standard; and 36% of taxiways are below standard. That meant that there was a significant

<sup>22</sup> Alaska DOTPF Rural Airport System Overview, October 22, 2008 by R. Maggard, Airport Development Manager, ADOTPF.

backlog of airport pavements needing immediate rehabilitation work to maintain proper level of service.

In the southeast region, there are 20 registered airports, 41 registered SPBs, and 10 registered helicopter facilities both publicly and privately owned (source: FAA 5010 database). In 2008, ADOTPF assessed existing conditions and future needs for aviation in Southeast Alaska through the Southeast Region Aviation System Plan (part of the SATP). This chart provides a snapshot of those needs. Areas where needs are unmet are highlighted in yellow:

Southeast Region – Short-Term Facility Needs												
Airport	Runway	RSA	Veget. Penetr.	Runway Taxi Apron	Runway Lighting Markings	Parallel Taxiways	Apron(A) ULD Hardstand(H)	Lease Lots Utilities	Terminal Parking Restrms.	Roads Fencing	Fuel	M&O
Gustavus	MN	DMP	MN	DMP	MN	MN	DMP(H) DMN(ULD)	DMN(U)	DM(R)	MN	MN	MN
Haines	MN	MN	DMP	DMP	MN	MN	MN	MN	DMN(R)	DMN	MN	DMP
Hoonah	DMP	MN	DMP	MN	MN	MN	DMP(A)	DMP(LL)	DMN(R)	DNN	DMN	MN
Juneau	MN	DMP	MN	MN	DMP	DMP	DMP(A)	DMP(LL)	DMP	DMP	MN	DMP
Kake	MN	MN	MN	MN	MN	MN	MN	MN	DMP(R)	MN	DMN	DMP
Ketchikan	MN	MN	MN	MN	MN	MN	DMP(A,H) DMN(ULD)	DMP(LL)	DMP(P)	MN	MN	MN
Klawock	MN	MN	DMP	MN	MN	MN	DMN(A)	DMP(U)	DMN(P)	MN	MN	MN
Petersburg	MN	MN	MN	MN	DMP	MN	DMP(H,ULD)	MN	MN	MN	MN	MN
Sitka	MN	DMP	MN	DMP	DMP	DMP	DMP(H) DMN(H,ULD)	DMP(LL)	DMN(TP)	MN	MN	MN
Skagway	MN	MN	MN	MN	MN	MN	MN	MN	DMN(R)	MN	MN	DMN
Wrangell	MN	MN	MN	MN	MN	MN	DMN(H,ULD)	DMN(U)	MN	MN	MN	MN
Yakutat	DMN	MN	DMP	DMN	DMN	MN	DMN(ULD)	MN	MN	MN	MN	MN

MN=Meets needs, DMP=Doesn't meet needs, but project planned, DMN=Doesn't meet needs and no project planned, Total needs unmet=highlighted

## 6. Bicycle and Pedestrian Facilities

While ADOT&PF has a bike and pedestrian plan that is part of the statewide long-range transportation plan, it does not provide any funding for those activities. Section 1401 of SAFETEA-LU authorizes funding for bicycle and pedestrian facilities through the DOT Federal Highways Administration. Those funds go to the State's *Alaska Safe Routes to School Program*, which funds local initiatives that make it safer for children to bicycle and walk to school.

## 7. Public Transportation

Anchorage, Juneau, and Fairbanks operate conventional fixed-route bus systems, while other communities operate demand-responsive service. Transit receives no state assistance for operations or capital programs. Public transportation is funded through federal surface transportation funds. To be eligible, communities must develop coordinated public transit-human services transportation plans that satisfy FTA planning requirements (49 U.S.C. 5310, 5316, 5317).

Transit ridership has been increasing on a statewide basis. In 2006, 6.5 million one-way trips were taken. Alaska Public Transportation Management System data indicate that statewide

transit capital needs in the next eight years will include 85 fixed route buses, 280 paratransit vehicles, and 55 cars, trucks and other support vehicles, and a number of passenger and vehicle shelters.

## **8. Railroads**

While railroads play a minimal role in Southeast Alaska, they play an important statewide role in shipping freight to marine ports and are part of the tourist infrastructure providing access to Denali National Park and beyond. There are 632 total railway miles in Alaska; 611 public miles are owned by the Alaska Railroad Corporation and 21 are privately owned by the White Pass and Yukon Route Railroad providing links into Canada.

### **B. State Surface Transportation Development Priorities**

Strategic Priority 1 - Complete the modernization of the National Highway System to current standards to address safety and connectivity: the Sterling Highway in the Cooper Landing area, the Glenn Highway from Kings Rivers to Cascade, the Seward Highway from Snow River to Trail River, segments of the Richardson Highway between Delta Junction and Gakona Junction, and the Dalton Highway. Other NHS Needs: segments of the Parks Highway between Houston and Fairbanks; segments of the Alaska Highway between Delta Junction and the Yukon border, including replacement of obsolete bridges; selected segments of the Glenn, Haines, and Seward Highways. The cost will be ~\$1.5 billion.

Strategic Priority 2 - Address demand-driven urban capacity on the most congested highways in Alaska: the Glenn–Seward highway-to-highway connection in Anchorage; widening Seward Highway in Anchorage; widening Parks Highway between Lucus Road and Big Lake Road; widening/realignment of the Palmer-Wasilla Highway, Trunk Road, Wasilla-Fishhook Road, Knik-Goose Bay Road, and Seward Meridian Road; and construction of a new through-route south of Wasilla parallel to the Parks Highway. The cost will be ~\$1.6 billion.

Strategic Priority 3 - Replace ferries and transit vehicles that are old and no longer cost-effective: retire the fleet's 4 oldest vessels; build new vessels/infrastructure to support future operations; transition to shuttle ferry service. This will cost ~\$600 million. The cost to upgrade/replace transit capital assets is ~\$75 million over the next 10-15 years for systems in Anchorage, Matanuska-Susitna, Juneau, Fairbanks, and other communities with transit systems.

Strategic Priority 4 - Add strategic new system links to improve connectivity and reduce ferry links. Focus will be: Knik Arm Crossing connecting Anchorage with Point MacKenzie (\$150m); Juneau Access connecting Juneau with the state road system at Haines and Skagway including dayboat ferry connections to Haines and Skagway (\$350m); and a rail connection between Port MacKenzie and the Alaska Railroad (\$200-300m).

Strategic Priority 5 - Improve selected Alaska Highway System links to enable economic development: reconstruct Taylor Highway MP64 to the border; realign/upgrade Pasagshak Road; realign/upgrade Kodiak Island; road projects in Southwest Alaska include improvements to Williamsport-Pile Bay Road, completion of the Iliamna-Nondalton Road and improvements in the Chigniks. The cost will be ~\$300 million.

Strategic Priority 6 - Other strategic capital needs: many segments of the Parks Highway between Houston and Fairbanks; many segments of the Alaska Highway between Delta Junction and Yukon border, including replacement of obsolete bridges; and selected segments of the Glenn, Haines, and Seward Highways. The cost will be ~\$350 million.

Strategic Priority 7 - Alaska Gasline Inducement Act (AGIA) transportation improvements. The process established in the AGIA legislation to select a team to design, build, finance, and operate the gasline was underway as the 2030 Plan was adopted. The route chosen likely will follow the Dalton, Richardson, and Alaska Highways in Alaska and then the Alaska Highway through Canada. As this develops, the ADOT&PF will be a participant to further identify necessary physical improvements to the transportation system. The costs are unknown as yet.

Strategic Priority 8 - Removal of spring weight restrictions on Parks Highway by rebuilding the subgrade/pavement in sections to allow the highway to be used year-round without weight restrictions. The cost will be ~\$100 million.

Strategic Priority 9 - Transportation improvements in rural Alaskan villages. In partnership with other agencies, ADOTPF will support/coordinate with the following programs to improve transportation and mobility for Alaskans living in off-road villages (no projected costs):

- Community Transportation Program to improve village roads with emphasis on roads to airports and cooperative efforts for roads to water/waste disposal facilities.
- Airport improvements made under the Aviation Improvement Program on village airfields with substandard facilities.
- Denali Commission transportation improvement projects (roads and docks).
- BIA funded transportation projects in villages 50%+ Alaskan Native population.
- Local Service Roads & Trails Program for state-funded village road projects.

### **C. State Airports Development Priorities**

Strategic Goal 1 - 24-hour Medivac capability for targeted airports: runways must support 24-hour operations by fixed wing aircraft; runway lighting must support 24-hour operations by fixed wing aircraft; where runway lighting is not available or practical, helicopter landing zones must be identified and helicopter landing zone lighting provided. The total needs are about \$289-310 million for runways and \$21 million for lighting.

Strategic Goal 2 - Address seasonal closures impacting targeted airports: 13 airports experience seasonal closures due to heavy snow, heavy rain, damage from the coastal surf, or high winds, which damage runways compromising landing safety and causing shut downs. The cost will be ~\$123 million.

Strategic Goal 3 - Participation and Partnership with FAA Initiatives: ADOT&PF participates as a partner and grant recipient in the FAA NextGen Program, which is intended to accelerate the implementation of modern technology to improve safety.

Strategic Goal 4 - Other Strategic Considerations: The Postal Service has identified 5 new proposed designated postal hubs at airports. Designation would increase maintenance and

operations costs to meet the increased level of service necessary for year round landing. The proposed hub airports would also need capital improvements to accommodate larger aircraft.

#### **D. Southeast Alaska Transportation Plan (SATP)**

The SATP is one of a series of region-wide multi-modal transportation plans that are components of the statewide transportation policy plan. The SATP is currently being updated. The 2030 statewide plan lists southeast system development needs at \$1.358 billion over the 20-year plan horizon.

##### 2010 SATP Update (in process):

Assumptions: \$30 million per year new construction (\$5m for new airports; \$25m for new/extended roads and ferry/terminal improvements); and \$50 million per year for refurbishment/deferred maintenance (\$10m for airport improvements; \$15m for SE ferry improvements; \$25m for roadway improvements, including local roads on state system).

Results: System improvement implementation plans (all modes) exceeding \$300 million over the next ten years are not considered realistic. The availability of funding for maintenance and new infrastructure may become more limited, forcing hard choices. Short and long term transportation system plans will become more important in the decision making process. Major infrastructure decisions must be considered in context of an overall system improvement plan.

Updated Mission: The 2010 goals are similar to the 2004 goals except there is a shift to a focus on demand, which is consistent with the trend that CCTHITA sees in the statewide 2030 plan.

##### The 2004 SATP (effective as of April 2010):

Mission: To increase system capacity and improve efficiency, shift from a surface network that is based on long-distance ferry runs to a surface network that relies on land highways to connect communities and other destinations. The new highways will require shuttle ferries to bridge the gap between Haines and the Lynn Canal Highway, across Behm Canal, across Bradfield Canal, and between Wrangell and Petersburg until a road connection can be accomplished.

Plan Goals: The SATP includes 3 fundamental highway elements to better link the region at large to the continental highway system: the Juneau Access project includes a road up the east side of Lynn Canal to Skagway (short shuttle ferry crossing to Haines); the construction of new highways would establish a through connection from Ketchikan to the Cassiar Highway in Canada with connections to Wrangell and Petersburg and shuttle ferry links that would ultimately could be replaced with bridges; and a highway from Sitka across Baranof Island.

The Long Term Vision: By 2025, the surface network of primary highways will still need to be completed. In summary, the long-term vision calls for 13 ferries (and related terminal improvements) to serve the region. The mainline fleet serving Southeast Alaska is to be reduced

from five to three ferries by 2010. Between 2010 and 2018, two of these vessels will be replaced with new ferries.

**Deployment of Fast Vehicle Shuttle Ferries:** A fast shuttle ferry system is proposed to replace two mainline ferries in the short term and ultimately will provide the primary connection between Juneau, Sitka, and Petersburg in the Northern Panhandle. Three fast vehicle ferries and the new Southern Gateway Shuttle ferry will initially fill the gap in the regional highway system for traffic moving through the region. When the new highway-shuttle connection for Juneau, Haines, and Skagway is completed, the Fairweather would connect Sitka and Juneau, and the remaining two fast vehicle ferries would connect Juneau and Ketchikan via terminals and transfers in Petersburg.

**SATP Shuttle Ferry Study (1/18/10):** In 2009, the Elliott Bay Design Group studied southeast ferry performance requirements and how they might impact the capital and operating costs of smaller vessels on minor routes. Given the data drawbacks, results were inconclusive on specific routes. The study did conclude that ‘significant wave height would not be exceeded 99% of the time’ and that ‘this is an appropriate baseline to begin design of new vessel or route selection with existing vessels.’ The study also scored classes of vessels with regard to service reliability, carrying capacity, and service schedule.

Scoring/ Class	Service Reliability	% of Aurora	Carrying Capacity	% of Aurora	Service Sched.	% of Aurora	Sea Keeping	Annual Cost	% of Aurora	Capital Cost	% of Aurora
Aurora	1	100%	1	100%	1	100%	1	4	100%	4	100%
Bartlett	2	83%	2	88%	3	88%	2	3	65%	3	72%
IFA	3	67%	3	88%	2	94%	4	2	21%	2	62%
Lituya	4	50%	4	53%	4	75%	3	1	15%	1	47%

### E. Federal Indian Reservation Roads Program

The Indian Reservation Roads (IRR) Program is part of the Federal Lands Highway Program established under Title 23 U.S.C. Section 204. It addresses transportation needs of Tribes by providing funds for planning, designing, construction, and maintenance activities on eligible transportation facilities. IRR Program funds can be used for any type of Title 23 transportation project providing access to or located within Federal or Indian reservations, Indian trust land, restricted Indian land, and Alaska native villages, and may be used for the state-local matching share of apportioned Federal-Aid Highway Funds. The IRR Program is jointly administered by the FHWA Federal Lands Highway Office and the BIA through an interagency agreement.

The Transportation Equity Act for the 21st Century (TEA-21) required DOI and DOT to develop a new funding distribution formula for the IRR Program. The result was the IRR Program Final Rule, 25 CFR Part 170 (July 19, 2004), which contained a new funding distribution formula called the Tribal Transportation Allocation Methodology (TTAM). The TTAM uses an inventory of IRR facilities as the major tool in determining the funding amounts that each Tribe receives.

The current highway authorization, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in August 2005, directs the DOT and DOI Secretaries to complete a comprehensive national inventory of transportation facilities eligible under the IRR Program. That resulted in the *IRR Comprehensive Inventory Report* dated January

2008. Data presented here is sourced from that 2008 report. IRR Inventory roadway mileage by ownership is presented in the table below.

Historical IRR Inventory Roadway Mileage <sup>23</sup>							
Year of Inventory <sup>24</sup>	BIA Mileage	Tribal Mileage	State Mileage	County Mileage	Other Agency Mileage	Approved Total IRR Mileage	Additional Mileage
1994	25,700		25,600			51,300	---
2005	27,518	2,851	9,049	22,324	1,037	62,779	
2006 <sup>25</sup>	28,882	4,287	13,164	34,345	4,646	85,324	
2007	29,878	9,659	13,676	43,077	5,393	101,683	24,000 <sup>26</sup>

The following table shows the approved IRR bridge inventory by ownership for data made available on October 10, 2007.

Inventory Date	BIA	Tribal	State	County	Municipal	Township	Other Agencies	Total IRR Bridges
10/10/07	939	1	2,310	4,452	324	19	37	8,082

Inventory in Alaska is as follows:

Ownership	# Miles Owned	2007 Inventory Status	# Miles
BIA including other BIA offices	772.3	Official Total	12,722.5
County and Township	179.6	Not Official Total:	5,582.5
Other agency or enterprise	1,599.1	At the BIA/DOT	1,970.7
Other Federal depts./agencies	2,010.2	In Process	2,273.1
State	699.2	Returned to Field	15.2
Tribe	6,641.9	Returned to Region	1,323.5
Urban (all urban or municipal)	820.2		
<b>Total</b>	<b>12,722.5</b>	Alaska Total	18,305.0

<sup>23</sup> All mileage rounded to the nearest mile – roadways only (parking, terminals, and overlap sections removed).

<sup>24</sup> Calendar year of inventory update.

<sup>25</sup> Inventory used to generate route section samples for accuracy evaluation.

<sup>26</sup> Mileage in update process – UNOFFICIAL (See Appendix D for Regional status summary as of September, 2007).

**X. GAP ASSESSMENT - NEEDS VS. REVENUE**

**A. State of Alaska Revenue**

In 2006, the State of Alaska had about \$10.5 billion in general revenue:

- \$3.2 billion in Restricted Investment Income
- \$0.4 billion in Restricted Other Income
- \$0.7 billion in Restricted Oil Revenue
- \$1.0 billion in Restricted Federal Aid: Other
- \$1.0 billion in Restricted Federal Aid: Transportation
- \$3.7 billion in Unrestricted Oil Revenue
- \$0.4 billion in Unrestricted Other State Revenue
- \$0.1 billion in Unrestricted Investment Income

\$1 billion was received by Alaska through federal aid transportation programs covering all modes of transportation. Only \$4.2 billion of total revenues were unrestricted and available for General Fund expenditures, of which \$3.7 billion – well over 80% - were oil sector revenues. In the fiscal year 2006, Alaska collected about \$42 million of motor fuel taxes; they made up less than 0.5% of Alaska’s revenues that year.

**B. Historical Transportation Revenue**

The state has historically been dependent on Federal funds to meet most of state needs, followed by general funds, while a small fraction of revenues comes from AMHS farebox. Aviation revenues for ADOT&PF are primarily in the form of Airport Improvement Program (AIP) revenues. These revenues average about \$184 million a year, not including airports in the international airport system.

<b>ADOT&amp;PF Historical Revenues – Millions \$</b> (Aviation revenues not included)			
<b>Fiscal Year</b>	<b>Federal Receipts per FHWA</b>	<b>AMHS Revenues</b>	<b>General Fund Revenues</b>
1995	232	23	143
1996	246	25	147
1997	226	27	152
1998	200	29	146
1999	183	32	172
2000	310	35	127
2001	313	38	109
2002	328	39	155
2003	403	41	119
2004	397	45	132
2005	392	46	109

### C. Transportation Needs Up Through 2030<sup>27</sup>

The State Transportation Shortfall – In its State plan, ADOTPF has identified \$33,445 billion in transportation needs for the entire plan period. This does not include AMHS system development needs, which haven’t been quantified, or local roads and street needs. On an annual basis, this calculates out to \$1.454 billion a year in needs for all transportation functions. ADOTPF only receives about \$750 million a year in transportation revenue. This means that is a shortfall of about \$700 million a year on state-owned facilities.

TOTAL TRANSPORTATION NEEDS UP THROUGH 2030 (In \$ Millions)				
System	Total Annual Needs	Responsibility	Annual Needs	Total Needs to 2030
Highways and Bridges	\$1,051	System Development: building and expanding roads and bridges.	\$552	\$12,699
		Life Cycle Management (highways): preventative maintenance, rehabilitation and construction	\$367	\$8,435
		Life Cycle Management (bridges): preventative maintenance, rehabilitation and construction	\$28	\$644
		Routine Maintenance	\$104	\$2,402
Alaska Marine Highway System	\$179	System Development: Fleet additions Terminal additions/replacement	Unquant. \$10	Unquant. \$230
		Lifecycle Management: Fleet replacements Fleet refurbishment/recertification	\$26 \$23	\$600 \$529
		Operations/Maintenance	\$120	\$2,760
Aviation	\$224	System Development: building and expanding airports	\$123	\$2,814
		Life Cycle Management: preventive maintenance, rehabilitation and reconstruction	\$62	\$1,427
		Routine Maintenance	\$39	\$905
<b>TOTALS</b>	<b>\$1,454</b>		<b>\$1,454</b>	<b>\$33,445</b>

Highway and Bridges System Development: Needs greatly exceed revenues, and current plans do not provide a basis for setting statewide priorities or effectively guiding regional implementation priorities. In summary, costs will be \$550 million/year.

Highways and Bridges Life Cycle Management: Historically 50% of the budget is allocated to this function. However, there is a backlog, the system is aging, and needs are increasing. At current allocation levels, the system will continue to deteriorate. Ensuring that bridges are structurally sound and functionally valid will become difficult. In summary, highway costs are expected to be \$367 million/year; bridge costs are expected to be \$28 million/year.

Highways and Bridges: Routine Maintenance: Routine maintenance is an important part of ensuring the serviceability of existing infrastructure. Let’s Get Moving 2030 addresses needs by recognizing that the current maintenance budget is not sufficient to follow optimal maintenance practices. In summary: maintenance costs are projected at \$104 million/year.

<sup>27</sup> The State has assumed that due to rapid construction inflation in the recent years, projects in the plans will require a higher budget than planned, and the projects planned till 2025 will extend till 2030 due to these higher costs.

AMHS System Development: New vessels are being evaluated by AMHS but no official estimates are available. Terminal addition/replacement needs are expected to be \$10m/year based on the regional plans. There are no plans to increase system-wide AMHS service. Zero vessel additions mean no new shuttle vessels. No new vessels programmed in the STIP. In summary: terminal additions/replacements will be \$10 million per year; zero vessel additions.

AMHS Life Cycle Management: Four AMHS vessels must be replaced before 2030 at a cost of \$150 million per vessel or an average of \$26 million per year over the planning horizon. The cost of regular vessel refurbishment/recertification is expected to be around \$23 million per year.<sup>28</sup> In summary: vessel replacement is \$26 million per year; vessel refurbishment/recertification is \$23 million per year; statewide plan maintains current levels of service.

AMHS Maintenance and Operations: The average operating costs (3 years) is \$120 million per year; the amount is expected to increase to about \$131 million per year in FY 2007. The average revenue (3 years) is \$48.4 million per year. Maintenance and operating costs have increased considerably in recent years due to increased costs of fuel, labor, and sailings. In summary: maintenance/operations needs are \$120 million/year; statewide plan recognizes that a continued general fund subsidy will be required to maintain the current level of service.

Aviation System Development: There is a considerable backlog of airport pavement needs. About 62% of runways fall below the pavement condition standard, while 35% of aprons and 27% of taxiways fall below the standards. Funding ADOT&PF goals will ensure that additional areas in Alaska will have 24-hour Medivac capabilities, ensuring safety of the residents and visitors of those regions. In summary: The total system development need is about \$2.81 billion till 2030, or about \$123 million a year. It is important to note here that funds for aviation system development come from a separate source than funds for highways/bridges and AMHS. Based on state plans costs will be \$104 million/year; ADOT&PF goals are \$18.8 million/year.

Aviation Life Cycle Management: The backlog and life cycle management needs average \$62 million a year to meet the life cycle management needs for both paved and unpaved airports. If the life cycle management needs are not addressed, the backlog will keep increasing, and the airports will be in worse condition than at the present. In summary: costs are expected to be \$62 million/year.

Aviation Routine Maintenance: The budget for routine maintenance has not kept up with the rate of inflation. The needs for airports are estimated to be around \$39 million per year. If routine maintenance is not funded at the optimal level, the level of service provided to airport users will continue to deteriorate. In summary: costs are ~\$39 million/year.

Ports and Harbors System Development Needs: Local ports and harbors have no federal capital assistance program comparable to the highway and airport funding programs. These facilities are difficult to develop because port and harbor projects are not part of the STIP or AIP process, and therefore cannot rely on a regularly planned federal funding program. They rely completely upon legislative appropriation or are funded by EDA or the Army Corps of Engineers.

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<sup>28</sup> Source: 2006 AMHS fleet survey conducted by The Glostien Associates.

Ports and Harbors Routine Maintenance: ADOT&PF is responsible for preserving this infrastructure by reducing the backlog of deferred maintenance of about \$27 million. Maintenance of this infrastructure is far “behind the curve”; as with highways and airports the level of funding has not been sufficient to protect the investment. ADOT&PF doesn’t receive any portion of the federal or state marine fuel taxes collected for ports and harbors maintenance.

Transit Needs: ADOT&PF provides planning and program management support for public transportation. This is primarily through federal surface transportation funds.

#### D. Transportation Needs by Region

System Development Needs by Region	
Interior transportation plan + Corridor needs (From un-formalized	\$1,673 m
Northwest Alaska transportation plan	\$605 m
Prince William Sound transportation plan	None
Southwest Alaska transportation plan	\$189 m
Southeast Alaska transportation plan	\$1,358 m
Yukon-Kuskokwim Delta transportation plan	\$92 m
MPO and other plans	
Anchorage bowl transportation plan (AMATS)	\$2,926 m
Fairbanks MPO transportation plan (FMATS)	\$1,027 m
Mat-Su transportation plan	\$1,320 m
Parks highway plan	\$295 m
Statewide Transportation Improvement Program (STIP)	\$3,215 m
<b>Total</b>	<b>\$12,700 m</b>

Life Cycle Management Needs by Region				
Region	System	Backlog (\$ Millions)	Life Cycle Needs 2008 – 2030 (\$ Millions)	Total (\$ Millions)
Northern	NHS	\$219	\$2,564	\$2,783
	Non-NHS	\$51	\$1,061	\$1,112
	<b>Reg. Subtotal</b>	<b>\$270</b>	<b>\$3,625</b>	<b>\$3,895</b>
Central	NHS	\$230	\$1,691	\$1,921
	Non-NHS	\$209	\$1,277	\$1,486
	<b>Reg. Subtotal</b>	<b>\$439</b>	<b>\$2,968</b>	<b>\$3,407</b>
Southeast	NHS	\$11	\$187	\$198
	Non-NHS	\$30	\$648	\$678
	<b>Reg. Subtotal</b>	<b>\$41</b>	<b>\$835</b>	<b>\$876</b>
<b>Total</b>	<b>NHS</b>	<b>\$460</b>	<b>\$4,442</b>	<b>\$4,902</b>
	<b>Non-NHS</b>	<b>\$290</b>	<b>\$2,986</b>	<b>\$3,275</b>
<b>Lifecycle Mgt Needs Total</b>		<b>\$750</b>	<b>\$7,428</b>	<b>\$8,178</b>

## E. Financial Assessment of AMHS

The figures in the first 4 charts were sourced from UAF *Alaska Marine Highway System Analysis*. Chart one shows the total annual revenues and expenditures for the years from 1995 to 2007. In 1995 the annual revenues covered 58% of the annual expenses. That percentage has gradually decreased over the years to 2007, where the annual revenues only cover 34% of the annual expenditures.

The current AMHS cost recovery ratio is 0.334. Baseline life-cycle analysis of AMHS indicates that the deficits between revenues and operating expenses grew from \$21 million \$79 million a year between 1997 and 2007. This annual gap is expected to grow to \$150 to \$160 million a year by 2024. AMHS has had average revenue of \$48.4 million per year (past 3 years).

AMHS Operating Revenue and Expenditures, FY 1995 - FY2007 <sup>29</sup> (in \$ millions)			
Fiscal Year	Total Revenue	Total Expenditures	Revenue as % of Expend.
2007	\$48.4	\$144.3	34%
2006	\$51.0	\$131.2	39%
2005	\$45.6	\$99.3	46%
2004	\$43.6	\$87.4	50%
2003	\$41.5	\$84.6	49%
2002	\$32.2	\$77.6	42%
2001	\$37.6	\$78.9	48%
2000	\$38.3	\$74.4	52%
1999	\$38.8	\$71.4	54%
1998	\$37.1	\$70.5	53%
1997	\$38.6	\$70.9	54%
1996	\$38.5	\$70.8	54%
1995	\$41.5	\$71.9	58%

Chart two provides detail on the annual expenditures.

AMHS Total Operating Expenditures, FY 1994 - FY 2007 <sup>30</sup> (in \$ millions)								
Fiscal Year	Reserva. Marketing	Vessel Ops Mgt	Marine Shoreside Ops	Marine Vessel Ops	Marine Engring	Overhaul	Other	Total
2007	2.4	3.2	5.8	128.6	2.6	1.7	-	<b>144.3</b>
2006	2.4	2.0	5.2	118.2	1.9	1.6	-	<b>131.2</b>
2005	1.8	1.6	4.5	88.0	1.9	1.7	-	<b>99.3</b>
2003	1.8	1.6	4.2	76.1	2.1	1.5	-	<b>87.4</b>
2003	1.8	1.5	4.0	73.4	2.1	1.7	-	<b>84.6</b>
2002	1.9	1.3	3.9	66.9	1.9	1.7	-	<b>77.6</b>

<sup>29</sup>Source: UAF *Alaska Marine Highway System Analysis*. Revenue data was compiled from the *Revenue Sources Book* (Alaska Dept of Revenue); expenditure data was compiled from the *Governor's Operating Budget* (OMB).

<sup>30</sup> Source: UAF *Alaska Marine Highway System Analysis*. Expenditure data was compiled from Governor's Operating Budget (OMB), Capital Improvement Program, Marine Management Support Services, and AMHS Administration.

2001	1.9	1.2	4.1	68.0	1.8	1.8	-	<b>78.9</b>
2000	1.8	1.0	3.9	64.3	1.6	1.7	-	<b>74.4</b>
1999	1.9	0.8	4.1	62.6	0.3	1.7	-	<b>71.4</b>
1998	2.2	0.9	3.8	58.5	0.6	1.6	3.0	<b>70.5</b>
1997	2.0	0.9	3.8	58.2	0.6	1.6	3.8	<b>70.9</b>
1996	2.3	1.4	3.7	57.8	0.6	1.8	3.2	<b>70.8</b>
1995	2.4	1.4	3.9	58.2	0.6	1.9	3.6	<b>71.9</b>
1994	2.4	1.3	3.8	57.0	0.6	1.7	3.6	<b>70.6</b>

Chart three shows only those expenditures related to the marine vessel operations from 1995 to 2007. Chart four shows what the fleet expenditures are expected to be up through 2025.

<b>Component Breakout: Marine Vessel Operations Expenditures, FY 1995 - FY 2007<sup>22</sup></b> (in \$ millions)							
<b>Fiscal Year</b>	<b>Personal Services</b>	<b>Supplies Commod</b>	<b>Contract Services</b>	<b>Travel</b>	<b>Capital Outlay Equip.</b>	<b>Lands and Building</b>	<b>Total</b>
2007	78.9	35.0	13.0	1.6	-	-	128.6
2006	74.2	32.4	9.7	1.8	-	-	118.2
2005	56.1	21.9	8.8	1.0	0.1	-	88.0
2004	50.5	16.4	8.6	0.7	-	-	76.1
2003	50.2	14.9	7.5	0.7	0.1	0.1	73.4
2002	46.5	12.1	7.7	0.5	-	-	66.9
2001	45.6	13.9	8.1	0.5	-	-	68.0
2000	45.0	12.1	6.8	0.4	0.1	-	64.3
1999	45.9	9.7	6.7	0.3	0.0	-	62.6
1998	42.5	9.1	6.4	0.4	0.1	-	58.5
1997	42.0	9.9	6.0	0.3	0.0	-	58.2
1996	43.2	9.5	4.9	0.2	0.0	-	57.8
1995	42.9	9.8	4.9	0.4	0.2	-	58.2

<b>AMHS Fleet Expenditures through 2025 – In Million \$</b>				
<b>Ferry</b>	<b>New Vessel Constr.</b>	<b>Refurb. Costs</b>	<b>Operating Weeks</b>	<b>Maint. &amp; Operations</b>
Malaspina	0	6	46	11
Bellingham Mainliner	120	26	46	14
Columbia	0	23	26	8
Bellingham Mainliner – Seasonal	120	6	26	8
Kennicott Prince Rupert – Whittier	0	26	46	11.5
Haines/Skagway (Katzehin) Shuttle	17	11	46	0.8
Matanuska	0	0	46	11
Taku	0	0	46	9.5
LeConte	0	0	46	6
Aurora	0	5	46	6
Juneau – Petersburg FVF Shuttle	40	14	46	4.5
Ketchikan – Petersburg FVF Shuttle	40	11	46	4.5
Fairweather Sitka Shuttle	0	16	46	4.5
Ketchikan – Prince Rupert Shuttle	67	12	46	4.5
Northern Panhandle Shuttles	45	12	46	4.5
Lituya	0	10	46	1.2
Behm Canal Shuttle	8	5	46	0.9
Bradfield Canal Shuttle	25	5	46	1.7
<b>Total</b>	<b>482</b>	<b>188</b>		<b>112.1</b>

The next chart presents figures from the SATP Shuttle Study (1/18/10), which was conducted by Elliot Bay Design Group. They collected the following operating cost data from the AMHS Annual Financial Report. The breakdown is not clear with the data from three vessels, but is used to show the relative costs of operating the vessels. In particular, the data was used to compare the Bartlett to the Aurora and was found to have operating costs of about 65% of the Aurora's operating costs.

AMHS Operating Expenditures by Vessel <sup>31</sup> (in thousands)												
Vessel	FY94	FY95	FY96	FY97	FY98	FY99	FY00	FY01	FY02	FY03	FY04	FY05
Aurora	4,270	5,536	5,221	3,820	5,115	5,161	6,141	4,849	3,673	4,379	5,565	3,533
Bartlett	4,530	3,523	3,895	2,970	3,071	2,717	2,874	3,000	2,882	4,274	1,032	
Chenega												314
Columbia	6,910	9,081	11,731	9,607	8,470	8,047	6,190	1,851	5,946	7,917	7,787	7,336
Fairweather											692	5,635
Kennicott					858	10,365	11,130	12,974	10,780	12,483	9,744	9,535
LaConte	5,530	5,037	5,457	5,885	5,042	5,564	4,630	6,767	5,392	6,490	4,037	5,869
Lituya											177	629
Malaspina	6,600	9,743	9,760	9,995	6,351	3,639	4,206	6,296	4,265	4,432	10,131	11,492
Matanuska	9,600	6,357	7,100	5,561	9,298	6,606	10,392	7,926	10,780	10,920	5,018	11,202
Taku	9,180	8,791	5,278	9,676	8,627	8,757	6,628	10,188	9,249	9,492	8,709	4,107
Tustumena	3,690	5,501	4,060	5,767	5,486	5,899	6,135	6,674	5,395	5,433	5,483	5,269
Vess.Leave											9,824	9,204
All Vessels	7,301	5,137	5,782	6,364	6,566	7,169	7,156	8,797	8,188	8,185	9,078	13,904
Total All	57,611	58,707	58,285	59,645	58,884	63,924	65,482	69,322	68,551	74,005	77,275	89,028

## F. Current and Future Funding at Risk

Funding Gap Between Needs and Revenues - In the statewide plan, transportation needs for the 2008–2030 plan period are quantified at \$33,445 billion; on an annual basis this calculates out to \$1.454 billion a year for all transportation functions. As ADOTPF receives about \$750 million a year in revenue, this leaves a shortfall of about \$700 million a year on state-owned facilities.

Underinvestment in State Transportation Infrastructure - The growing backlog is cited as a huge problem in the UAF *Alaska Marine Highway System Analysis*, the AML *Alaska Transportation Finance Study*, and in the 2030 Plan itself. Routine highway maintenance is under-funded and the backlog in life-cycle needs is over three times the level of spending in annual highway maintenance activities at the state level.

### Transportation Funding at Risk<sup>32</sup>

- The General Fund is used primarily for State matches on federal funds and to subsidize AMHS operating costs.
- The prognosis for General Fund revenue beyond 2008 is not good. Alaska is running out of oil revenues and, without the gas pipeline (earliest 2015), state revenue will decline.

<sup>31</sup> Source: *SATP Shuttle Study*. Included are the costs for vessel operations, overhaul, and unbudgeted reimbursable services agreements. Not included are the costs for terminal operations, reservations/marketing, and administration.

<sup>32</sup> Source: *Alaska Transportation Finance Study, January 2009* produced by Cambridge Systematics for AML and statewide plan *Technical Appendix System Level Needs Analysis and Finance Analysis*.

Consequently, absent new revenue sources in the form of user fees other taxes, ADOT&PF will have to compete with other agencies for general fund revenue.

- Alaska has no highway fund or dedicated transportation user fees
- Alaska receives on average 75% of its transportation funding needs from federal sources. When the Federal Highway Trust Fund went broke this past year, Congress provided only one year of stopgap funding. Longer-term fixes may include lower levels of funding, which would increase state competition for federal allocations.
- The current negotiations over reauthorization are further reducing the differences between donor states (Alaska receives funding at higher level than most states).
- Reauthorization funding policies are placing more emphasis on tolling/user fees and metropolitan transportation networks than on highway funding or legislative earmarking. Some proposals push greater responsibility to states/cities for financing their transportation improvements.
- Alaska's future ability to secure relatively high-levels of funding from the federal program is at risk as the state may not have the same political influence near term.
- Federal support for Alaska transportation needs is being challenged by other states because of the perception that Alaska's financially better off than other states: there is \$28 billion in the Alaska Permanent Fund; Alaska is the only state that collects neither income taxes nor state sales taxes; and its 8 cents-per-gallon gas tax is the lowest rate in the country.

Finance strategies and mechanisms being pursued in the rest of the country have limited applicability in Alaska:

- User-fees have limited yield in the state due to high costs of highways, few users, and heavy industrial component.
- National trends for revenue bonds and tolls, and ultimately VMT based charges, are not viable in the state due to high costs and few users.
- Rest of the country is incrementally adding capacity to address congestion, while Alaska is building new corridors typically for economic development.

## **XI. TRIBAL ASSESSMENT FINDINGS/CONCLUSIONS**

### **A. General Transportation Impacts on Communities**

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences patterns of growth and economic activity by providing access to land. The performance of the system affects public policy concerns like air quality, environmental resource consumption, social equity, land use, urban growth, economic development, safety, and security.

Most Southeast communities are scattered throughout the region on islands. Ferry services provide access to necessary services in the larger communities. For those communities, transportation represents a major share of most household, business, and government expenditures. Marine transportation price structures can impose significant burdens on households with limited income.

### **B. Economic Environment and Current Trends Affecting Rural Services**

Current Statewide Funding at Risk<sup>33</sup> - About 75% of Alaska's funding is federal, which is expected to decrease. Also, other states are now looking for a fairer distribution of funds between states, which may also reduce Alaska's current share. As for the required state matches, the current forecast is for a decrease in state oil revenues. This means DOT&PF will have to compete with agencies for general fund appropriations from a decreasing revenue stream.

The Annual Transportation Funding Shortfall – In its State plan, Alaska has identified \$33,445 billion needs for all transportation functions for the entire plan period up through 2030 (AMHS system development needs were not included). This calculates out to \$1.454 billion a year in needs for statewide needs. However, the Department only receives about \$750 million a year in revenue. This means that is a shortfall of about \$700 million a year on state-owned facilities.

Of the \$1.454 billion in total needs, \$179 million of are AMHS annual needs. The Alaska Marine Highway generates average (3-year) revenue of \$48.4 million per year. Adding the AMHS unfunded needs to the State's total transportation funding shortfall, increases the total annual deficit to \$720 million.

Underinvestment in Transportation Infrastructure/Backlog Remains Unaddressed – There is a growing backlog, the system is aging, and needs are increasing. There are no other revenue sources that will enable the State to 'catch up' on its backlog. In fact, existing funding has become at risk and may decrease. The end result is that the backlog is likely to continue to grow.

AMHS Needs Have Not Been Quantified or Calculated Into the Statewide Needs Gap - The baseline life-cycle analysis in the UAF Systems Analysis indicates that the deficits between AMHS revenues and operating expenses have grown from \$21 million annually in 1997 to \$79 million in 2007. This annual gap is expected to grow to \$150-160 million a year by 2024. The

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<sup>33</sup> Source: *Alaska Transportation Finance Study, January 2009* produced by Cambridge Systematics for AML.

State's strategy for addressing this backlog is to begin constraining needs, which means that basically the backlog will remain unaddressed.

Alaska Has No Dedicated Taxes or Highway User Fees - The small population base won't generate enough revenue to pay for infrastructure. Thus, financing strategies and mechanisms like public-private partnerships, tolling, and other approaches may have limited applicability.

Growth in Travel Demand - Forecasts indicate continued growth in traffic on the existing highway system, while revenues are expected to decrease. This will further constrain funds and services to rural communities.

Increasing Construction/Commodity Costs - The costs of doing business in Alaska have increased far faster than the rate of inflation and are higher than the national average. Cost escalation impacts new projects, operations, and maintenance and reduces the buying power of funds considerably.

Unknowns in the Budget - More stringent security requirements, responsibilities to transportation-disadvantaged individuals, and ecological requirements to minimize climate change and green house emissions will have an impact on the budget. Aviation and marine transportation have large carbon footprints per person mile traveled compared to highway use.

Rural Communities Are Failing - Populations are decreasing; transportation services, which enable product import/export and commuting to basic services, are decreasing; public facilities are deteriorating; municipal resources are decreasing; tribal services are decreasing; jobs are becoming even more limited; energy costs are high even with a subsidy; and rural residents pay 24.9% to 31.9% to live in their communities than other U.S. citizens.

AMHS Rural Service Decreasing/Rural Residents Pay More Per Mile - The UAF *Alaska Marine Highway System Analysis* examined one community from each region: Angoon, Cordova, Port Lions, and Sand Point. Angoon was the only one with decreased services. In addition, there is more variation and higher fares per mile for traveling to and from small communities than for traveling to and from the state.<sup>34</sup>

Privatization - *CCTHITA Roads and Development* estimates that there is significant benefit to privatizing marine transportation services in Southeast Alaska and that the State has a responsibility to thoroughly evaluate and consider alternative management scenarios that may increase efficiency, improve costs, and increase services. This is why CCTHITA has become involved. Our goal is to operate a private/public marine highway system in Southeast Alaska using creative partnering and innovative strategies.

### **C. State Policies and Strategies Impacting Rural Services**

The State's overall strategy, as specified in its statewide policy plan, is to 'prioritize needs, manage for results, constrain needs, and increase revenues.' Communities must be concerned

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<sup>34</sup> *Passenger/Vehicle/Cabin Rate Study for the Alaska Marine Highway System* prepared by Northern Economics Inc. and submitted to AMHS in April 2008.

about what this means to them. If the State is unable to generate additional revenues to cover shortfalls, they will begin to reprioritize projects based on importance to the national highway system and numbers of users. Rural communities will have even fewer projects than they had in the past. The *Southeast Alaska Transportation Plan 2010 Update*, which reaffirms this direction:

“System improvement implementation plans (all modes) exceeding \$300 million over the next ten years are not considered realistic. The availability of funding for maintenance and new infrastructure may become more limited, forcing hard choices. Short and long term transportation system plans will become more important in the decision making process.”

Statewide Plan Policy 2: Establish statewide strategic priorities for transportation system development funding. Tribal Conclusion: The State’s strategy involves prioritizing needs, constraining needs and increasing revenues. As the revenues are unlikely to increase enough to cover existing shortfalls, it is unlikely that the State can further develop the transportation system without reprioritizing. This doesn’t bode well for rural areas, as the process and criteria that will be used to reprioritize projects have a strong urban focus.

State Policy 7: Identify system development needs that address travel demand growth, economic development, and funding strategies through regional and metropolitan plans. Tribal Conclusion: This policy allows the State to give weighted consideration to projects identified in regional and metropolitan plans, in which rural communities are not well represented.

Statewide Plan Policy 8: Preserve and operate Alaska’s multi-modal transportation system to provide efficient reliable access to local, national, and international markets. Tribal Conclusion: This policy enables the State to focus resources on urban centers as the key connection to these national and international markets.

Statewide Plan Policy 13: Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans’ quality of life values. Tribal Conclusion: This is the State’s only policy that may address rural lifestyles. However, at best, the rural communities are one of the many balls in a governmental juggling act.

State Policy 14: The statewide plan will provide the analytical framework from which ADOT&PF sets investment priorities. Tribal Conclusion: This policy reinforces the statewide strategy for constraining and reprioritizing needs.

Statewide Plan Strategic Priority: Add strategic new system links to improve connectivity and reduce ferry links. Tribal Conclusion: The intent of this priority is to reduce the need for marine transportation options. Alternatively, the State could develop more cost effective ways to provide the services, such as through private operators. The service would still be subsidized, but less costly than state services.

Statewide Plan Strategy 1: Prioritize needs through an integrated planning process that evaluates choices and guides investment decisions based on fiscal realities. Allocate resources between categories of need, target system development to meet statewide plan development priorities, provide demand-driven capacity to accommodate growth, and use the regional and MPO planning process to identify the most beneficial projects. MPO and ADOTPF regional plan priorities will be funded first. Tribal Conclusion: The impact of this strategy is obvious; weighted consideration will be given to urban projects.

Statewide Plan Strategy 2: Manage for results and apply resources effectively through the application of best practices. ADOT&PF will institute a focus on the most strategic needs in the process through which funds are allocated. The strategy involves making a link between transportation system performance, investment decisions, and outcomes. Tribal Conclusion: This strategy will enable the State to focus resources on larger communities with intercommunity, interstate and international connections.

Statewide Plan Strategy 3: Constrain Needs. Integrate the regional, metropolitan, local area, and special transportation plans, set more modest twenty-year goals for system development, and look for new solutions to meet future travel demands. Target the National Highway System, Alaska Highway System, and other high-functional class routes. Tribal Conclusion: This strategy enables the State to target State surface transportation finance responsibilities on the National Highway System, Alaska Highway System, and other high-functional class routes. It is unknown whether rural marine transportation is classified as high functional.

Statewide Plan Strategy 4: This strategy recognizes that increasing revenue for transportation is a critical element of *Let's Get Moving 2030*. Tribal Conclusion: It is important for the State to pursue all avenues for increasing revenue, including an examination of possible benefits of privatization.

The 2004 SATP Mission: Increase system capacity, improve efficiency, and shift from a surface network with long-distance ferry runs to one that relies on land highways and day shuttle service to connect communities and other destinations. 'Transportation service routing and scheduling decisions should be based on maximizing the overall system user benefits, versus benefiting a few users at the expense of the majority of the users. Decisions should be made to promote the most free and unrestricted movement of the greatest number of users possible between the communities and through the region by using the available transportation resources at the least cost to both the user and the state.' Tribal Conclusion: This regional goal and intent language is consistent with the direction set in the statewide plan. It will enable the state to focus transportation resources on higher population areas.

SATP Goal 1. Transportation System Efficiency: Provide regional transportation facilities and services in the most efficient and cost-effective way possible. Objectives: implement transportation improvements that reduce overall regional system operating costs; develop ferry route options and road-shuttle ferry combinations to improve service at lower cost to the user and the state; provide public infrastructure and services in support of a healthy competitive commercial environment in the provision of commercial air, marine, and land transportation services in Southeast Alaska; utilize ferries designed to serve specific travel markets in the most

efficient manner. Tribal Conclusion: THIS GOAL OPENS THE DOOR TO SHORT SEA SERVICES WITH NON-STATE OPERATORS.

SATP Goal 2. Transportation Mobility and Convenience: Improve the mobility and convenience of the regional transportation system in Southeast Alaska. Objectives: provide more frequent transportation services that reduce duration between opportunities to travel between communities; reduce the time required to travel between communities through faster modes of transportation; provide more choices of transportation modes or options for travel between communities at convenient times of the day; improve reliability of service; improve connections and scheduling between transportation modes to reduce waiting times; provide convenient “real time” information to travelers so that they can plan their travel more efficiently. Tribal Conclusion: THIS GOAL OPENS THE DOOR TO SHORT SEA SERVICES WITH NON-STATE OPERATORS.

SATP Goal 3. Economic Vitality: Support local economic development and strength through the provision of adequate and affordable transportation for people, goods, and vehicles. Provide public infrastructure and services in support of a healthy competitive commercial environment for the provision of commercial air, marine, and land transportation services in Southeast Alaska; provide public transportation services to bridge transportation gaps that are uneconomic for commercial carriers to serve. Tribal Conclusion: THIS GOAL OPENS THE DOOR TO SHORT SEA SERVICES WITH NON-STATE OPERATORS.

SATP Goal 6. Consultation with Affected Communities, Tribal Entities, Business, and the Public and Provision of the Opportunity for Public Comment: Consider affected community, tribal, business, and public interests in decisions about transportation system needs and investments. Tribal Conclusion: This appears to have no consideration in the planning process, although we believe weighted consideration should be applied given to the importance of marine transportation services to the life of rural communities.

#### **D. System Analysis – Tribal Conclusions**

Tribal Conclusion/Funding: There is a transportation backlog, the system is aging, and needs are increasing, while resources are dwindling or have become at risk. The gap calculation does not take into account rural community roads. Given this, it is unlikely that rural areas will see improved or increased services, and will likely see even less funding that they have seen in the past. Tribal advocacy is needed.

Tribal Conclusion/Maintenance: The huge and building backlog of maintenance projects in all transportation categories tells us that capital planning is lacking. The shaky funding situation means that the backlog is likely to continue to grow.

Tribal Conclusion/Highways: Under a planning level analysis *extremely conservative* estimate, the current routine maintenance is under funded by \$35.6 million per year. The current pavement management practice is “worst first”, which means funds are directed to the roads in the worst condition. Shortfall calculation does not include local roads and street needs. This means that community roads will receive only nominal attention in the coming years.

Tribal Conclusion/Airports: The State has an identified backlog of \$98.9 million in deferred rural airport maintenance (over 200 projects). Airfields, buildings, and light/NAVAIDs account for 90% of the needs by cost. This is an important tribal advocacy area.

Tribal Conclusion/Ports and Harbors: The State has almost totally divested itself of port and harbor facilities, which means it bears no responsibility for maintenance or replacement. The majority of those port/harbor facilities, which are now under local ownership, are steadily deteriorating due to lack of funding for upkeep and improvement. This is another important area for tribal technical assistance and advocacy.

Tribal Conclusion/Transit: Public transportation is funded through federal surface transportation grants and receives no state assistance for operations or capital programs. To be eligible for federal assistance, transit operators must have coordinated public transit-human services transportation plans. This may be an area of technical assistance for the Tribe.

Tribal Conclusion/Marine Transportation: While some cost efficiencies can be realized by managing marine transportation services more efficiently, marine transportation must be subsidized in the way other highways are subsidized as a needed public service. There is huge incentive for the State to examine more cost effective ways of providing the service. The importance of marine transportation services to Southeast communities makes this a likely area of involvement for CCTHITA.

Tribal Conclusion/Marine Transportation: Marine operations stand a better chance of success if the operator is private or quasi-private, management is strong, and capital planning occurs. The BCF turnaround came only after the Government changed its status to a quasi-private operator with a mandate to operate on a commercial basis and management was improved.

## **XII. MAINTAINING THE TRIBAL PLAN**

### **A. The Plan Year**

The plan is designed around a calendar year from January 1 to December 31 of each year. The long-range plan covers a 20 year period from 2010 to 2030, but will be updated on a yearly basis.

### **B. Monitoring of the Plan**

The tribal *Roads & Transportation Department* will hold quarterly staff meetings where it will receive and review status reports on plan implementation. To supplement that information, the Department will conduct an annual community survey to solicit input on projects in process. It will report on progress to tribal management, partners and participating communities. There will be two meeting a year with partners and participating communities to discuss projects.

### **C. Annual Review of the Plan**

The *Tribal Marine Transportation Plan* will be reviewed on an annual basis to determine what level of update is necessary. The *Marine Transportation Oversight Committee* will be involved in this annual review.

The policy level questions to be answered during that review are:

- Has plan implementation operated to meet the service needs of the communities?
- Is the plan consistent with the tribal mission and current direction?
- Does the plan comply with the tribal policies? Has it necessitated any tribal policy changes?
- Does the plan have sufficient detail to provide guidance to operations?
- Is it flexible and high level enough that you do not have to amend it every time a procedure changes?
- Will the plan cause any tribal shortfall?

The department level questions to be answered during the annual review follow. Where appropriate, the partner(s) will participate in the review with tribal management.

- Have governmental IRR, BIA, FHWA, FTA and any other relevant requirements been met?
- Does the plan enable good tribal operations and business practices?
- Have safety requirements been met?
- Does the plan require any tribal budget modifications?
- Does the plan include adequate provisions for pre/during/post project management communication procedures?
- Does CCTHITA need to establish separate personnel procedures for marine transportation operations?
- Are CCTHITA financial systems adequate to support operations?
- Does the plan encourage staff training and education?

- When necessary, has collaboration occurred with other tribal departments? with agencies?

Participating communities will be invited to participate in the annual review. They will answer the following questions and given the opportunity to make suggestions.

- Does the plan meet the environmental impact objectives of the communities?
- Does the plan address the community transportation and infrastructure needs?
- Does the plan address a cooperative public process?

#### **D. Update of the Plan**

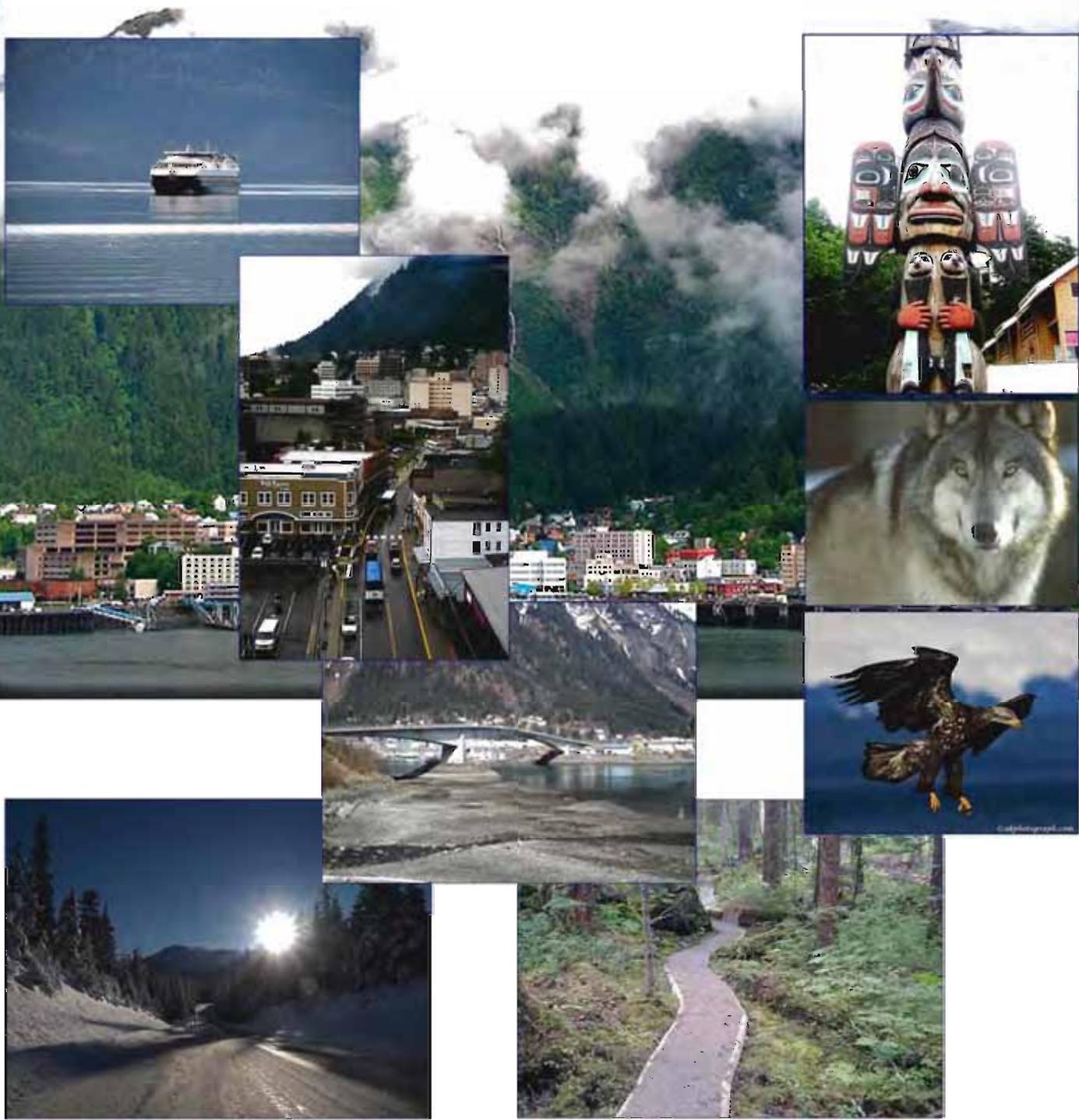
When significant changes/amendments are necessary, the plan will be updated and presented to the Executive Committee and General Assembly for approval. The General Assembly may assign subsequent minor updates to the Executive Committee to expedite the process.

### **XIII. APPENDICES**

- A. CCTHITA Authorizing Resolution by Tribal Council
- B. Southeast Community Participation – Sign-In Sheets
- C. Tribal Certification of Public Posting of Plan
- D. CCTHITA Resolution Opposing ADOTPF Fund Diversion
- E. ANB/ANS Grand Camp Resolution Opposing ADOTPF Fund Diversion
- F. Southeast Conference Supporting Supplemental Contract Services
- G. A Guide to Federal-Aid Programs and Projects
- H. Federal Legislation, Regulation and Guidance Documents List – Tribal
- I. President Obama Memo to Executive Heads – November 5, 2009
- J. Executive Order 13175 of November 6, 2000 (President Clinton)
- K. Memorandum for Federal Agency NEPA Contacts & Tribal Coordinators
- L. IRR Inventory/Status Route List
- M. Overview of SAFETEA-LU/Federal Guidance



# CENTRAL COUNCIL TLINGIT & HAIDA TRIBES OF ALASKA LONG RANGE TRANSPORTATION PLAN



CENTRAL COUNCIL TLINGIT & HAIDA  
ROADS & TRANSPORTATION  
2011 IRR INVENTORY SUBMISSION



CENTRAL COUNCIL  
tlingit and haida indian tribes of alaska  
ANDREW P. HOPE BUILDING  
320 West Willoughby Avenue • Suite 300  
Juneau, Alaska 99801-1726

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Executive Council of the Central Council  
TLINGIT AND HAIDA INDIAN TRIBES OF ALASKA

Resolution EC/ 11-07

Title: Authority to Add Routes to the IRR Inventory

WHEREAS, Central Council of Tlingit and Haida Indian Tribes of Alaska (Central Council) is a federally recognized tribe of more than 27,000 tribal citizens worldwide; and

WHEREAS, the Executive Council is the governing body of Central Council; and

WHEREAS, Central Council has identified a need to update and/or add mileage to the Bureau of Indian Affairs (BIA) Indian Reservation Roads (IRR) system for Central Council; and

WHEREAS, Central Council has identified roads (see Attachment A) that qualify as IRR and are vital to the general health and welfare of the native community and its economical development;

NOW, THEREFORE, BE RESOLVED, that the Executive Council here by authorizes the Central Council's Road and Transportation Department to requests the BIA to add the routes, identified on Attachment A to the IRR Inventory database.

ADOPTED this 4<sup>th</sup> day of March 2011, by the Executive Council of the Central Council of Tlingit and Haida Indian Tribes of Alaska, by a vote of 6 yeas, 0 nays, 0 abstentions and 0 absences.

**CERTIFY**

  
\_\_\_\_\_  
for President Edward K. Thomas

**ATTEST**

  
\_\_\_\_\_  
Tribal Secretary Harold Houston

INDIAN RESERVATION ROADS

Route Name	Route Number	Section	Section Length	Construction Need	Class	Ownership	Location
1st St	4455	10	0.1 Miles	2	3	4	E09-801
Nelson St	4456	10	0.1 Miles	2	3	4	E09-801
Park St	4457	10	0.1 Miles	2	3	4	E09-801
Kennedy St	4458	10	0.1 Miles	2	3	4	E09-801
East St	4459	10	0.1 Miles	2	3	4	E09-801
7th St	4460	10	0.2 Miles	2	3	4	E09-801
8th St	4461	10	0.1 Miles	2	3	4	E09-801
West 5th St	4462	10	0.1 Miles	2	3	4	E09-801
Distin Ave	4463	10	0.1 Miles	2	3	4	E09-801
West 7th St	4464	10	0.1 Miles	2	3	4	E09-801
West 8th St	4465	10	0.1 Miles	2	3	4	E09-801
West 8th St	4465	20	0.1 Miles	2	3	4	E09-801
Cope Park Rd	4466	10	0.1 Miles	2	3	4	E09-801
West 3rd Ave	4467	10	0.1 Miles	2	3	4	E09-801
A St	4468	10	0.1 Miles	2	3	4	E09-801
A st	4468	20	0.1 Miles	2	3	4	E09-801
B St	4469	10	0.1 Miles	2	3	4	E09-801
B St	4469	20	0.1 Miles	2	3	4	E09-801
C St	4470	10	0.1 Miles	2	3	4	E09-801
D St	4471	10	0.1 Miles	2	3	4	E09-801
Reinhardt St	4472	10	0.2 Miles	2	3	4	E09-801
Pine St	4473	10	0.1 Miles	2	3	4	E09-801
Evergreen Ave	4474	10	0.1 Miles	2	3	4	E09-801
Willow Dr	4475	10	0.1 Miles	2	3	4	E09-801
Ash St	4476	10	0.1 Miles	2	3	4	E09-801
Coleman St	4477	10	0.1 Miles	2	3	4	E09-801
Gruening Ave	4478	10	0.1 Miles	2	3	4	E09-801
Harris Harbor Way	4479	10	0.5 Miles	2	3	4	E09-801
Wickersham Ave	4480	10	0.2 Miles	2	3	4	E09-801
Diamond Dr	4481	10	0.1 Miles	2	3	4	E09-801
Bartlett Ave	4482	10	0.1 Miles	2	3	4	E09-801
Sutherland Dr	4483	10	0.1 Miles	2	3	4	E09-801
Wood St	4484	10	0.1 Miles	2	3	4	E09-801
Bauer Ln	4485	10	0.1 Miles	2	3	4	E09-801
Timberline Ct	4486	10	0.1 Miles	2	3	4	E09-801
Pike Ct	4487	10	0.1 Miles	2	3	4	E09-801
Tarn Ct	4488	10	0.1 Miles	2	3	4	E09-801
Mary Ellen Way	4489	10	0.1 Miles	2	3	4	E09-801
Robbie Rd	4490	10	0.1 Miles	2	3	4	E09-801
Ling Ct	4491	10	0.1 Miles	2	3	4	E09-801
Hooter Ln/Tamarack Trls	4492	10	0.1 Miles	2	3	7	E09-801
Tonsgard Ct	4493	10	0.2 Miles	2	3	4	E09-801
Borrow St	4494	10	0.1 Miles	2	3	4	E09-801

INDIAN RESERVATION ROADS

Route Name	Route Number	Section	Section Length	Construction Need	Class	Ownership	Location
Churchhill Ct	4495	10	0.2 Miles	2	3	4	E09-801
Woods Ave	4496	10	0.1 Miles	2	3	4	E09-801
Hummingbird St	4497	10	0.1 Miles	2	3	7	E09-801
Daisy St	4498	10	0.1 Miles	2	3	7	E09-801
Iris St	4499	10	0.1 Miles	2	3	7	E09-801
Sunny Dr	4500	10	0.5 Miles	2	3	4	E09-801
Leslie Ave	4501	10	0.1 Miles	2	3	4	E09-801
Hendricks Rd	4502	10	0.1 Miles	2	3	4	E09-801
Branta Rd	4503	10	0.1 Miles	2	3	4	E09-801
Maplesden Way	4504	10	0.2 Miles	2	3	4	E09-801
Jordan Creek Ct	4505	10	0.1 Miles	2	3	4	E09-801
Bonnett Way	4506	10	0.1 Miles	2	3	4	E09-801
Alex Holden Way	4507	10	0.2 Miles	2	3	4	E09-801
Hurlock Ave	4508	10	0.2 Miles	2	3	4	E09-801
Aurora Dr	4509	10	0.2 Miles	2	3	4	E09-801
Sheiye Way	4510	10	0.1 Miles	2	3	4	E09-801
Carrs Dr	4511	10	0.2 Miles	2	3	7	E09-801
Postal Way	4512	10	0.2 Miles	2	3	4	E09-801
A St	4513	10	0.1 Miles	2	3	7	E09-801
D St	4514	10	0.2 Miles	2	3	7	E09-801
G St	4515	10	0.2 Miles	2	3	7	E09-801
Marsha Ave	4516	10	0.1 Miles	2	3	4	E09-801
Jerry Dr	4517	10	0.1 Miles	2	3	4	E09-801
Skywood Lane	4518	10	0.1 Miles	2	3	4	E09-801
Mountainwood Circle	4519	10	0.3 Miles	2	3	4	E09-801
Park Place	4520	10	0.2 Miles	2	3	4	E09-801
Lakeview Ct	4521	10	0.1 Miles	2	3	4	E09-801
Center Ct	4522	10	0.1 Miles	2	3	4	E09-801
Parkview Ct	4523	10	0.1 Miles	2	3	4	E09-801

INDIAN RESERVATION ROADS

Route Name	Route Number	Section	Section Length	Construction Need	Class	Ownership	Location
Trinity Dr	4524	10	0.1 Miles	2	3	4	E09-801
Coho Dr	4525	10	0.1 Miles	2	3	7	E09-801
Duck Creek Loop	4526	10	0.3 Miles	2	3	7	E09-801
King Crab Lane	4527	10	0.2 Miles	2	3	7	E09-801
Glacier View Dr	4528	10	0.2 Miles	2	3	7	E09-801
Mountain View Dr	4529	10	0.1 Miles	2	3	7	E09-801
McGinnis Dr	4531	10	0.3 Miles	2	3	4	E09-801
Sanders St	4532	10	0.1 Miles	2	3	4	E09-801
Tanis Dr	4533	10	0.1 Miles	2	3	4	E09-801
Trio St	4534	10	0.1 Miles	2	3	4	E09-801
Duran St	4535	10	0.5 Miles	2	3	4	E09-801
El Camino St	4536	10	0.2 Miles	2	3	4	E09-801
Spruce Ln	4537	10	0.1 Miles	2	3	4	E09-801
Steep Pl	4538	10	0.1 Miles	2	3	4	E09-801
Nugget Pl	4539	10	0.1 Miles	2	3	4	E09-801
Pinewood Dr	4540	10	0.2 Miles	2	3	4	E09-801
Melrose St	4541	10	0.2 Miles	2	3	4	E09-801
Haffner Ct	4542	10	0.1 Miles	2	3	4	E09-801
Ichabod Ln	4543	10	0.1 Miles	2	3	4	E09-801
Sleepy Ct	4544	10	0.1 Miles	2	3	4	E09-801
Lupine Lane	4545	10	0.1 Miles	2	3	4	E09-801
Ptarmigan St	4546	10	0.1 Miles	2	3	4	E09-801
Marion Dr	4547	10	0.2 Miles	2	3	4	E09-801
Fireweed Ln	4548	10	0.1 Miles	2	3	4	E09-801
Snipe Ct	4549	10	0.1 Miles	2	3	4	E09-801
Taku Ct	4551	10	0.1 Miles	2	3	4	E09-801
Glendale St	4552	10	0.1 Miles	2	3	4	E09-801
Chelsea Ct	4553	10	0.1 Miles	2	3	4	E09-801
Rosedale St	4554	10	0.1 Miles	2	3	4	E09-801
Mendenhall River School Rd	4555	10	0.4 Miles	2	5	4	E09-801
Field Access Rd	4556	10	0.1 Miles	2	5	4	E09-801
Tamarack Ct	4557	10	0.1 Miles	2	3	4	E09-801
Sawa Circle	4558	10	0.2 Miles	2	3	4	E09-801
Whitewater Ct/Kelly Ct	4559	10	0.2 Miles	2	3	4	E09-801
Riverbend Ct	4561	10	0.1 Miles	2	3	4	E09-801
Heron Way	4562	10	0.2 Miles	2	3	4	E09-801
Powers St	4563	10	0.1 Miles	2	3	4	E09-801
Blueberry Ln	4564	10	0.1 Miles	2	3	4	E09-801
Trappers Ln	4565	10	0.1 Miles	2	3	4	E09-801
Franklin St sec 20	4002	20	0.1 Miles	2	3	4	E09-801
Almaga St Sec 40	5090	40	0.1 Miles	2	3	4	E09-801
Irwin St sec 20	4362	20	0.2 Miles	2	3	4	E09-801
Dixon St sec 20	4357	20	0.2 Miles	2	3	4	E09-801

INDIAN RESERVATION ROADS

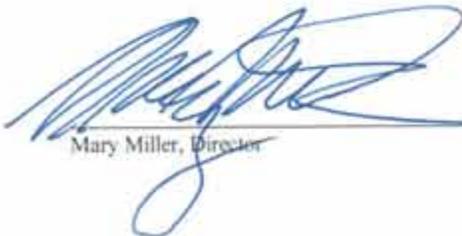
Route Name	Route Number	Section	Section Length	Construction Need	Class	Ownership	Location
Auk Bay Ferry Terminal lot	3200	10	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal lot	3200	20	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal lot	3200	30	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal lot	3200	40	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal lot	3200	50	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal Boat Ramp 1	3201	10	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal Boat Ramp 2	3202	10	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal Boat Ramp 3	3203	10	0.1 Miles	2	9	3	E09-801
Auk Bay Ferry Terminal Pier	3204	10	0.1 Miles	2	9	3	E09-801
Hope Bld West Proposed Parking	6000	10	0.1 Miles	2	9	2	E09-801
Hope Bld West Proposed Parking	6000	20	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	30	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	40	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	50	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	60	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	70	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	80	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	90	0.1 Miles	2	9	7	E09-801
Hope Bld West Proposed Parking	6000	100	0.1 Miles	2	9	7	E09-801
Hope Bld Central Parking	6001	10	0.1 Miles	2	9	7	E09-801
Hope Bld Central Proposed Parking	6001	20	0.1 Miles	2	9	2	E09-801

Route Count: 140

Total Road Miles: 18.2 Miles

Total Bridge Length: 0 ft

Alaska Marine Highway Miles: 0.0 Miles

  
 Mary Miller, Director

Date 3/9/11



CENTRAL COUNCIL  
tlingit and haida indian tribes of alaska  
ANDREW P. HOPE BUILDING  
320 West Willoughby Avenue • Suite 300  
Juneau, Alaska 99801-1726

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Executive Council of the Central Council  
TLINGIT AND HAIDA INDIAN TRIBES OF ALASKA

Resolution EC/ 11-08

Title: Authority to Adopt the Revised Long Range Transportation Planning (LRTP) Documents

WHEREAS, Central Council of Tlingit and Haida Indian Tribes of Alaska (Central Council) is a federally recognized tribe of more than 27,000 tribal citizens worldwide; and

WHEREAS, the Executive Council is the governing body of Central Council; and

WHEREAS, Central Council has identified a need to update and/or create mileage in the Bureau of Indian Affairs Indian Reservations Roads (IRR) system for Central Council; and

WHEREAS, Central Council has identified routes that qualify as IRR and are vital to the general health and welfare of the native community and its economic development; and

WHEREAS, Central Council is updating its Long Range Transportation Planning (LRTP) by incorporating the routes identified on Attachment A which will help to establish future direction for infrastructure development in our community and to ensure that transportation projects are derived in a coordinated fashion;

NOW, THEREFORE BE IT RESOLVED that the Executive Council hereby approves of revised LRTP Documents.

ADOPTED this 4<sup>th</sup> day of March 2011, by the Executive Council of the Central Council of Tlingit and Haida Indian Tribes of Alaska, by a vote of 6 yeas, 0 nays, 0 abstentions and 0 absences.

**CERTIFY**

  
President Edward K. Thomas

**ATTEST**

  
for Tribal Secretary Harold Houston

### Acknowledgement of Public Authority Responsibility (APAR) Letter

The following listed routes, identified by the Central Council Tlingit & Haida Tribes of Alaska through their Add Routes Resolution No. EC/11-07 for inclusion into the BIA IRR Inventory, are owned by the City and Borough of Juneau, hereby referred to as OWNER.

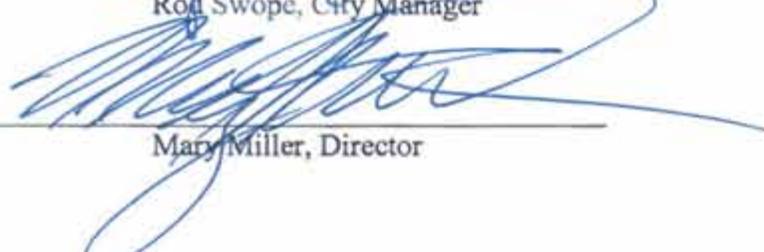
Route Name	Route Number	Section	Section Length	Ownership	Location
1st St	4455	10	0.1 Miles	CBJ/4	E09-801
Nelson St	4456	10	0.1 Miles	CBJ/4	E09-801
Park St	4457	10	0.1 Miles	CBJ/4	E09-801
Kennedy St	4458	10	0.1 Miles	CBJ/4	E09-801
East St	4459	10	0.1 Miles	CBJ/4	E09-801
7th St	4460	10	0.2 Miles	CBJ/4	E09-801
8th St	4461	10	0.1 Miles	CBJ/4	E09-801
West 5th St	4462	10	0.1 Miles	CBJ/4	E09-801
Distin Ave	4463	10	0.1 Miles	CBJ/4	E09-801
West 7th St	4464	10	0.1 Miles	CBJ/4	E09-801
West 8th St	4465	10	0.1 Miles	CBJ/4	E09-801
West 8th St	4465	20	0.1 Miles	CBJ/4	E09-801
Cope Park Rd	4466	10	0.1 Miles	CBJ/4	E09-801
West 3rd St	4467	10	0.1 Miles	CBJ/4	E09-801
A St	4468	10	0.1 Miles	CBJ/4	E09-801
A St	4468	20	0.1 Miles	CBJ/4	E09-801
B St	4469	10	0.1 Miles	CBJ/4	E09-801
B St	4469	20	0.1 Miles	CBJ/4	E09-801
C St	4470	10	0.1 Miles	CBJ/4	E09-801
D St	4471	10	0.1 Miles	CBJ/4	E09-801
Reinhardt St	4472	10	0.2 Miles	CBJ/4	E09-801
Pine St	4473	10	0.1 Miles	CBJ/4	E09-801
Evergreen Ave	4474	10	0.1 Miles	CBJ/4	E09-801
Willow Dr	4475	10	0.1 Miles	CBJ/4	E09-801
Ash St	4476	10	0.1 Miles	CBJ/4	E09-801
Coleman St	4477	10	0.1 Miles	CBJ/4	E09-801
Gruening Ave	4478	10	0.1 Miles	CBJ/4	E09-801
Harris Harbor Way	4479	10	0.5 Miles	CBJ/4	E09-801
Wickersham Ave	4480	10	0.2 Miles	CBJ/4	E09-801
Diamond Dr	4481	10	0.1 Miles	CBJ/4	E09-801
Bartlett Ave	4482	10	0.1 Miles	CBJ/4	E09-801

Route Name	Route Number	Section	Section Length	Ownership	Location
Sutherland Dr	4483	10	0.1 Miles	CBJ/4	E09-801
Wood St	4484	10	0.1 Miles	CBJ/4	E09-801
Bauer Ln	4485	10	0.1 Miles	CBJ/4	E09-801
Timberline Ct	4486	10	0.1 Miles	CBJ/4	E09-801
Pike Ct	4487	10	0.1 Miles	CBJ/4	E09-801
Tarn Ct	4488	10	0.1 Miles	CBJ/4	E09-801
Mary Ellen Way	4489	10	0.1 Miles	CBJ/4	E09-801
Robbie Rd	4490	10	0.1 Miles	CBJ/4	E09-801
Ling Ct	4491	10	0.1 Miles	CBJ/4	E09-801
Tonsgard Ct	4493	10	0.2 Miles	CBJ/4	E09-801
Borrow St	4494	10	0.1 Miles	CBJ/4	E09-801
Churchhill Ct	4495	10	0.2 Miles	CBJ/4	E09-801
Woods Ave	4496	10	0.1 Miles	CBJ/4	E09-801
Sunny Dr	4500	10	0.5 Miles	CBJ/4	E09-801
Leslie Ave	4501	10	0.1 Miles	CBJ/4	E09-801
Hendricks Rd	4502	10	0.1 Miles	CBJ/4	E09-801
Branta Rd	4503	10	0.1 Miles	CBJ/4	E09-801
Maplesden Way	4504	10	0.2 Miles	CBJ/4	E09-801
Jordan Creek Ct	4505	10	0.1 Miles	CBJ/4	E09-801
Bonnett Way	4506	10	0.1 Miles	CBJ/4	E09-801
Alex Holden Way	4507	10	0.2 Miles	CBJ/4	E09-801
Hurlock Ave	4508	10	0.2 Miles	CBJ/4	E09-801
Aurora Dr	4509	10	0.2 Miles	CBJ/4	E09-801
Sheiye Way	4510	10	0.1 Miles	CBJ/4	E09-801
Postal Way	4512	10	0.2 Miles	CBJ/4	E09-801
Marsha Ave	4516	10	0.1 Miles	CBJ/4	E09-801
Jerry Dr	4517	10	0.1 Miles	CBJ/4	E09-801
Skywood Lane	4518	10	0.1 Miles	CBJ/4	E09-801
Mountainwood Circle	4519	10	0.3 Miles	CBJ/4	E09-801
Park Place	4520	10	0.2 Miles	CBJ/4	E09-801
Lakeview Ct	4521	10	0.1 Miles	CBJ/4	E09-801
Center Ct	4522	10	0.1 Miles	CBJ/4	E09-801
Parkview Ct	4523	10	0.1 Miles	CBJ/4	E09-801
Trinity Dr	4524	10	0.1 Miles	CBJ/4	E09-801
McGinnis Dr	4531	10	0.3 Miles	CBJ/4	E09-801
Sanders St	4532	10	0.1 Miles	CBJ/4	E09-801
Tanis Dr	4533	10	0.1 Miles	CBJ/4	E09-801
Trio St	4534	10	0.1 Miles	CBJ/4	E09-801

Route Name	Route Number	Section	Section Length	Ownership	Location
Duran St	4535	10	0.5 Miles	CBJ/4	E09-801
El Camino St	4536	10	0.2 Miles	CBJ/4	E09-801
Spruce Ln	4537	10	0.1 Miles	CBJ/4	E09-801
Steep Pl	4538	10	0.1 Miles	CBJ/4	E09-801
Nugget Pl	4539	10	0.1 Miles	CBJ/4	E09-801
Pinewood Dr	4540	10	0.2 Miles	CBJ/4	E09-801
Melrose St	4541	10	0.2 Miles	CBJ/4	E09-801
Haffner Ct	4542	10	0.1 Miles	CBJ/4	E09-801
Ichabod Ln	4543	10	0.1 Miles	CBJ/4	E09-801
Sleepy Ct	4544	10	0.1 Miles	CBJ/4	E09-801
Lupine Lane	4545	10	0.1 Miles	CBJ/4	E09-801
Ptarmigan St	4546	10	0.1 Miles	CBJ/4	E09-801
Marion Dr	4547	10	0.2 Miles	CBJ/4	E09-801
Fireweed Ln	4548	10	0.1 Miles	CBJ/4	E09-801
Snipe Ct	4549	10	0.1 Miles	CBJ/4	E09-801
Taku Ct	4551	10	0.1 Miles	CBJ/4	E09-801
Glendale St	4552	10	0.1 Miles	CBJ/4	E09-801
Chelsea Ct	4553	10	0.1 Miles	CBJ/4	E09-801
Rosedale St	4554	10	0.1 Miles	CBJ/4	E09-801
Mendenhall River School Rd	4555	10	0.4 Miles	CBJ/4	E09-801
Field Access Rd	4556	10	0.1 Miles	CBJ/4	E09-801
Tamarack Ct	4557	10	0.1 Miles	CBJ/4	E09-801
Sawa Circle	4558	10	0.2 Miles	CBJ/4	E09-801
Whitewater Ct	4559	10	0.2 Miles	CBJ/4	E09-801
Riverbend Ct	4561	10	0.1 Miles	CBJ/4	E09-801
Heron Way	4562	10	0.2 Miles	CBJ/4	E09-801
Powers St	4563	10	0.1 Miles	CBJ/4	E09-801
Blueberry Ln	4564	10	0.1 Miles	CBJ/4	E09-801
Trappers Ln	4565	10	0.1 Miles	CBJ/4	E09-801
Franklin St sec 20	4002	20	0.1 Miles	CBJ/4	E09-801
Almaga St Sec 30	5090	40	0.1 Miles	CBJ/4	E09-801
Irwin St sec 20	4362	20	0.1 Miles	CBJ/4	E09-801
Dixon St sec 20	4357	20	0.1 Miles	CBJ/4	E09-801

The OWNER of these routes hereby acknowledges that the OWNER will be responsible for **Maintenance** of the routes if IRR money is used to improve the routes and that the routes will be **open to public** unless the routes meet the definition of 25 C.F.R. 170.120, 170.121 and 170.122 and the requirement of 23 U.S.C. 116(a) (b).

X  \_\_\_\_\_ 3/7/2011  
Rod Swope, City Manager Date

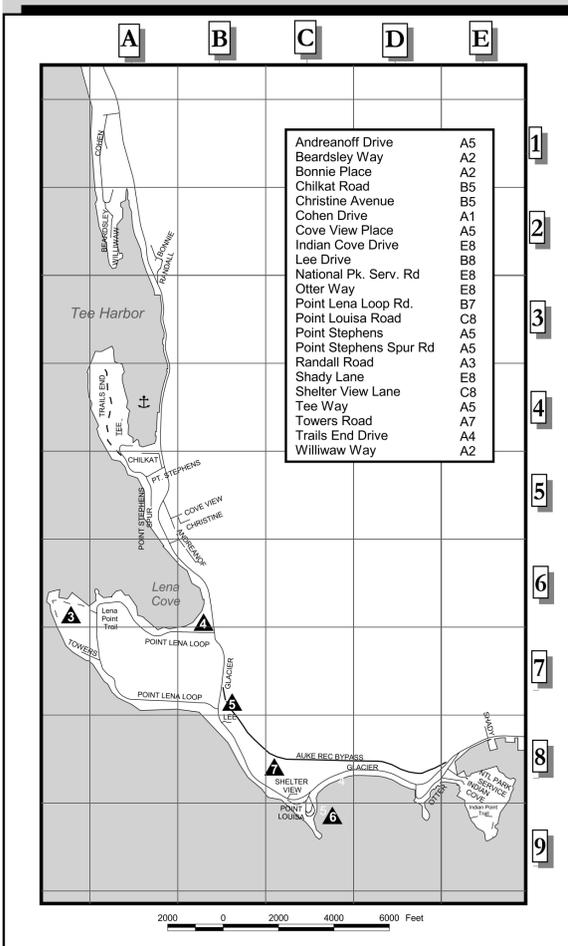
X  \_\_\_\_\_ 3-8-2011  
Mary Miller, Director Date

# Congressional District: At large

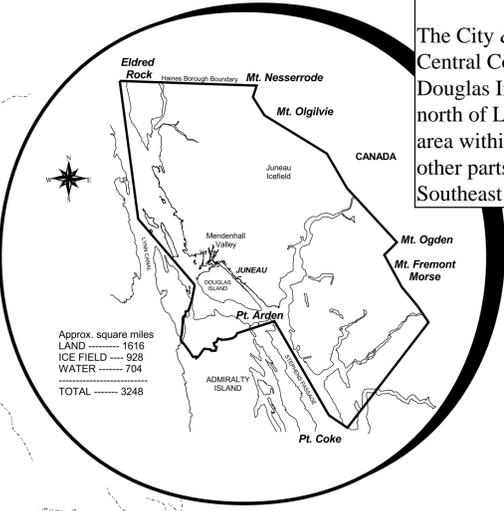
:District 01



**TEE HARBOR/LENA COVE**



**VICINITY MAP**  
City & Borough of Juneau



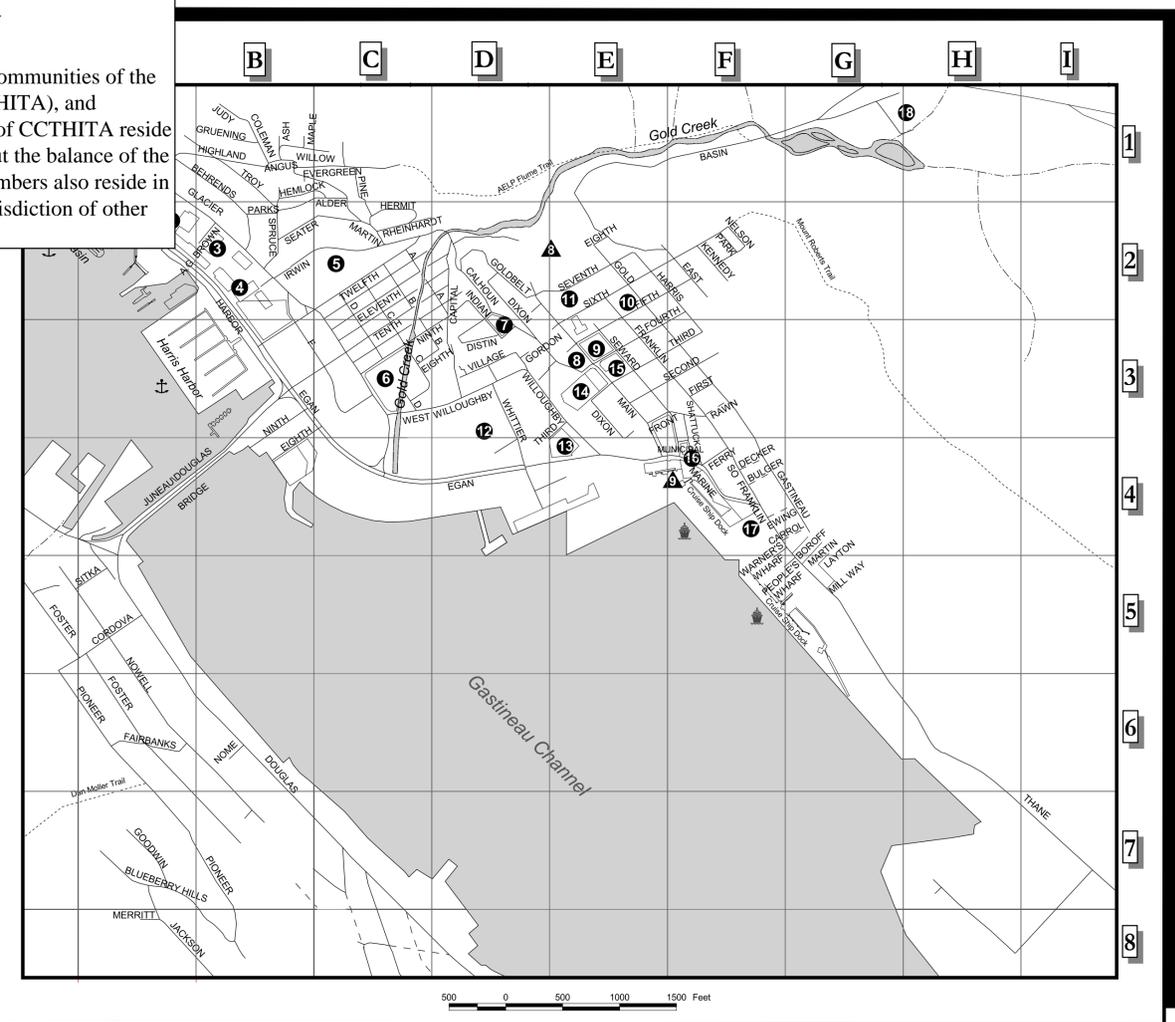
**CENTRAL COUNCIL TLINGIT & HAIDA**  
TRIBES OF ALASKA

E09-801  
**CITY & BOROUGH OF JUNEAU**  
LOCATION MAP

The City & Borough of Juneau includes both the tribal communities of the Central Council Tlingit & Haida Tribes of Alaska (CCTHITA), and Douglas Indian Association. Most of the tribal members of CCTHITA reside north of Lawson Creek on Douglas Island and throughout the balance of the area within the City & Borough of Juneau; However members also reside in other parts of Southeast Alaska that are not under the jurisdiction of other Southeast tribes such as Pelican and Tenakee.

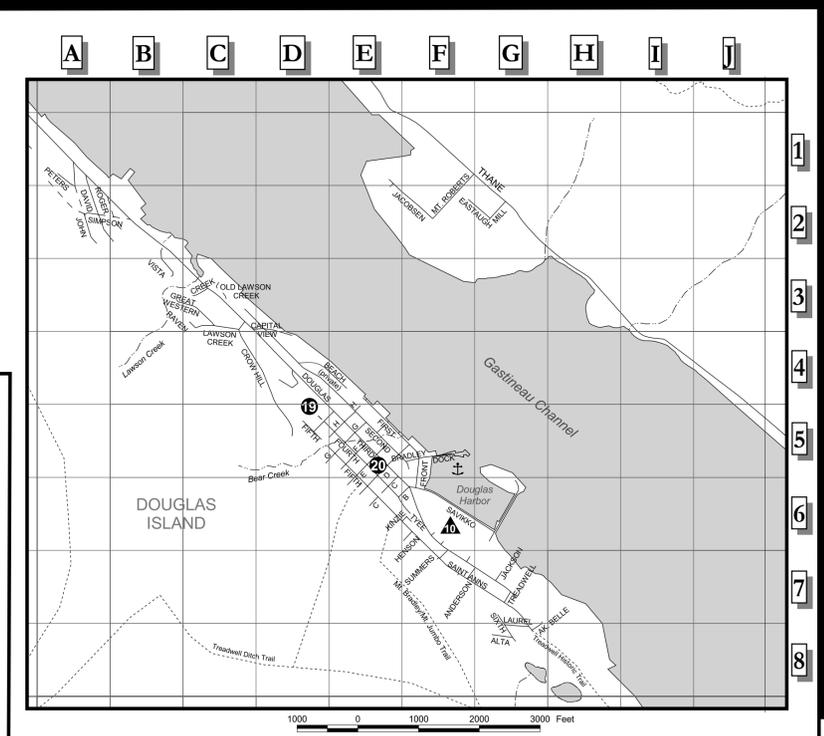
C Street	C3	Merritt Road	A8
Calhoun Avenue	D3	Mill Way	G5
Capitol Avenue	D3	Municipal Way	F4
Carroll Way	F4	Nelson Street	F2
Coleman Street	B1	Ninth Street	C3
Cordova Street	A5	Nome Street	B6
D Street	C3	Nowell Avenue	A5
Decker Way	F4	Park Street	F2
Distin Avenue	D3	Parks Street	B2
Dixon Street	E3	People's Wharf	G5
Douglas Highway	A5	Pine Street	C2
East Street	F2	Pioneer Avenue	A6
Eighth Street	E2	Raw Way	F3
Eleventh Street	C3	Rhinehart Street	C2
Evergreen Avenue	B1	Ross Way	A1
Ewing Way	F4	Seater Street	B2
F Street	B3	Second Street	E3
Fairbanks Street	A6	Seventh Street	D2
Ferry Way	F4	Seward Street	F4
Fifth Street	E3	Shattuck Way	F4
First Street	F3	Sitka Street	A5
Foster Avenue	A5	Sixth Street	E3
Fourth Street	E3	So Franklin Street	F3
Franklin Street	E2	South Seward Street	F3
Front Street	E3	Spruce Street	B2
Gastineau Avenue	F3	Tenth Street	B3
Glacier Avenue	C3	Third Street	E3
Gold Street	F3	Troy Avenue	B2
Goldbelt Avenue	D2	Twelfth Street	B3
Goodwin Road	A7	Village Street	D3
Grueing Avenue	B1	Warner's Wharf	F4
Harbor Way	B3	West Willoughby Ave	D3
Harris Street	F3	Whittier Street	D3
Hemlock Street	C1	Willoughby Avenue	D3
Hermit Street	C2	Willow Drive	B1
Highland Drive	A1		

**DOWNTOWN JUNEAU/WEST JUNEAU**

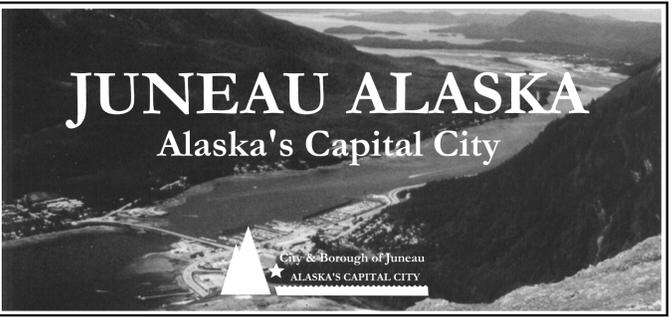


**DOWNTOWN DOUGLAS**

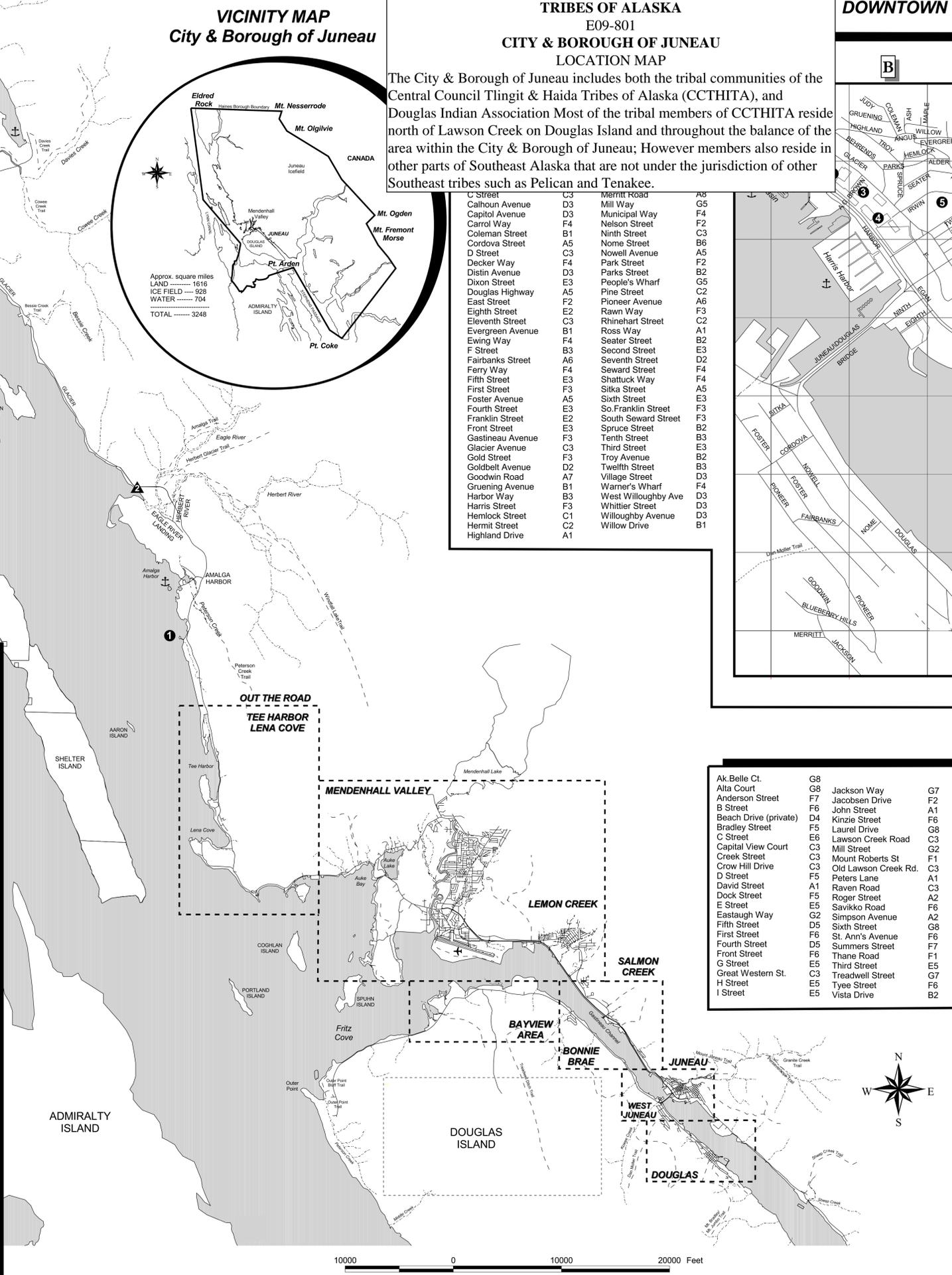
Ak Belle Ct.	G8	Jackson Way	G7
Alta Court	G8	Jacobsen Drive	F2
Anderson Street	F7	John Street	A1
B Street	F6	Kinzie Street	F6
Beach Drive (private)	D4	Laurel Drive	G8
Bradley Street	F5	Lawson Creek Road	C3
C Street	E6	Mill Street	G2
Capital View Court	C3	Mount Roberts St	F1
Creek Street	C3	Old Lawson Creek Rd.	C3
Crow Hill Drive	C3	Peters Lane	A1
D Street	F5	Raven Road	C3
David Street	A1	Roger Street	A2
Dock Street	F5	Savikko Road	F6
E Street	E5	Simpson Avenue	A2
Eastough Way	G2	Sixth Street	G8
Fifth Street	D5	St. Ann's Avenue	F6
First Street	F6	Summers Street	F7
Fourth Street	D5	Thane Road	F1
Front Street	F6	Treadwell Street	G7
G Street	E5	Tyee Street	F6
Great Western St.	C3	Vista Drive	B2
H Street	E5		
I Street	E5		



- POINTS OF INTEREST**
- OUT THE ROAD**
- 1 Shrine of St. Therese
  - 2 Juneau Douglas High School
  - 3 Augustus Brown Swimming Pool
  - 4 Harborview Elementary School
  - 5 Evergreen Cemetery
  - 6 Federal Building
  - 7 Governor's Mansion
  - 8 Juneau Douglas City Museum
  - 9 Capitol Building
  - 10 St. Nicholas Russian Orthodox Church
  - 11 House of Wickersham
- DOWNTOWN JUNEAU**
- 12 State Museum
  - 13 Centennial Hall
  - 14 State Office Building
  - 15 Davis Log Cabin
  - 16 City Hall
  - 17 Juneau Douglas Library
  - 18 Last Chance Basin/Museum
- DOWNTOWN DOUGLAS**
- 19 Gastineau Elementary School
  - 20 Douglas Library

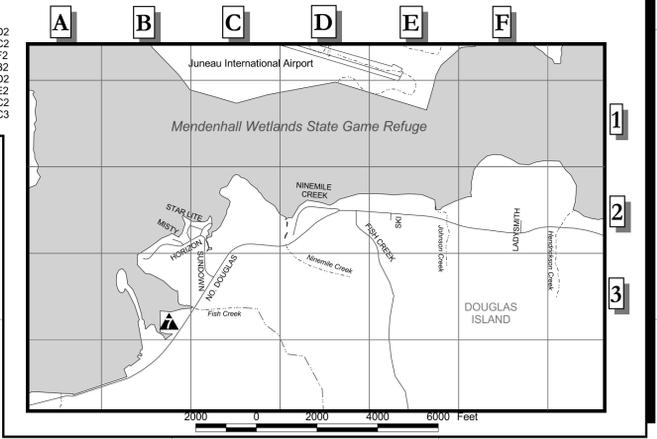


- PARKS AND RECREATION AREAS**
- OUT THE ROAD**
- ▲ Point Bridget State Park
  - ▲ Eagle Beach
- TEE HARBOR/LENA COVE**
- ▲ Lena Point Rotary Park
  - ▲ Lena Cove Picnic Area
  - ▲ Lena Loop Park
  - ▲ Auke Bay Campground
  - ▲ Auke Village Recreation Area
- DOWNTOWN JUNEAU/WEST JUNEAU**
- ▲ Cope Park (Evergreen Bowl)
  - ▲ Marine Park
- DOWNTOWN DOUGLAS**
- ▲ Savikko Park (Sandy Beach)

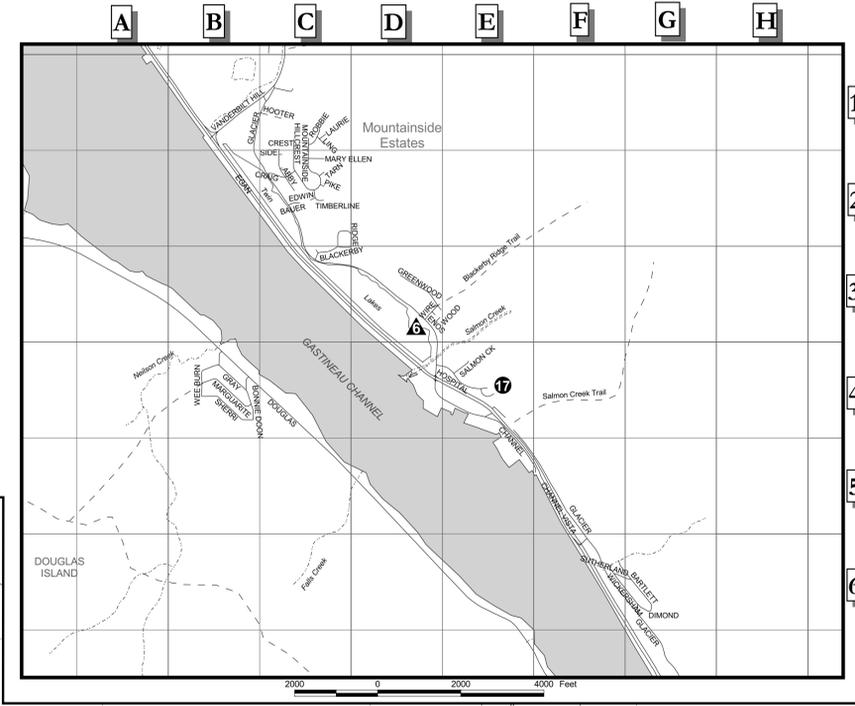


**CENTRAL COUNCIL TLINGIT & HAIDA  
TRIBES OF ALASKA  
E09-801  
CITY & BOROUGH OF JUNEAU  
LOCATION MAP  
Lemon Creek & Mendenhall Area**

**BAYVIEW AREA**



**SALMON CREEK/BONNIE BRAE**



**AUKE BAY/MENDENHALL VALLEY STREETS**

E5	Chelsea Court	E2	Glacierwood Drive	E4	Livingston Way	F5	Powers Street	D1	Spruce Lane	F3	Steeplehead Street
E3	3rd Street-Valley	E3	Gladstone Street	F2	Long Run Drive	E3	Prospect Way	D1	Chinook Loop(priv)	D1	Steep Place
E5	4th Avenue-Valley	E3	Chinook Loop(priv)	E2	Glendale Street	E2	Platnigan Street	F3	Quartz Street	E3	Stephen Richards Mem.Dr.
E5	Airport Blvd.	E5	Circle Drive	G2	Goat Hill Road	C2	Lupine Lane	E2	Radcliffe Court	D6	Staircase Street
E5	Alders Circle	E2	Clinton Drive	D4	Grant Street	F2	Maler Drive	D5	Stream Court	E3	Sunset Drive
E5	Alex Holden Way (Airport)	E5	Columbia Blvd	E2	Haffner Court	E3	Mallard Street	E5	Susan Way	F2	Taku Boulevard
E5	All Season Drive (unbuilt)	D2	Cone Plaza	F2	Haloff Way	E3	Manor Avenue	F3	Taku Court	E1	Tamarack Court
E5	Alpine Avenue	D2	Confair Lane	F2	Hamilton Street	C4	Maplewood Way	E4	Reservoir Road	E3	Travis Drive
E5	Amalga Street	F3	Counterpane Lane	F2	Hampstead Lane	G2	Marilyn Avenue	E4	River Road	E2	Teal Street
E5	Ann Coleman Road	B5	Crazy Horse Drive	D5	Hayes Way	F3	Marion Drive	E3	Richards Drive	E2	Teel Court
E5	Antler Way	D5	Crest Street	E5	Herbert Place	E5	Martha Avenue	E4	River Place	E4	Terrace Place
E5	Arctic Circle	D1	Cross Street	B3	Heron Way	D2	McGinnis Drive	D5	River Court	E2	Teslin Street
E5	Asbury Place	D4	Curtis Avenue	B5	Meadow Lane	B5	Meadow Lane	E3	Riverwood Drive	E4	Threadneedle Street
E5	Aspen Avenue	E2	Dawson Place	D1	Meadow Lane	D1	Melrose Street	C5	Rivercourt Way	D5	Thunder Mountain Rd.
E5	Atlin Drive	E4	Deborah Drive	F2	Harpock Avenue	E4	Melrose Street	F2	Riverside Drive	E2	Thunder Street
E5	Auk Kwaan Lane	C2	Decoy Boulevard	E2	Ichabod Lane	E2	Men. Peninsula Road	E3	Riverwood Drive	D5	Tongass Boulevard
E5	Auke Bay Hbr. Rd.	B3	Del Rio Road	E5	India Taxway (Airport)	E6	Mendenhall Blvd	F2	Robertson Court	E3	Tournure Street
E5	Auke Lake Way	B3	Delta Drive	F3	Industrial Blvd.	D4	Mendenhall Loop Rd	F2	Rosedale Street	E2	Trafalgar Avenue
E5	Auke Lane	C2	Diane Road	F3	James Boulevard	E4	Mendenhall Mall Rd	E5	S Street	D5	Trappers Lane
E5	Auke Nu Drive	A3	Division Street	F3	Jennifer Drive	F3	Miner Court	E5	Sanders Street	E3	Trappers Lane
E5	Auke Street	C2	Drudge Lake Road	F2	Jensine Street	D4	Miner Drive	E5	Sasha Avenue	D5	Trinity Drive
E5	Aurora Court	E5	Dogwood Lane	F2	Jerry Drive	E4	Mink Circle	D1	Sawar Lane	E2	Trout Street
E5	Aurora Drive	E5	Dolomite Avenue	F3	Jo Ann Way	C2	Mint Way	E2	Scott Drive	E3	Tum Street
E5	Autumn Court	E3	Drudge Lake Road	B6	Mitchell Way	F2	Mitchell Way	F2	Seaview Avenue	B3	Tribe Street
E5	Barrett Avenue	D4	Dudley Street	E3	Jordan Avenue	E3	Montana Creek Rd	D1	Sesame Street	E2	Trout Street
E5	Bayview Avenue	B3	Dunn Street	E5	Julep Street	E3	Moraine Way	D1	Sharon Street	E3	Tum Street
E5	Bentwood Place	D4	Duran Street	E3	Julia Taxway (Airport)	E3	Mountainwood Cir	E5	Sheye Way	E5	University Drive
E5	Berners Avenue	D5	Duran Court	E3	Kanata Street	G2	Muir Street	E5	Valley Avenue	E5	Valley Avenue
E5	Betty Court	E3	Eagle Street	D5	Kant Court	E3	Nancy Street	E4	Valley Boulevard	C4	Valley Boulevard
E5	Birch Lane	E2	East Valley Ct.	F3	Ka-Soe-An Drive	E5	Ninias Drive	D1	View Drive	F3	View Drive
E5	Black Bear Court	D2	Echo Road	G6	Kelly Court	E2	Norris Place	E5	Virage Blvd.	D2	Whitewater Court
E5	Black Bear Road	D2	El Camino Street	F3	Kevin Court	D5	North Loop Way	E2	Whitewater Court	D1	Whiting Way
E5	Blueberry Lane	D1	Emily Way	E3	Killewich Drive	E2	Northland Street	E3	Skater's Cabin Road	F3	Wildmeadow Court
E5	Bonnett Way	E5	Engineers Cutoff	F2	Kiia Taxway (Airport)	F2	Nugget Place	F3	Skywood Lane	F3	Wildmeadow Lane
E5	Boulder Street	F3	Erin Street	F2	Kimberly Street	F2	Nugget Place	F3	State Drive	F3	Wildmeadow Lane
E5	Brady Place	E5	Evergreen Park Rd	F3	Kiowa Drive	F3	O'Day Drive	E5	Sleepy Court	D4	Wood Duck Avenue
E5	Brandy Lane	E2	Eyellet Court	F2	Kindlike Way	F2	Old Dairy Road	D1	Sim Williams Way	D1	Wood Duck Avenue
E5	Breeze Street	E4	Fireweed Lane	E2	Ladd Street	E5	Otter Run	B6	Smith Court	E2	Wood Duck Avenue
E5	Brothers Avenue	F2	Firndale Street	E2	Lake Avenue	F2	Oxford Street	A3	Snipe Court	E5	Wood Duck Avenue
E5	Camden Drive	F3	Forest Drive	F3	Lake Shore Drive	C2	Park Place	E3	Spartan Street	D1	Wood Duck Avenue
E5	Caroline Street	B3	Fox Farm Trail	B6	Lakeview Court	E4	Parkview Court	E3	Speel Way	C8	Wood Duck Avenue
E5	Carroll Court	E5	Frank Maier Drive	B4	LaPerouse Avenue	D5	Patricia Place	E5	Spring Way	C2	Wood Duck Avenue
E5	Cascade Street	F3	Fritz Cove Road	B3	Leadletter Way	B6	Pinedale Street	E2	Spring Way	C2	Wood Duck Avenue
E5	Cedar Court	F2	Gall Avenue	F4	Lee Court	E2	Pinedale Street	F2	Spring Way	C2	Wood Duck Avenue
E5	Cedar Drive	F2	Garnet Street	F2	Lee Smith Drive	E5	Pinewood Drive	F2	Spring Way	C2	Wood Duck Avenue
E5	Center Court	E3	Gene Street	E3	Lee Street	B2	Poplar Avenue	F2	Spring Way	C2	Wood Duck Avenue
E5	Cessna Drive	E5	Gene Street	D1	Lilac Drive (unimproved)	D2	Portage Boulevard	E3	Spring Way	C2	Wood Duck Avenue
E5	Chancie Court	F3	Glacier Spur Road	F2	Lima Taxway (Airport)	E5	Porter Lane	C8	Spring Way	C2	Wood Duck Avenue
E5		F4	Glacierwood Court	E4	Linda Avenue	E4	Postal Way	D4	Spring Way	C2	Wood Duck Avenue

**POINTS OF INTEREST**

- AUKE BAY**
- 1 Auke Bay Ferry Terminal
- 2 Auke Bay Elementary School
- 3 University of Alaska Southeast
- MENDENHALL VALLEY**
- 4 Mendenhall Campground
- 5 Mendenhall Glacier Visitor's Center
- 6 Mendenhall River Elementary School
- 7 Floyd Dryden Middle School
- 8 Glacier Valley Elementary School
- 9 Riverbend Elementary School
- 10 Mendenhall Post Office
- 11 Mendenhall Mall
- 12 Nugget Mall
- 13 Juneau International Airport
- 14 Mendenhall Golf Course
- LEMON CREEK**
- 15 Dzantik'i Heeni Middle School
- 16 Juneau Police Station
- SALMON CREEK**
- 17 Bartlett Memorial Hospital

**PARKS AND RECREATION AREAS**

- AUKE BAY**
- ▲ Juneau Community Garden
- MENDENHALL VALLEY**
- ▲ Skater's Cabin
- ▲ Melvin Park
- ▲ Riverside Rotary Park
- LEMON CREEK**
- ▲ Sigowu Ye Neighborhood Park
- SALMON CREEK**
- ▲ Monson Twin Lakes
- BAYVIEW AREA**
- ▲ Fish Creek Park

**LEMON CREEK STREETS**

Aisek Street	I6	Jenkins Drive	J6
Alaska Avenue	I5	Lemon Creek Road	I5
Alaway Avenue	I5	Lemon Street	I5
Allen Court	J6	Leslie Ave. (priv.)	H6
Anka Street	I6	Long Avenue	I5
Belardi Drive	I6	Lund Street	I5
Bent Court	J5	Mark Alan Street	I5
Borrow Street	J6	Montgomery Street	I6
Branta Road	G6	Mountain Avenue	I5
Brittany Place	I5	North Street	I5
Central Avenue	I5	Northwood Drive	I5
Charles' Way	J6	Pacific Avenue	I5
Chatham Drive	I6	Patti Avenue	I5
Churchill Court	I5	Pine Street	I5
Churchill Way	I5	Ralph's Way	J6
Commercial Blvd	I6	Remington Street	H5
Davis Avenue	I6	Shauna Drive	I6
Gull Way	I6	Short Street	I6
Hendrickson Road	G6	Stark Street	I6
		Sunny Drive	H6
		Sunny Point Way	G6
		Sunset Street	I5
		Tongard Court	I6
		Western Avenue	I5
		Woods Street	I5

**MENDENHALL WETLANDS**

**STATE**

**GAME REFUGE**



# CCTHITA LRTP

## Route Narrative

<b>4455</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4456</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4457</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4458</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4459</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4460</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4461</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4462</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4463</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4464</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4465</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4465</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4466</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4467</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4468</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4468</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4469</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4469</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4470</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4471</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4472</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4473</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4474</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4475</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4476</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4477</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4478</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4479</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4480</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4481</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4482</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4483</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4484</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4485</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4486</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4487</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4488</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4489</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4490</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4491</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4492</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4493</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4494</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4495</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4496</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4497</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4498</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4499</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4500</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4501</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4502</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4503</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4504</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4505</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4506</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4507</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4508</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4509</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4510</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4511</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4512</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4513</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4514</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4515</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4516</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4517</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4518</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4519</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4520</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4521</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4522</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4523</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4524</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4525</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4526</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4527</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4528</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4529</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4531</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4532</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4533</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4534</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4535</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4536</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4537</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4538</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4539</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4540</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4541</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4542</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4543</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4544</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4545</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4546</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4547</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4548</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4549</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4551</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4552</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4553</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4554</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4555</b>	The tribe has determined this route to be a priority for the LRTP process. This is a rural local road that provides access to the Mendenhall River School
<b>4556</b>	The tribe has determined this route to be a priority for the LRTP process. This is a rural local road that provides access to the Mendenhall River School
<b>4557</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4558</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4559</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4561</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4562</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.

## CCTHITA LRTP Route Narrative

<b>4563</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4564</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4565</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4002</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>5090</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4362</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>4357</b>	The tribe has determined this route to be a priority for the LRTP process. This is a street located within the community serving residential areas.
<b>3200</b>	The tribe has determined this route to be a priority for the LRTP process. This is a parking lot and waiting area for the Auke Bay Ferry terminal.
<b>3201</b>	The tribe has determined this route to be a priority for the LRTP process. This is a Auke Bay Ferry ramp that provides access by foot or vehicle to the State ferry system.
<b>3202</b>	The tribe has determined this route to be a priority for the LRTP process. This is a Auke Bay Ferry ramp that provides access by foot or vehicle to the State ferry system.
<b>3203</b>	The tribe has determined this route to be a priority for the LRTP process. This is a Auke Bay Ferry ramp that provides access by foot or vehicle to the State ferry system.
<b>3204</b>	The tribe has determined this route to be a priority for the LRTP process. This is the Auke Bay Ferry docking pier for docking the State of Alaska Ferries.

# CCTHITA LRTP

## Route Narrative

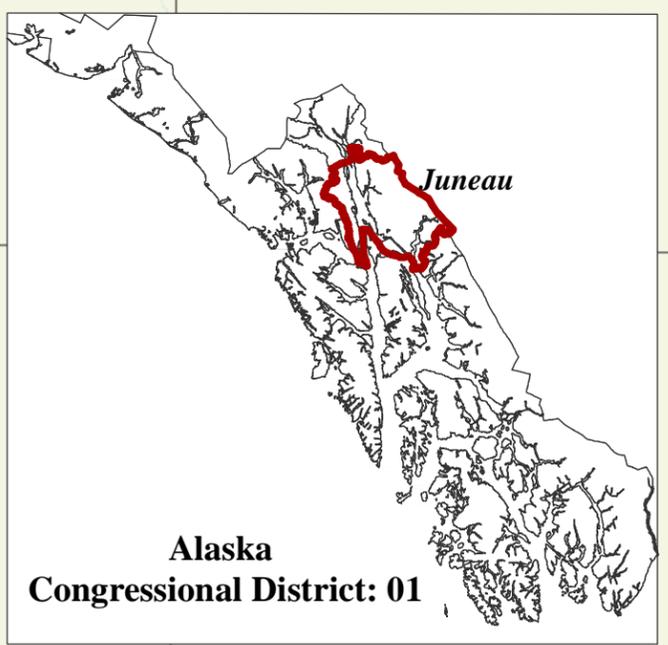
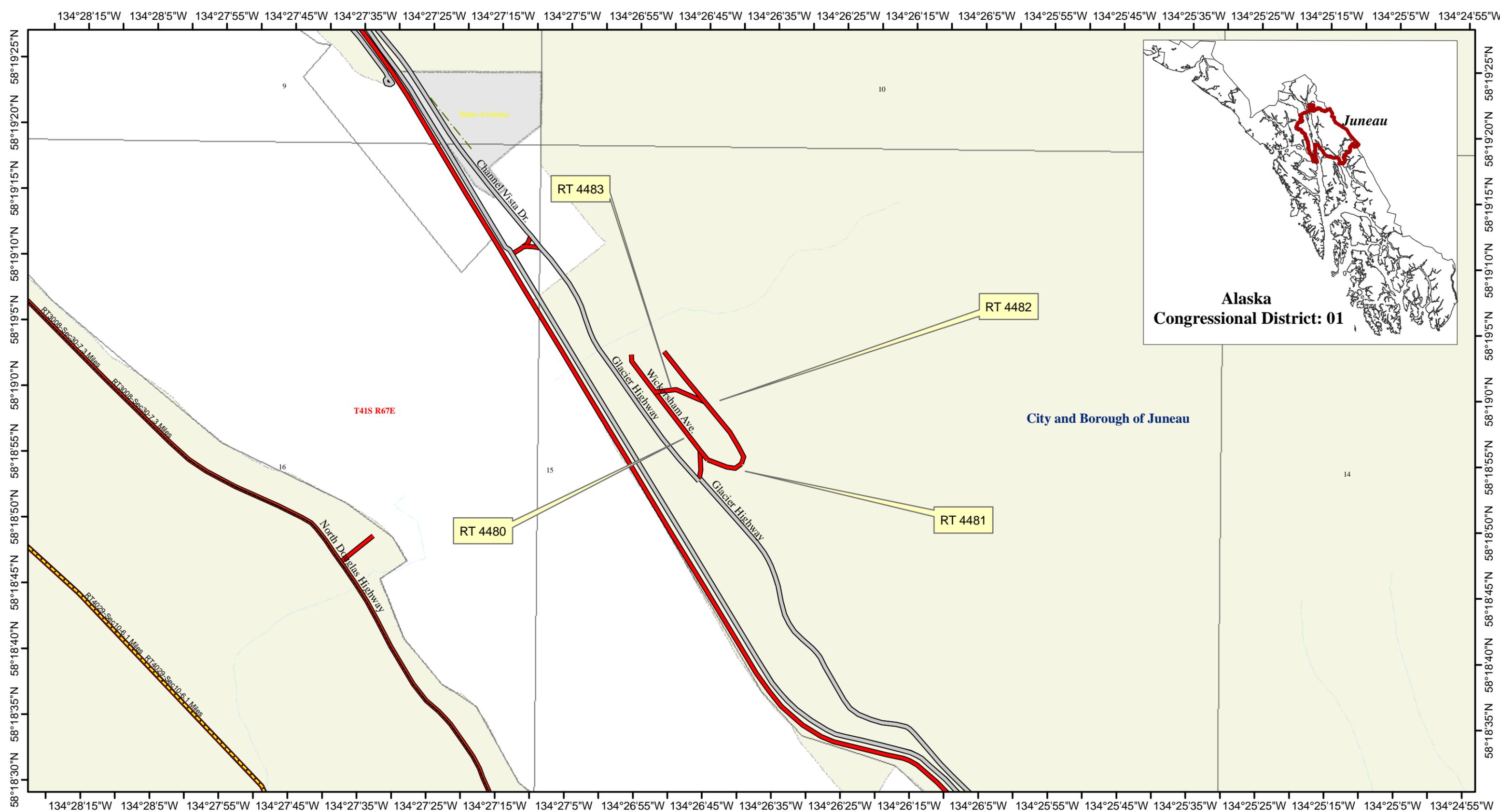
**6000**

The tribe has determined this route to be a High priority for the LRTP process. This is a Proposed parking lot for the Andrew Hope Building parking lot.

**6001**

The tribe has determined this route to be a High priority for the LRTP process. This is a Proposed parking lot for the Andrew Hope Building parking lot.

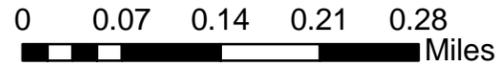




**CCTHITA (E09-801)**

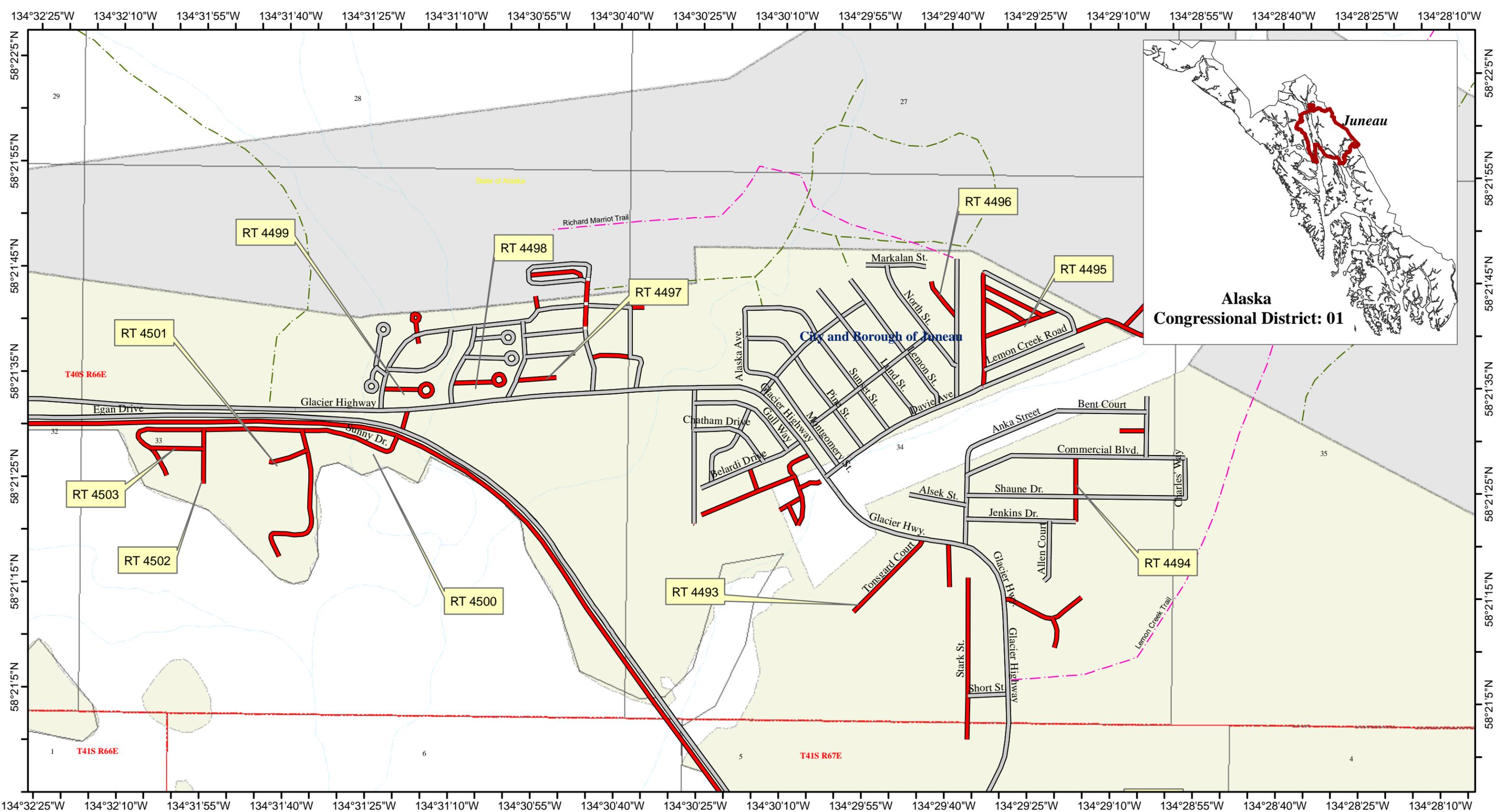
**Key Map North of Downtown Juneau Area  
IRR Inventory 2011**

**NOTE: Township, Ranges, Sections Lat & Long are shown on the map. Length of each sections is shown above.**



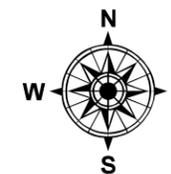
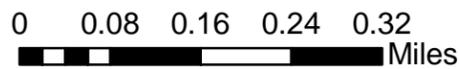
**State of Alaska  
Congressional District 01  
Copper River Meridian**

**LAND OWNER**  
 City and Borough of Juneau



**CCTHITA (E09-801)  
Key Map Lemon Creek Area  
IRR Inventory 2011**

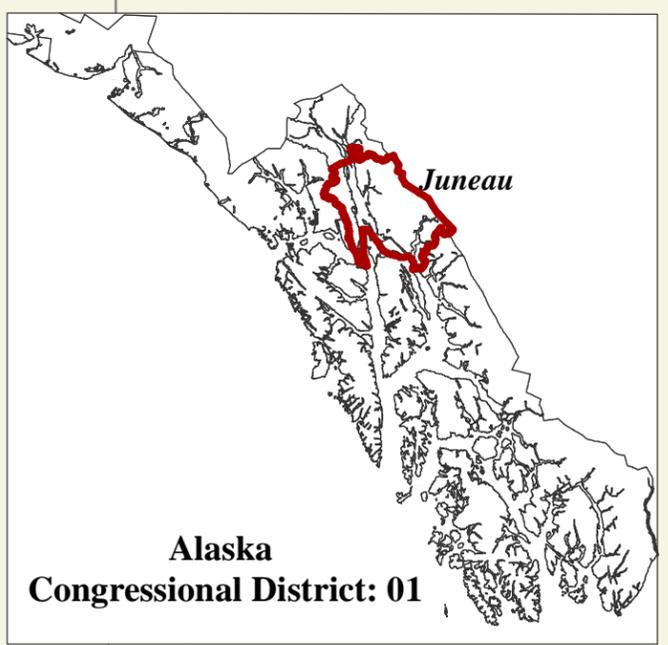
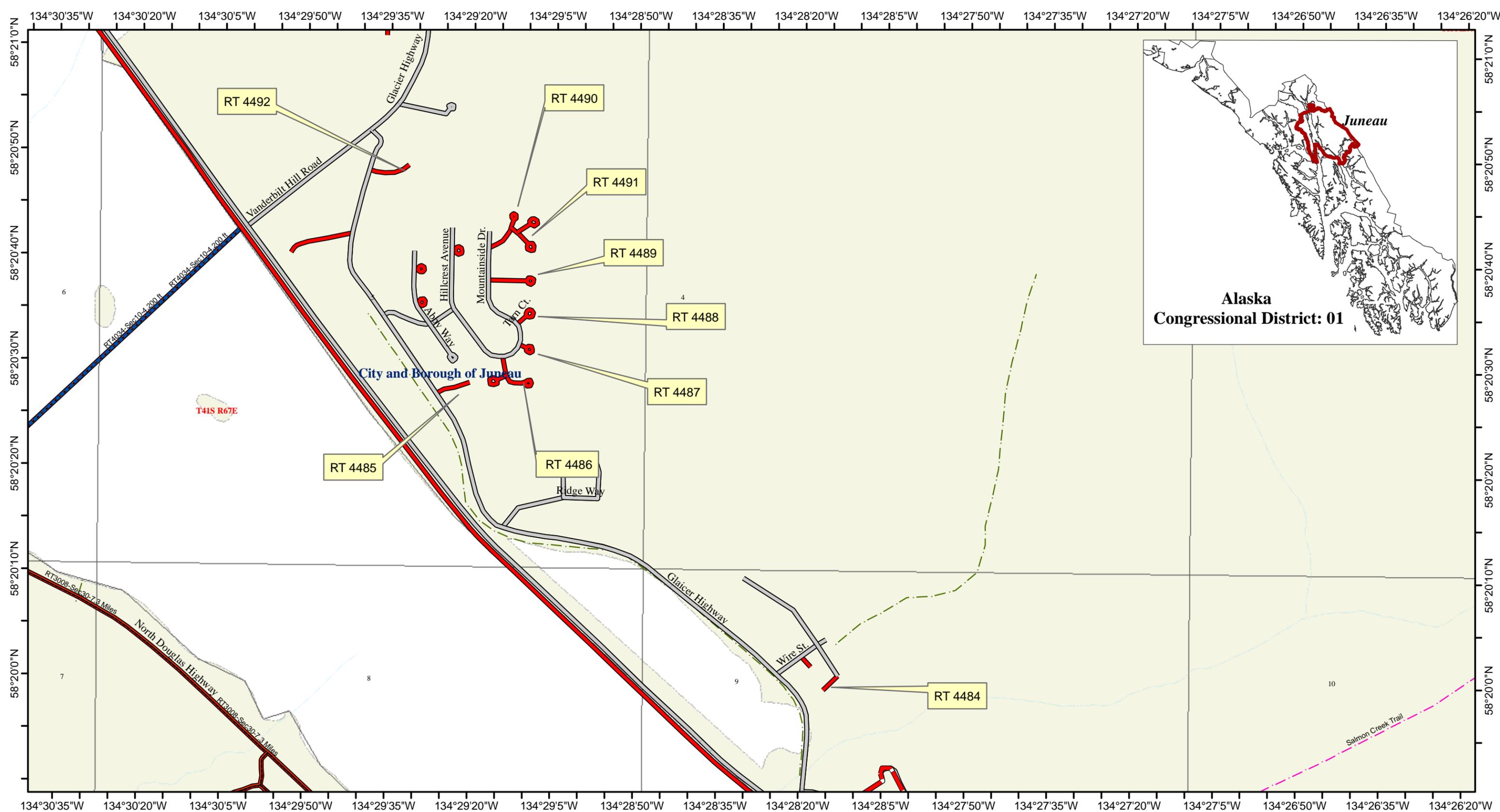
**NOTE: Township, Ranges, Sections Lat & Long are shown on the map. Length of each sections is shown above.**



**State of Alaska  
Congressional District 01  
Copper River Meridian**

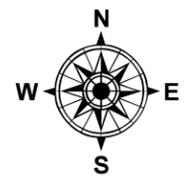
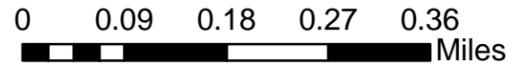
**LAND OWNER**

City and Borough of Juneau



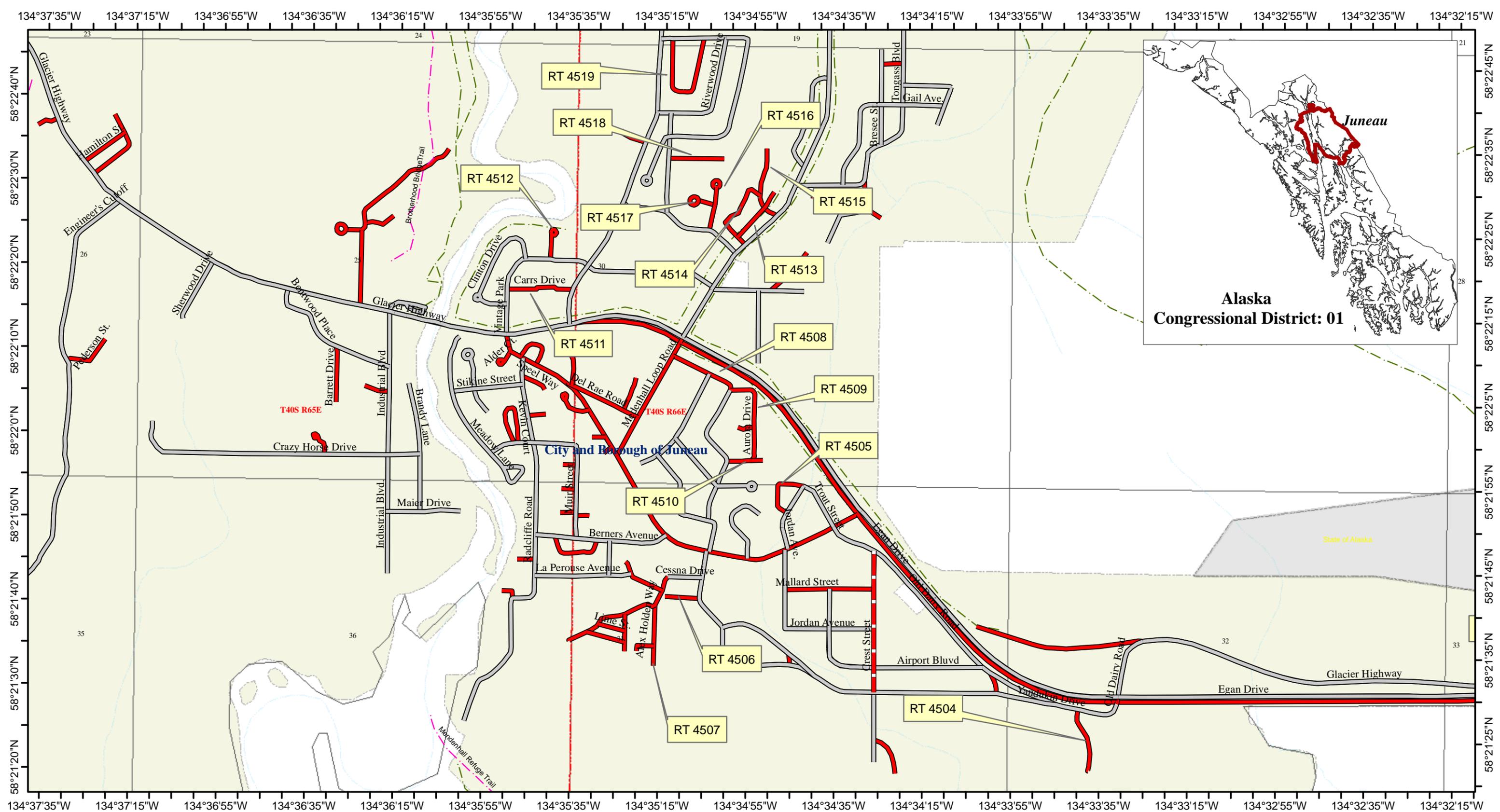
**CCTHITA (E09-801)  
Key Map Twin Lakes Area  
IRR Inventory 2011**

**NOTE: Township, Ranges, Sections Lat & Long are shown on the map. Length of each sections is shown above.**



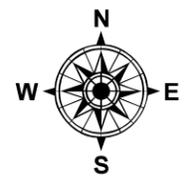
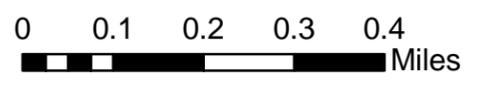
**State of Alaska  
Congressional District 01  
Copper River Meridian**

**LAND OWNER**  
 City and Borough of Juneau



**CCTHITA (E09-801)  
Key Map Lower Mendenhall Valley Area  
IRR Inventory 2011**

**NOTE: Township, Ranges, Sections Lat & Long are shown on the map. Length of each sections is shown above.**



**State of Alaska  
Congressional District 01  
Copper River Meridian**

**LAND OWNER**  
 City and Borough of Juneau

