

Organized Village of Saxman

LONG RANGE TRANSPORTATION PLAN UPDATE

Indian Reservation Roads Program
Number: E09427- SAXMAN



Prepared For:
Organized Village of Saxman
Route 2, Box 2 – Saxman
Ketchikan, AK 99901



In Cooperation With:
Central Council Tlingit & Haida Indian Tribes of Alaska
300 W. Willoughby Ave.
Suite 300
Juneau AK 99801

Prepared By:



16515 Centerfield Drive, Suite 101
Eagle River, Alaska 99577

March 2012

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300 W. Willoughby Ave., Suite 300
Juneau AK 99801**

Prepared By:
**RODNEY P. KINNEY ASSOCIATES, INC.
16515 Centerfield Drive, Suite 101
Eagle River, Alaska 99577**

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EXECUTIVE SUMMARY

On behalf of the Organized Village of Saxman (OVS), the Central Council Tlingit and Haida Indian Tribes of Alaska (CCTHITA) retained Rodney P. Kinney Associates, Inc. (RPKA) to develop a Long Range Transportation Plan Update for the OVS. This Update is an amendment to the Saxman Long Range Transportation Plan prepared in March of 2011 by the OVS. This Update includes transportation priorities in the Saxman community and its surrounding area that have become crucial to the community's transportation needs since the original transportation planning and the additional inventory work was completed. 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 OVS has approximately 12.4 miles of official IRR roads currently inventoried and 60 miles of existing and proposed roadways, which are to be submitted as updated inventory for 2012. The community developed an updated list of inventory roads they feel are needed over the next 20 years to serve the OVS and the surrounding community. These routes, in addition to the priorities discussed in the Tribes original transportation plan, are a necessity for residents to access their 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.

In analyzing their future transportation goals, the OVS listed the 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 this transportation update and the community transportation needs. The OVS is situated within the Ketchikan Gateway Borough (KGB) with tribal citizens inhabiting the City of Saxman, the City of Ketchikan, and throughout the Borough. In a collaborative effort, the affiliated groups evaluated the OVS road system, identified transportation needs, and discussed alternatives for common transportation projects. OVS works with the Revella Island Transportation Coalition, working on all aspects of transportation needs of the island. The following list, not necessarily in prioritized order, shows the Tribe's main transportation priorities. See Figures 1-3 in Section 4.3 and Figure 4 in Section 4.4 for a visual location of the updated inventory and an overview of the Tribe's transportation priorities.

Short Term Transportation Goals

1. Construct and reseal Eagle Avenue and Frog Street.
2. Rehabilitate and reseal a majority of the community streets within the City of Saxman.
3. Upgrade Canoe Street and improve marine facilities.
4. Establish a Maintenance Program for all inventoried routes and transportation facilities.
5. Upgrades and rehabilitate parking facilities for the Saxman Community Center.

Long Term Transportation Goals

1. Upgrades to the OVS Transportation Facility and Government Building.
2. Improve drainage for the upper parking lot of City Hall, Eagle Avenue, and Totem Row.
3. Develop a bus stop shelter on Killer Whale Avenue.
4. Improve the front and back parking facilities for the City Hall building.
5. Pave Dog Salmon and Sockeye Street (realignment to Sockeye Street).
6. Upgrade Thunder Bird Road.
7. Improve and establish boating and roadway safety measures.

8. Improve fire hydrant access.
9. Establish a public transit system that focuses on tribal members and the elderly.
10. Improve Bear Clan Road.
11. Future Housing Development on Eagle Avenue.

INTRODUCTION

Saxman is located on the west side of Revillagigedo Island in Southeast, Alaska. Saxman is just 2 miles south of Ketchikan and is encompassed by the Ketchikan Gateway Borough (KGB). General information about the village and village history are included in the Organized Village of Saxman's 2009 Long Range Transportation Plan (LRTP) prepared by the Bureau of Indian Affairs (BIA) and therefore is not repeated in this report. For more information about the OVS please refer to the 2009 LRTP found in Appendix D. The OVS is a federally recognized sovereign tribe. As part of the CCTHITA transportation consortium CCTHITA is assisting the OVS in their transportation program, updating their inventory, and producing a LRTP Addendum. The goal of this transportation update is to ensure that the road improvements and the development of roads reflect the changing and growing transportation infrastructure, providing revised planning and updated inventory that allows convenient and safe movement throughout Saxman's existing and future road system.

Through the Alaska Native Claims Settlement Act (ANCSA) of 1971, the State of Alaska conveyed lands to the natives in the Saxman area to what has now become the Cape Fox Native Corporation. Saxman does have an organized City government (COS) and most of the residents living within the City of Saxman's boundaries are citizens of the OVS. Saxman's Village Corporation, Cape Fox Corporation and the U.S. Forest Service own land north of populated centers of Ketchikan and Saxman. The OVS Tribal citizens, Ketchikan residents, and the population within the KGB area share all modes of transportation, educational and health facilities, community resources and public centers, recreational parks and trails, and subsistence access routes. This mix of organizations and land owners all in the same vicinity requires coordination and at times can limit the Tribe's ability to govern as more centralized tribes do. However, their unique situation also gives the OVS the opportunity to contribute and work with the City of Saxman, Ketchikan, the KGB, the State of Alaska, the U.S. Forest Service, and Cape Fox Corporation on transportation projects to benefit the community as a whole. Multiple organizations with similar interests will often pool funds together for larger projects. The OVS would like to work with the CCTHITA and surrounding agencies in looking at projects that can use funding to assist in the upgrade and construction of roads benefiting the entire community, as well as focusing on the goals of the OVS. All groups affiliated with OVS Long Range Transportation Plan Update had the opportunity to review and comment on the report prior to finalization. A copy of the notice is included in Appendix C.

Development and upgrades to tribally prioritized roads and streets will preserve cultural traditions, provide economic opportunities and self-sufficiency, offer access to subsistence and cultural areas, and increase safe and efficient transportation in the community for the Tribe and other residents in the COS. The OVS developed an updated list of inventory roads that the Tribe feels are needed over the next 20 years and beyond for their members and the surrounding community. The updated inventory list can be found in Section 4.2 and both official and updated inventory routes can be viewed in Section 4.3 - Road Inventory Figures. An official list of accepted inventoried routes for the 2011 Fiscal Year for the OVS can be found in Appendix B.

1.0 EXISTING TRANSPORTATION SYSTEM

1.1 Transportation System Characteristics

Within the KGB boundary there is land owned by the Cape Fox Native Corporation, the City of Ketchikan, the City of Saxman, the KGB, the U.S. Forest Service, and the State of Alaska. There are approximately 12.4 miles of official BIA roads currently inventoried for the OVS, 60 miles of inventoried roads pending approval from previous updates, and 60 miles of existing and proposed roadways, which are to be submitted as updated inventory for this fiscal year of 2012. The roadways include some private access roads, logging and recreational roads owned by the Cape Fox Corporation and the US Forest Service, local City roads, State roads and highways, and major and local Borough streets. In accordance with 25 CFR Part 170.443, once built all roadways constructed with IRR dollars will be open to the public.

Most development within the core area of Ketchikan and Saxman is connected by the main State Highway (South Tongass Highway), but residents have no road access off of Revillagigedo Island. However, Ketchikan and Saxman are connected to the National Highway system by the Alaska Marine Highway providing the connection over water to the national road network. OVS tribal citizens and Ketchikan residents have to rely on air or marine transportation to access areas outside of their community. The road network within the KGB 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, KGB, Cape Fox Corporation, U.S. Forest Service, or private are part of the transportation system that OVS 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 KGB are designed and constructed to the standards specified by the KGB, City of Ketchikan, or the City of Saxman.

A major issue regarding any road upgrades, specifically within residential areas, is dust control. Safety and health concerns for pedestrians of all ages due to the excessive dust from the non-paved roadways have been voiced by the Tribe. The Tribe would like to see a dust suppressant incorporated into any upgrade or construction projects that do not include paved roadways. It is recommended that an environmentally safe product be used that is not harmful to the residents as it breaks down and comes into contact with food preparation and pedestrians using the gravel roads.

1.2 Trip Generators

Looking at the OVS, COS and KGB service area as a whole; the main trip generators are similar to those of any town. Traffic congestion on the roads that access the schools, healthcare facilities, and stores are the highest. Midday traffic and the transportation of students and employees in the morning and evenings to and from school and work are critical times when traffic gets overly congested. The main highway, collector routes, and local streets around town are busy throughout the day and during the hours when residents are commuting to work and school. Saxman and Ketchikan are also popular tourist destinations in the summer. The totem park in Saxman draws a crowd of people during the tourist months and the roadways become crowded during the peak seasonal influx of people and tour buses.

Ketchikan and Saxman's transportation network is unique in that it is made up of several populated areas all linked together by a single major highway system. The entire west coast of Revillagigedo Island is populated from the north end at Knudson Cove to the residential areas south of Saxman at the south end of the coast line. The residents between Knudson Cove and Saxman and all the inhabitants stretched thinly between each population center are connected by the North and South Tongass Highways. The North Tongass Highway runs from Knudson into Ketchikan then becomes the South Tongass Highway from Ketchikan past Saxman ending at a hydro power station and old cannery. Both highways are State owned roads and part of the major state highway system that is on the main islands of Southeast Alaska. The main airport is located next to the northern portion of the Ketchikan city area across the Tongass Narrows on Gravina Island. The airport is accessed via a ferry system that transports passengers to and from the airport to the City of Ketchikan. This terminal is also where the major ferry routes come in from Juneau, Wrangell, and Hollis. This long extension of highways provides access to all the populated areas along the coastline. 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, 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 or 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 that have been computed over the years of their existence. These published ADT values will be used when identifying each route in the OVS inventory. Future updates will provide traffic counts for inventoried routes that either do not yet have traffic data or are not yet constructed.

1.3 Population Data

The City of Saxman’s population per the U.S. 2010 Census is shown in Table 1.1. The population is further identified by race; Alaska Natives and American Indians comprise approximately half the Saxman population according to the Census. The OVS is a federally-recognized tribe with most of the residents being Tlingit Indians that retain a subsistence lifestyle.

According to the U.S. Census Data the KGB has declined in population at a rate of approximately 5% over a 10 year span, between 2000 to 2010. In that same span, the OVS has also declined at approximately the same rate, see Table 1.2. Population fluctuations make it difficult to declare a trend in just 10 years. The year-by-year population is randomly on either side of the mean and was at a peak the year before the 2009 Census. Although data suggests an overall decrease in population occurring through the OVS and KGB, maintenance and transportation planning is still a constant concern. The tourism influx of 600,000 people each season increases the wear and consequent maintenance demands on roads. Challenges include traffic control, snow removal, and road serviceability. Parking facilities need to be improved and maintained to provide efficient access to the many tourist attractions that this island offers. The community will need to continue to focus on, address, and anticipate these existing and future transportation issues. Existing issues such as traffic volumes in congested downtown corridors, residential areas, and school zones, as well as the volume of commuters on the main highways need to be addressed regardless of that low population growth. Many of the main roads through the KGB that are included in Saxman’s inventory are projected for rehabilitation and expansion over the next 20 years to adequately facilitate the current population, estimated growth, and increase in traffic volumes due to tourist influx.

Table 1.1: City of Saxman Population Data:

2010 Census	Population	% of Population
Total Population	411	100
AK Native/American Indian	206	49.6
White	122	28.7
Multi-racial	67	16.3
Hispanic	16	4.2
Black	3	0.7
Asian	2	0.5

Source: US Census Data

Table 1.2: Saxman Population Data by Year:

Year	Population
2000	431
2001	436
2002	425
2003	425
2004	393
2005	409
2006	425
2007	437
2008	424
2009	434
2010	411

Source: U.S. Census Bureau

Primary use of the OVS transportation system supports the population that is commuting to work. Much of the employment is government employment and consists of educational, health care, social assistance services and public administration. While some residents find work in the timber and tourist industries, most of the employment for Saxman citizens is found in Ketchikan. Table 1.3 summarizes the modes of transportation commuters use to get to and from work. Nearly two-thirds drove alone to work while public transportation and riding the bus, accounted for 7%. The average commute to or within Ketchikan from Saxman is about 14 minutes and approximately 2.5 miles away.

Table 1.3: Saxman Commuter Data—years 2006-2010:

Worker Commuters	Number	Percent
Total Commuters	186	100
Drove Alone	117	63
Carpooled	21	11
Public Transportation	13	7
Walked	27	15
Other Means	8	4

Source: U.S. Census Bureau, 2006-2010 Community Survey

1.4 Agencies Responsible For Maintenance

The OVS is considered a public road authority of the Tribe and has the authority to maintain public access for many of the small access roads constructed on tribal lands or facilities. However, there are no Tribal roads within the City of Saxman and the majority of the roads are maintained by the State, City, or the KGB. SAFETEA-LU, the most recent National Transportation legislation authorized a percentage of IRR dollars for maintenance. The OVS can utilize up to 25% of its annual IRR Tribal Shares for maintenance to items in their inventory.

As previously mentioned, the KGB and Cities of Ketchikan and Saxman are responsible for the maintenance of most of the roads in the City and Borough boundaries, some are only maintained seasonally. The Alaska Department of Transportation and Public Facilities (ADOT&PF) maintains the Tongass Highway, a few other 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 KGB boundary.

1.5 Construction Material Sources

There are numerous borrow sites throughout the KGB. It will not be difficult for the OVS to find construction materials when the time comes to build some of their priorities. With the availability of usable material in the area the OVS 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 KGB, City of Saxman, the State, Cape Fox Corporation, or the U.S. Forest Service. The OVS 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 and State regulations, community requirements, and private landowner approval.

2.2 Long Range Transportation Planning Update

In analyzing their future transportation goals, the OVS looked at projects that would best benefit the Tribal members and the surrounding 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, City and Tribal members were given the opportunity to voice concerns during a meeting between the City of Saxman, the OVS Tribal Council, and the public on November 21, 2011. A priority list from the perspectives of the affiliated groups was generated during these meetings. Both the City of Saxman and the OVS rated the 16 priorities by order of importance to their organization. The two groups agreed upon the first five priorities as being highest on their transportation goals. Ratings varied for the remainder of the priorities and the two organizations will meet again to evaluate the priorities as projects are completed or transportation needs change. The list of priorities presented below is based on the goals of the OVS. A list of priorities rated by each organization during the 2011 Roads Committee meeting can be found in Appendix C.

Another issue discussed is Saxman's limited outside access and the need to improve the marine transportation system. It is apparent that the majority of the community would like to have enhanced access out of the KGB area. Included below is a list of transportation priorities that are based on community meetings, the City of Saxman's overall transportation needs, and the OVS' transportation goals. The following priority list focuses on the transportation needs most desired by the OVS at this time. The short term transportation goals can be viewed in the transportation overview Figure 4, found in Section 4.3.

Short Term Transportation Goals

1. Construct and reseal Eagle Avenue and Frog Street.

The new construction of Frog Street (Route 0020) is important to the completing a transportation loop within the main community streets in Saxman and providing access to the new Senior Housing Facility. Part to this project will include repaving the portion of Eagle Avenue (Route 1005) that is already paved and paving the portion gravel portion that intersects the new construction of Frog Street. The proposed project will include positive drainage adequate catch basins, sidewalks, signage and public safety upgrades, and an asphalt surface. The OVS and City of Saxman Roads Committee estimate the project cost to be approximately \$574,000.

2. Rehabilitate and reseal a majority of the community streets within the City of Saxman.

Resealing all of the main Streets within the major community center of Saxman is the OVS second priority. The Tribe wishes to reseal the surfaces of Routes 0002, 0004, 0006, 0007, 0008, 0010, 0011, and 1005. Improvements include sidewalks, improved drainage, signage and public safety upgrades and resealing with an asphalt surface. This work is preventive maintenance to prolong the life of the roadway. The OVS and City of Saxman Roads Committee estimate the project cost to be approximately \$486,000.

3. Upgrade Canoe Street and Improve marine facilities.

Canoe Street (Route 3100) is the primary access to the marine facilities of Saxman. Rehabilitation work, drainage improvements, and dust mitigation are upgrades needed to improve the access to the marine facilities. The marine facilities accessed by Canoe Street are also in need of upgrades to improve economic development. The parking and staging area (Route 3101) for the ferry terminals need drainage improvements, expansion, and dust mitigation. The boat ramp used for unloading and loading vehicles and freight to the ferry needs to be inspected and then rehabilitated based on its condition. The barge and ferry landing (Route 3103) requires new dolphins to expand the capacity of the pier.

4. Establish a Maintenance Program for all inventoried routes and transportation facilities.

All of the priorities the OVS listed in their inventory require maintenance. The Tribe needs to establish a Maintenance Program that will help them budget their funds and priorities in the most effective way. This will ensure that the Tribe's maintenance priorities are set in place and that they will have the funding available to facilitate the maintenance needs. Transportation routes within the village will always require some type of maintenance and the routes that are the responsibility of the Tribe should be their first priority, then they can focus on the facilities in their overall service area. Most of the routes in OVS inventory are the responsibility of another agency. However, it is important that all projects are evaluated and any transportation needs important to the Tribe should be coordinated with the affiliated agencies so that groups can work together to maintain them. The Tribe would like to focus on the winter maintenance and the material and equipment required to maintain all of the official inventoried routes.

5. Upgrade and rehabilitate parking facilities for the Saxman Community Center (SCC).

The parking facilities (Routes 0029, 0032/0021, and 0033) surround the Saxman Community Center. The facilities need drainage improvements and paved accessibility facilities.

Long Term Transportation Goals

1. Upgrades to the OVS Transportation Facility and Government Building.

The OVS transportation facility and government building are in need of development and expansion that would include a parking lot and garage to store maintenance equipment and transportation vehicle.

2. Improve drainage for the upper parking lot of City Hall, Eagle Avenue, Killer Whale, and Totem Row.

The parking facilities of City Hall, Eagle Avenue, Totem Row, and Killer Whale have drainage issues and sidewalk erosion. The City of Saxman recently received funding and is currently working on the drainage issues associated with the City Hall parking facility.

3. Develop a bus stop shelter on Killer Whale Avenue.

Develop an enclosed and lighted bus stop shelter on Killer Whale Avenue to provide a protected location for travelers waiting for bus transportation.

4. Improve the front and back parking facilities for the City Hall building.

The front and back parking facilities of City Hall require rehabilitation work and dust mitigation.

- 5. **Pave Dog Salmon and Sockeye Street (realignment to Sockeye Street).****

Dog Salmon and Sockeye Streets are routes that the OVS have as future road improvement projects. Both Dog Salmon and Sockeyes street should eventually be paved with an asphalt surface and upgrades including drainage improvements, realignments, sidewalks and safety precautions would be part of the overall project.
- 6. **Upgrade Thunder Bird Road.****

Future upgrades to Thunder Bird Road which accesses the Head Start building will include pavement and drainage improvements.
- 7. **Improve and Establish Boating and Roadway Safety Measures.****

The Tribe would like to establish boating and safety measures for the residents on the roadways and those traveling by the waterways. Emergency locator devices needed during rescue operations and adequate life vests are needed for passengers and those operating boats. Roadway safety such as wider sidewalks, seatbelt enforcement, reflective devices for pedestrians are all important safety issues that the OVS would like to promote.
- 8. **Improve Fire Hydrant Access.****

Better access to fire hydrants is needed for emergency situations. Drivable access ways with culverts that provide access across ditches to reach the fire hydrants on the other side of the ditches are needed. Additionally, snow removal across these access ways is also required in the winter.
- 9. **Establish a Public Transit System That Focuses on Tribal Citizens and The Elderly.****

The OVS would like to work with the Ketchikan Bus Transit System to both utilize and support their existing programs. Additionally, the OVS would like to see a transit service that would specifically target the elderly in the community. The bus system offers several different services that provide public transportation throughout the KGB area. Some systems operate in a specific area and others connect with the main transit routes to move passengers between the main population centers. The OVS would like to establish a program that combines the transportation of residents and elders to their health appointments, provides scheduled rides to schools, work, and daily shopping needs. The OVS envisions adding a transit system that will work in conjunction and enhance the existing systems to provide members with a mode of public transportation around the community, as well as target their specific needs.
- 10. **Improve Bear Clan Road****

Future upgrades to Bear Clan Road that accesses the beach and possible new facilities will include pavement and drainage improvements.

11. Future Housing Development on Eagle Avenue.

Future housing expansion and development is proposed for Eagle Avenue. Maintenance and rehabilitation work will be required to keep the access for the new housing development in good condition.

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. OVS citizens, COS and KGB residents use the roads and waterways scattered all throughout the Southeast Region during subsistence and harvest seasons. Locals rely on deer, halibut, and salmon for their subsistence meat diets; blueberries, salmonberries, currants and other kinds of berries are also abundant in Southeast Alaska. The main Tongass Highways offers access to roads, logging roads, and trails, which provide routes to the lands, mountains, rivers and oceans that provide many community citizens with their food for the year. The OVS is also interested in developing agreements with the Cape Fox Corporation to access logging roads.

Cultural reports prepared for the region document the Tlingit Indian'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 KGB, 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 KGB 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 citizens 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 KGB 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.

Ketchikan is a primary port in Alaska for cruise ships and Alaska Marine Highway vessels. Harbor and docking facilities include a breakwater, a deep draft dock, five small boat harbors, a dry dock and ship repair yard, boat launch, and a ferry terminal for the Inter-Island Ferry Authority and Alaska Marine Highway. The adjacent Port of Saxman is home to the Saxman Seaport Transfer Bridge. A four acre unpaved storage area is located at the rear of Port of Saxman wharf. The transfer bridge has the capacity to store 125 tons of freight. Saxman has a rail-barge terminal and serves as a cargo facility for the Port of Ketchikan.

Three areas that are being heavily looked at concerning marine transportation are: (1) the improvement of port facilities at Saxman, (2) supplementary ferry operations and upgrades to marine vessels to improve access to additional villages to increase frequency and service, and (3) access improvements to resource and tourist locations to boost economic growth. A supplement ferry is scheduled to start service out of Saxman Seaport this summer. Ketchikan and Saxman's ports connect KGB residents and businesses to surrounding communities as well as shipping points beyond Alaska. Implications of future development and improvements to the port are important to commuters, land owners, and overall economic growth. As the OVS and KGB continue to develop, more transportation 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), the Inter-Island Ferry Authority, and other waterway transportation development are vital for the communities of Saxman and Ketchikan's future prosperity. The AMHS provides services including passenger travel for workers, recreationists, tourists and the transportation of freight. If additional future expansion is expected and desired then the development of improved and supplementary marine systems are needed to open up access and increase economic opportunities for the OVS citizens and other community residents. Additional ferry services would aid in 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 OVS would like to support the development of ferry systems that would serve all the surrounding villages.

2.5 Transit Program

Another transportation need that the OVS is concerned about is contributing to the KGB Transit Services already in place referred to as “The Bus”. With the continual increase in fuel prices and a need for providing affordable mobility for Tribal members, transit programs are receiving more attention. A transit program has the potential of providing transportation for those in the community who are less privileged, disabled, young, or elderly. Funds secured for a transit program could be used for transit planning, pick-up and drop-off facilities, the purchase and operation of a transportation vehicle or even supporting the existing community transit programs.

The KGB Bus System offers several route options that serve the main population centers of Ketchikan and Saxman as well as accessing recreational areas beyond each of the cities. The short routes offer travel services through downtown Ketchikan while the longer routes transport passengers between Ketchikan and Saxman. Recreational destinations, Flag Stops and transportation to tourist attractions are all accessed and part of the services offered by the various Bus routes. The Bus transports commuters who travel between the surrounding communities, tourists, and is also utilized by the elderly and people with disabilities. Revenue to sustain The Bus comes from user fees, federal operating funds, federal capital funds, and local subsidies.

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 OVS is interested in collaborating with the existing Ketchikan Bus Transit system to improve and provide more services throughout the community. Depending upon the fluctuating amount of funds each year, the village 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. The Tribe is specifically interested in improving the transit options for the elderly in their community. The OVS would like to purchase a Van to transport seniors from the Saxman Senior Housing to varying destinations and to connect to designated stops along the Bus’s schedule routes.

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 collaborating the transportation goals of the OVS, the City of Saxman, the City of Ketchikan and the overall KGB goals. 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 KGB it is evident that similar goals and comparative objectives are being sought. Listed below are comprehensive transportation goals that are important to both the OVS and residents in the KGB. 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 fluctuating population growth that the KGB has experienced, traffic congestion has slowly become a concern for residents and commuters. Peak traffic hours coupled with seasonal tourist traffic 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 OVS and KGB. Specific priorities important to the OVS are discussed in detail in the previous Section 2.2 and shown on Figure 4 in Section 4.4.

- 1. Roadway Improvement Projects and Maintenance Improvements**
 - a) Extend the existing road system, connecting major transportation corridors to improve traffic flow by completing important transportation loops.
 - b) Upgrade existing roads and parking facilities, improving efficiency and ability to handle future traffic flows in the increase in traffic during tourist season.
 - c) Improve traffic signals and walkways around busy intersections and highly used pedestrian crossings.
 - d) Advocate for a level of roads construction and maintenance necessary in the Tongass to support a viable lumber industry, subsistence use, and economic development.
 - 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 Ketchikan, Saxman, and the surrounding populated areas in the KGB.
 - 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) 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 the community and the tourist industry.

Project complexity and regulatory requirements set forth by the Federal and State Governments will affect the reality and timeframe 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, the Cities of Ketchikan and Saxman, 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 OVS Tribal citizens 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 transportation needs of the community. The transportation goals 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 OVS chose as a benefit to their community and the 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 OVS' 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

Saxman Updated Inventory for 2012
 Organized Village of Saxman – E09427

Route Number	Section Number	Route Name	Length (Miles)
0027	10	Thunder Bird Street	0.1
0028	10	Cemetery Road	0.1
0028	20	Cemetery Road Bridge	20 ft
0028	30	Cemetery Road	0.1
0028	40	Cemetery Road Bridge	20 ft
0028	50	Cemetery Road	0.4
2000	10	Lundin Road	0.1
2001	10	Forest Park Drive	1.1
2002	10	Benson Drive	0.1
2003	10	Fireweed Lane	0.1
2004	10	Dogwood Place	0.1
2005	10	Birch Circle	0.1
2006	10	Blueberry Drive	0.1
2007	10	Spruce Drive	0.1
2008	10	Gunnar Street	2.0
2009	10	Willow Circle	0.1
2010	10	Mountain Ash Heights	0.1
2011	10	Bull Pine Place	0.1
2012	10	Hemlock Circle	0.1
2013	10	Oyster Avenue	0.2
2014	10	SAX2014	0.1
2015	10	SAX2015	0.1
2016	10	SAX2016	0.2
2017	10	SAX2017	0.1
2018	10	SAX2018	0.1
2019	10	Shroup Street	0.1
2019	20	Shroup Avenue	0.1
2020	10	Surf Street	0.1
2021	10	Crest Avenue	0.1
2022	10	Forss Avenue	0.2
2022	20	Forss Avenue	0.1
2023	10	Tide Avenue	0.1
2024	10	Hugli Avenue	0.1
2024	20	Hugli Avenue	0.1
2025	10	Chacon Street	0.1

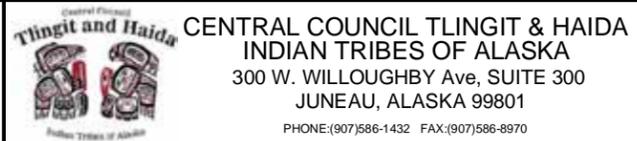
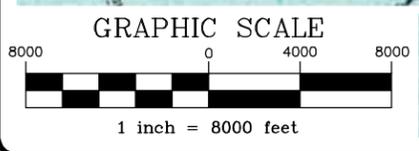
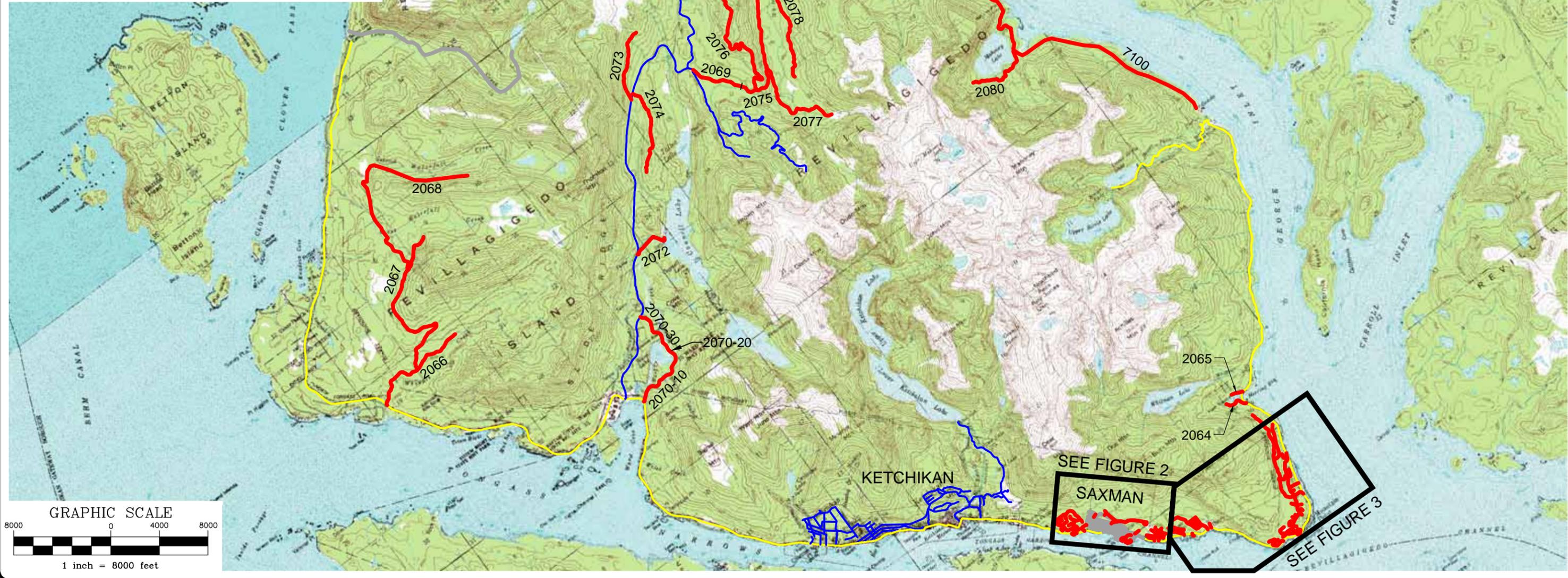
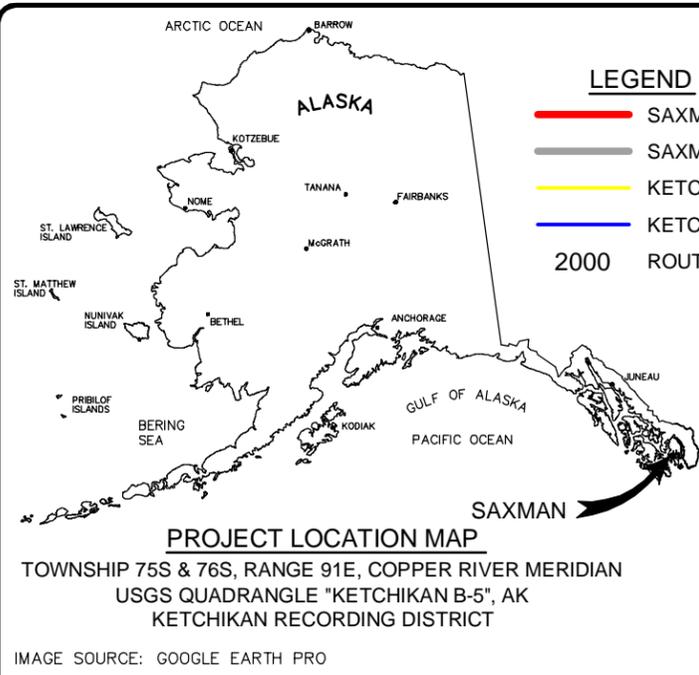
Organized Village of Saxman
 Long Range Transportation Plan Update

Route Number	Section Number	Route Name	Length (Miles)
2026	10	Larson Street	0.1
2027	10	SAX2027	0.2
2028	10	SAX2028	0.1
2029	10	Martin Bugge Road	0.2
2030	10	Gold Road	0.1
2031	10	Gold Road	0.2
2032	10	Lode Lane	0.1
2033	10	Double Eagle Lane	0.1
2034	10	Nugget Lane	0.1
2035	10	Justice Court	0.1
2036	10	Old Homestead Road	0.3
2037	10	Cliff Road	0.1
2037	20	Misty Mountain Road	0.5
2038	10	Big Rock Road	0.1
2039	10	Fawn Mountain Road	0.2
2040	10	Old Daily Road	0.1
2041	10	SAX2041	0.4
2042	10	SAX2042	0.1
2043	10	Roosevelt Drive	0.2
2043	20	Roosevelt Drive	0.5
2043	30	Roosevelt Drive Brige	20 ft
2043	40	Roosevelt Drive	0.7
2044	10	SAX2044	0.1
2045	10	Seawatch Drive	0.3
2045	20	Icehouse Lane	0.2
2046	10	Marine View Drive	0.2
2047	10	Teddy Lane	0.1
2048	10	Jurgen Drive	0.1
2049	10	Anna Court	0.1
2050	10	Wagoner Road	0.1
2051	10	McColey Road	0.1
2052	10	Fera Court	0.1
2053	10	Dotson Lane	0.1
2054	10	Churchill Court	0.1
2055	10	Yankee Court	0.1
2056	10	SAX2056	0.1
2056	20	SAX2056	0.3
2057	10	Franklin Road	0.2

Organized Village of Saxman
 Long Range Transportation Plan Update

Route Number	Section Number	Route Name	Length (Miles)
2058	10	New Deal Lane	0.1
2059	10	Rebel Road	0.2
2060	10	Vista Drive	0.2
2061	10	Ravenwood Drive	1.3
2062	10	Romine Drive	0.1
2063	10	SAX2063	0.6
2064	10	Wood Road	0.4
2065	10	Powerhouse Road	0.2
2066	10	SAX2066	1.8
2067	10	SAX2067	3.1
2068	10	SAX2068	3.6
2069	10	White River Road	1.6
2070	10	Ward Lake Road	1.9
2070	20	Ward Lake Road Bridge	130 ft
2070	30	Ward Lake Road	1.9
2071	10	Anchor Ridge Road	0.1
2072	10	Connel Lake Road	0.6
2073	10	SAX2073	1.2
2074	10	SAX2074	1.4
2075	10	White River Road	5.3
2076	10	White Cleft Road	2.3
2077	10	SAX2077	1.7
2078	10	White River Bottom Road	2.0
2079	10	Powerline Road	2.2
2080	10	SAX2080	5.3
2081	10	Coon Cove Road	4.5
2082	10	SAX2082	0.1
3102	10	Saxman Seaport Ferry Ramp	0.1
3103	10	Saxman Seaport Ferry Pier	0.1
7100	10	Mahoney Lake Road	3.3

4.3 Updated Road Inventory Figures



LONG RANGE TRANSPORTATION PLAN
 2012 INVENTORY ADDENDUM
 SAXMAN, ALASKA

UPDATED INVENTORY ROUTES
 ROAD INVENTORY MAP

DEVELOPED BY:	AEC
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 09, 2012
SCALE:	1"=8000 feet

FIGURE 1

LEGEND

- SAXMAN INVENTORIED ROUTES (2012)
- SAXMAN INVENTORIED OFFICIAL ROUTES
- KETCHIKAN INVENTORIED ROUTES (NOT OFFICIAL)
- KETCHIKAN INVENTORIED OFFICIAL ROUTES
- 2000 ROUTE NUMBER

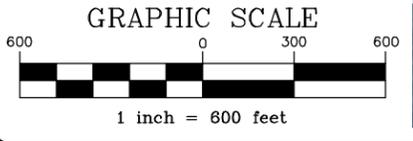
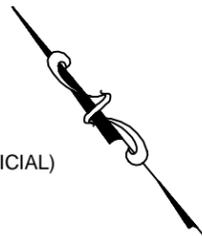


IMAGE SOURCE: AERO-METRIC, INC.



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

ORGANIZED VILLAGE OF SAXMAN
 ROUTE 2, BOX 2
 SAXMAN, KETCHIKAN ALASKA 99901
 PHONE:(907)247-2502 FAX:(907)247-2504

**LONG RANGE TRANSPORTATION PLAN
 2012 INVENTORY ADDENDUM
 SAXMAN, ALASKA**

**UPDATED INVENTORY ROUTES
 ROAD INVENTORY MAP**

DEVELOPED BY:	BLP
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 09, 2012
SCALE:	1"=600'

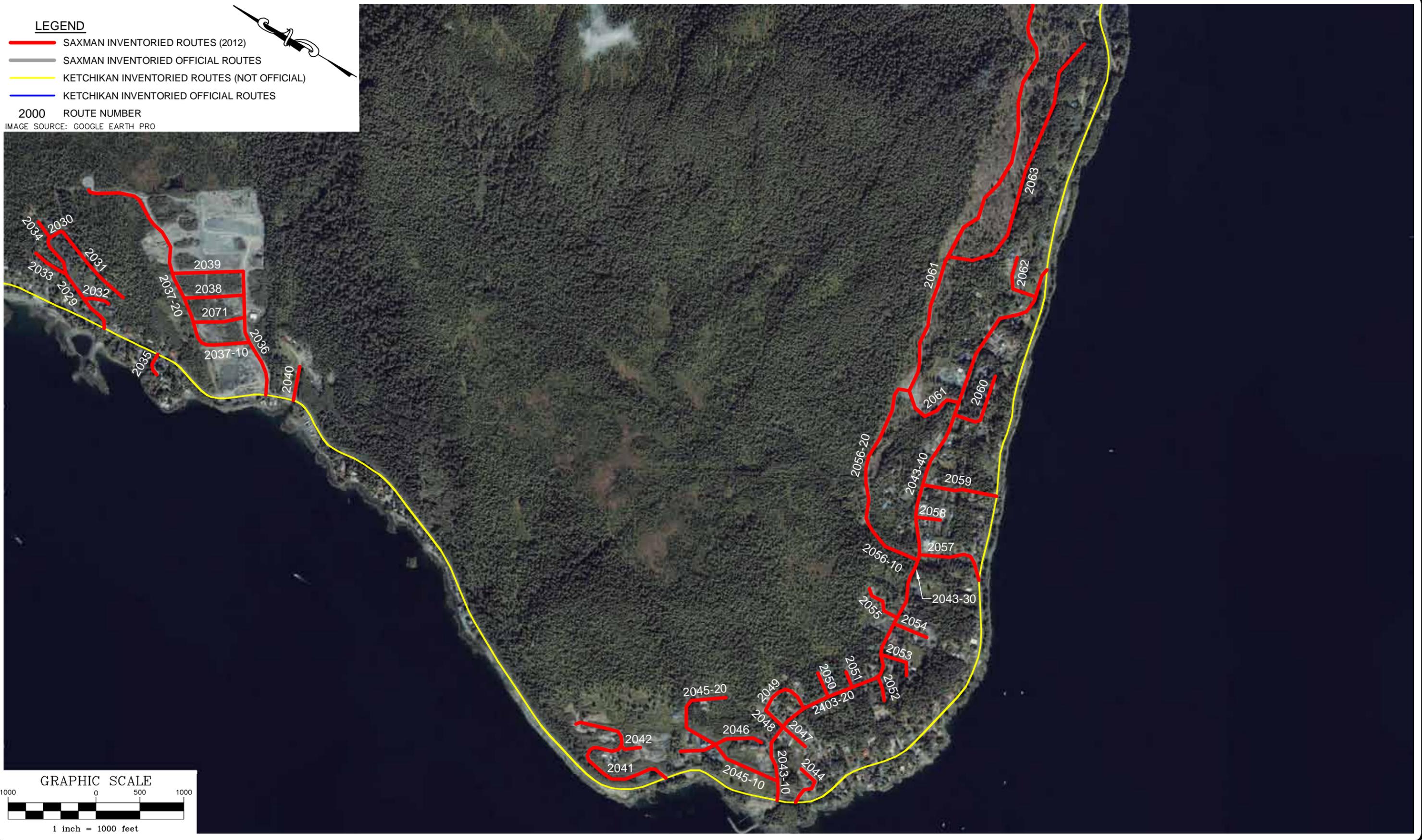
FIGURE 2

LEGEND

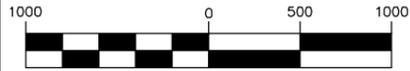
- SAXMAN INVENTORIED ROUTES (2012)
- SAXMAN INVENTORIED OFFICIAL ROUTES
- KETCHIKAN INVENTORIED ROUTES (NOT OFFICIAL)
- KETCHIKAN INVENTORIED OFFICIAL ROUTES

2000 ROUTE NUMBER

IMAGE SOURCE: GOOGLE EARTH PRO



GRAPHIC SCALE



1 inch = 1000 feet



**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



ORGANIZED VILLAGE OF SAXMAN
ROUTE 2, BOX 2
SAXMAN, KETCHIKAN ALASKA 99901
PHONE:(907)247-2502 FAX:(907)247-2504

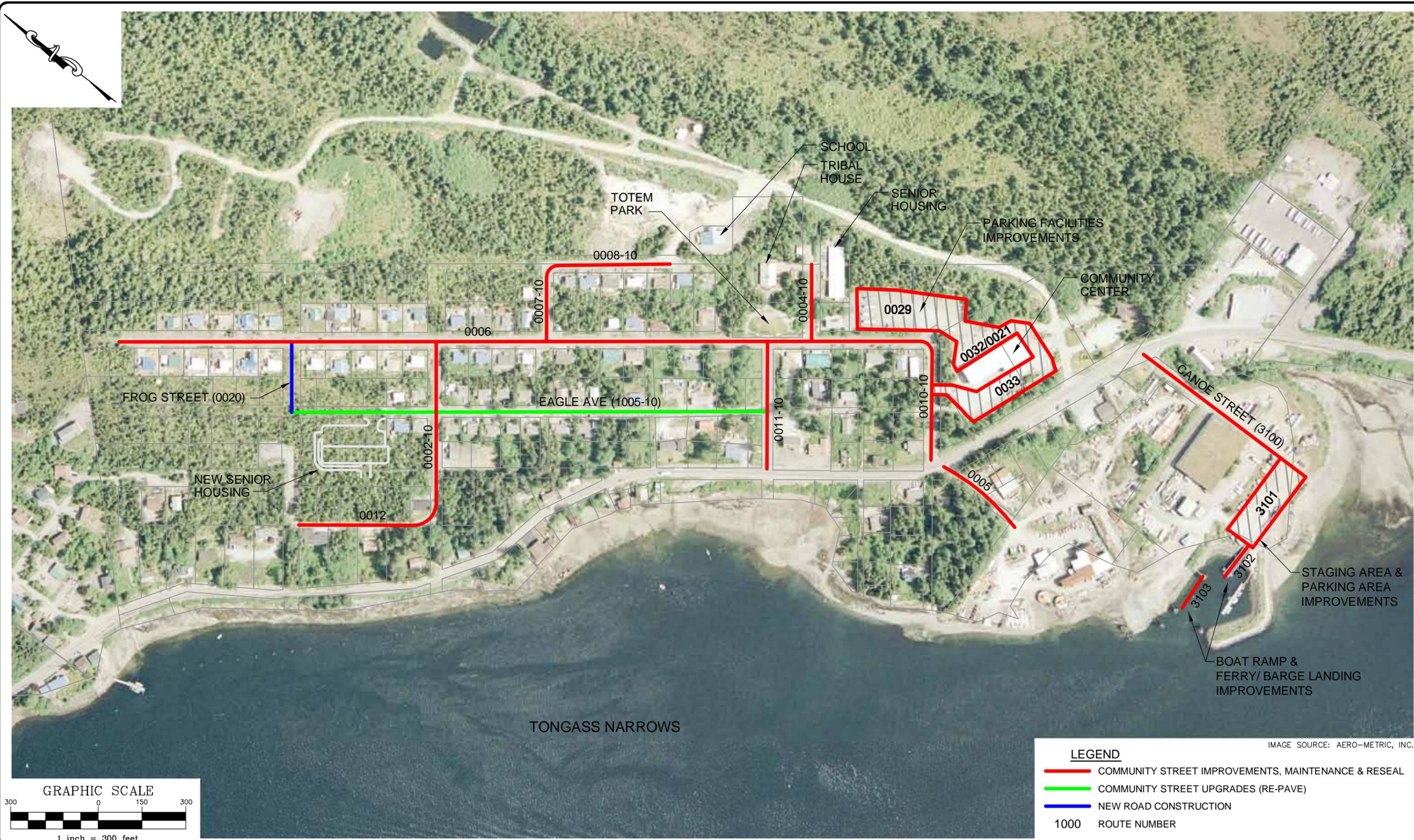
**LONG RANGE TRANSPORTATION PLAN
2012 INVENTORY ADDENDUM
SAXMAN, ALASKA**

**UPDATED INVENTORY ROUTES
ROAD INVENTORY MAP**

DEVELOPED BY:	AEC
DRAWN BY:	SPK
APPROVED BY:	BLP
DATE:	MARCH 09, 2012
SCALE:	1"=1000'

FIGURE 3

4.4 Transportation Overview Figures



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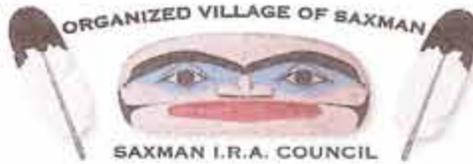
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Appendix A

Resolutions



ROUTE 2, BOX 2 - SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

RESOLUTION # 2012-3-167

A RESOLUTION OF THE ORGANIZED VILLAGE OF SAXMAN, TO AMEND THE EXISTING 2009 LONG RANGE TRANSPORTATION PLAN (LRTP) WITH AN UPDATED LRTP FOR 2012.

WHEREAS, The Organized Village of Saxman (hereinafter "Tribe") is a federally recognized tribe; and

WHEREAS, the Saxman IRA Council is the governing body of the Tribe; and

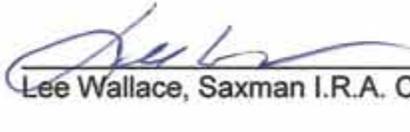
WHEREAS, the Tribe qualifies for services and benefits under the Indian Reservation Roads (IRR) Program; and

WHEREAS, the Tribe would like to amend the existing 2009 Long Range Transportation Plan to include a Long Range Transportation Plan Update for 2012;

NOW, THEREFORE, BE IT RESOLVED, that this action by the Organized Village of Saxman is part of their long range transportation planning and this resolution serves to amend Saxman's Long Range Transportation Plan, dated March 2009 by adopting the LRTP updates for 2012.

CERTIFICATION

This certifies that the foregoing resolution of the Saxman IRA Council was adopted by the Organized Village of Saxman. The Council is made up of 7 members with a quorum of 5 established. The foregoing resolution was adopted on this 15th day of March, 2012, by a vote of 5 in favor, 0 opposed, and 1 absent.

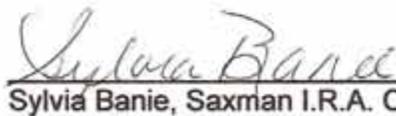


Lee Wallace, Saxman I.R.A. Council President

3/15/12

Date

ATTESTED:



Sylvia Banie, Saxman I.R.A. Council, Vice President

3/15/12

Date



ROUTE 2, BOX 2 – SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

RESOLUTION # 2012-3-168

A RESOLUTION OF THE ORGANIZED VILLAGE OF SAXMAN, TO REQUEST BIA TO ADD ROUTES TO THE ORGANIZED VILLAGE OF SAXMAN IRR INVENTORY.

WHEREAS, the Organized Village of Saxman (hereinafter "Tribe") is a federally recognized tribe; and

WHEREAS, the Saxman IRA Council is the governing body of the Tribe; and

WHEREAS, the Tribe qualifies for services and benefits under the Indian Reservation Roads (IRR) Program; and

WHEREAS, the Tribe considered an area that encompassed their traditional and cultural use areas as well as boundaries connecting with adjacent communities when determining the route selection for the Tribe;

WHEREAS, the Tribe identified the project routes, shown in the attached Organized Village of Saxman Approved Inventory Catalog for 2012 as a transportation project priority; and

WHEREAS, the Tribe requests the action of BIA to add the specific routes identified in the Organized Village of Saxman Approved Inventory Catalog for 2012 into the IRR Inventory as a construction need;

NOW, THEREFORE, BE IT RESOLVED, The Saxman IRA Council is convinced that it is in the best interest of the Organized Village of Saxman to request that the BIA add the project routes identified in the Organized Village of Saxman Approved Inventory Catalog for 2012 to the IRR Inventory as a construction need of the Organized Village of Saxman.

CERTIFICATION

This certifies that the foregoing resolution of the Saxman IRA Council was adopted by the Organized Village of Saxman. The Council is made up of 7 members with a quorum of 5 established. The foregoing resolution was adopted on this 15th day of March, 2012, by a vote of 5 in favor, 0 opposed, and 1 absent.

This certifies that the foregoing resolution of the Saxman IRA Council was adopted by the Organized Village of Saxman. The Council is made up of 7 members with a quorum of 5 established. The foregoing resolution was adopted on this 15th day of March, 2012, by a vote of 5 in favor, 0 opposed, and 1 absent.


Lee Wallace, Saxman I.R.A. Council President

3/15/12
Date

ATTESTED:


Sylvia Banie, Saxman I.R.A. Council, Vice President

3/15/12
Date

Organized Village of Saxman - 2012 Updated Inventory Catalog

Resolution No. 2012-3-16X

Date: 3/15/2012

Route	Section	Route Name	POB Latitude	POB Longitude	POE Latitude	POE Longitude	Length (miles)	Ownership	Construction Need
0027	10	Thunder Bird Street	55.3208	131.5946	55.3209	131.5965	0.1	4	2
0028	10	Cemetery Road	55.3204	131.5944	55.3201	131.5933	0.1	4	4
0028	20	Cemetery Road Bridge	55.3201	131.5933	55.3201	131.5932	20 ft	4	4
0028	30	Cemetery Road	55.3201	131.5932	55.3191	131.5907	0.1	4	4
0028	40	Cemetery Road Bridge	55.3191	131.5907	55.3191	131.5906	20 ft	4	4
0028	50	Cemetery Road	55.3191	131.5906	55.3169	131.5860	0.4	4	4
2000	10	Lundin Road	55.3244	131.6114	55.3238	131.6109	0.1	5	2
2001	10	Forest Park Drive	55.3249	131.6095	55.3252	131.6094	1.1	5	2
2002	10	Benson Drive	55.3246	131.6095	55.3246	131.6103	0.1	5	2
2003	10	Fireweed Lane	55.3266	131.6137	55.3271	131.6101	0.1	5	2
2004	10	Dogwood Place	55.3266	131.6137	55.3261	131.6137	0.1	5	2
2005	10	Birch Circle	55.3275	131.6134	55.3280	131.6125	0.1	5	2
2006	10	Blueberry Drive	55.3288	131.6111	55.3280	131.6114	0.1	5	2
2007	10	Spruce Drive	55.3286	131.6089	55.3277	131.6097	0.1	5	2
2008	10	Gunnar Street	55.3238	131.6098	55.3249	131.6095	2.0	5	2
2009	10	Willow Circle	55.3259	131.6057	55.3251	131.6054	0.1	5	2
2010	10	Mountain Ash Heights	55.3262	131.6074	55.3277	131.6080	0.1	5	2
2011	10	Bull Pine Place	55.3259	131.6084	55.3263	131.6106	0.1	5	2
2012	10	Hemlock Circle	55.3255	131.6092	55.3241	131.6082	0.1	5	2
2013	10	Oyster Avenue	55.3239	131.6048	55.3231	131.6069	0.2	5	2
2014	10	SAX2014	55.3246	131.5994	55.3244	131.6005	0.1	4	2
2015	10	SAX2015	55.3233	131.5967	55.3240	131.5956	0.1	4	2
2016	10	SAX2016	55.3206	131.5945	55.3234	131.5958	0.2	4	2
2017	10	SAX2017	55.3164	131.5953	55.3162	131.5970	0.1	8	2
2018	10	SAX2018	55.3158	131.5915	55.3158	131.5894	0.1	8	2
2019	10	Shroup Street	55.3119	131.5870	55.3133	131.5848	0.1	5	2
2019	20	Shroup Avenue	55.3133	131.5848	55.3143	131.5855	0.1	5	2
2020	10	Surf Street	55.3113	131.5856	55.3119	131.5845	0.1	5	2
2021	10	Crest Avenue	55.3123	131.5864	55.3133	131.5881	0.1	5	2
2022	10	Forss Avenue	55.3140	131.5881	55.3114	131.5837	0.2	5	2
2022	20	Forss Avenue	55.3114	131.5837	55.3113	131.5834	0.1	5	2
2023	10	Tide Avenue	55.3130	131.5851	55.3116	131.5827	0.1	5	2
2024	10	Hugli Avenue	55.3133	131.5848	55.3126	131.5833	0.1	5	2
2024	20	Hugli Avenue	55.3126	131.5833	55.3117	131.5816	0.1	5	2
2025	10	Chacon Street	55.3131	131.5842	55.3142	131.5836	0.1	5	2
2026	10	Larson Street	55.3113	131.5834	55.3120	131.5821	0.1	5	2
2027	10	SAX2027	55.3160	131.5931	55.3157	131.5960	0.2	8	2
2028	10	SAX2028	55.3124	131.5829	55.3132	131.5817	0.1	5	2
2029	10	Martin Bugge Road	55.3090	131.5761	55.3117	131.5790	0.2	5	2

Organized Village of Saxman - 2012 Updated Inventory Catalog

Resolution No. 2012-3-168

Date: 3/15/2012

Route	Section	Route Name	POB Latitude	POB Longitude	POE Latitude	POE Longitude	Length (miles)	Ownership	Construction Need
2030	10	Gold Road	55.3117	131.5790	55.3120	131.5782	0.1	5	2
2031	10	Gold Road	55.3120	131.5782	55.3099	131.5750	0.2	5	2
2032	10	Lode Lane	55.3099	131.5771	55.3097	131.5758	0.1	5	2
2033	10	Double Eagle Lane	55.3107	131.5781	55.3114	131.5797	0.1	5	2
2034	10	Nugget Lane	55.3118	131.5789	55.3124	131.5795	0.1	5	2
2035	10	Justice Court	55.3081	131.5732	55.3075	131.5733	0.1	5	2
2036	10	Old Homestead Road	55.3068	131.5674	55.3106	131.5684	0.3	5	2
2037	10	Cliff Road	55.3084	131.5682	55.3084	131.5708	0.1	5	2
2037	20	Misty Mountain Road	55.3084	131.5708	55.3133	131.5767	0.5	5	2
2038	10	Big Rock Road	55.3098	131.5717	55.3099	131.5684	0.1	5	2
2039	10	Fawn Mountain Road	55.3106	131.5723	55.3106	131.5684	0.2	5	2
2040	10	Old Daily Road	55.3066	131.5659	55.3076	131.5655	0.1	5	2
2041	10	SAX2041	55.2945	131.5462	55.2962	131.5510	0.4	5	2
2042	10	SAX2042	55.2955	131.5486	55.2954	131.5475	0.1	5	2
2043	10	Roosevelt Drive	55.2937	131.5401	55.2960	131.5397	0.2	5	2
2043	20	Roosevelt Drive	55.2960	131.5397	55.3007	131.5322	0.5	3	2
2043	30	Roosevelt Drive Brige	55.3008	131.5322	55.3007	131.5322	20 ft	3	2
2043	40	Roosevelt Drive	55.3008	131.5322	55.3099	131.5245	0.7	3	2
2044	10	SAX2044	55.2936	131.5391	55.2946	131.5388	0.1	5	2
2045	10	Seawatch Drive	55.2943	131.5401	55.2967	131.5449	0.3	5	2
2045	20	Icehouse Lane	55.2967	131.5449	55.2969	131.5427	0.2	5	2
2046	10	Marine View Drive	55.2955	131.5409	55.2953	131.5453	0.2	5	2
2047	10	Teddy Lane	55.2960	131.5397	55.2953	131.5385	0.1	5	2
2048	10	Jurgen Drive	55.2965	131.5406	55.2960	131.5397	0.1	5	2
2049	10	Anna Court	55.2965	131.5406	55.2965	131.5385	0.1	5	2
2050	10	Wagoner Road	55.2968	131.5372	55.2976	131.5377	0.1	5	2
2051	10	McColey Road	55.2971	131.5358	55.2976	131.5361	0.1	5	2
2052	10	Fera Court	55.2974	131.5344	55.2967	131.5341	0.1	5	2
2053	10	Dotson Lane	55.2981	131.5342	55.2974	131.5328	0.1	5	2
2054	10	Churchill Court	55.2991	131.5334	55.2986	131.5317	0.1	5	2
2055	10	Yankee Court	55.2992	131.5333	55.3002	131.5347	0.1	5	2
2056	10	SAX2056	55.3010	131.5320	55.3022	131.5347	0.1	5	2
2056	20	SAX2056	55.3022	131.5347	55.3063	131.5322	0.3	5	2
2057	10	Franklin Road	55.3003	131.5287	55.3012	131.5320	0.2	3	2
2058	10	New Deal Lane	55.3023	131.5321	55.3022	131.5307	0.1	5	2
2059	10	Rebel Road	55.3029	131.5276	55.3033	131.5316	0.2	5	2
2060	10	Vista Drive	55.3055	131.5298	55.3066	131.5275	0.2	5	2
2061	10	Ravenwood Drive	55.3059	131.5295	55.3213	131.5263	1.3	5	2
2062	10	Romine Drive	55.3091	131.5252	55.3103	131.5261	0.1	5	2

Organized Village of Saxman - 2012 Updated Inventory Catalog

Resolution No. 2012-3-168

Date: 5/15/2012

Route	Section	Route Name	POB Latitude	POB Longitude	POE Latitude	POE Longitude	Length (miles)	Ownership	Construction Need
2063	10	SAX2063	55.3104	131.5299	55.3169	131.5221	0.6	5	2
2064	10	Wood Road	55.3244	131.5252	55.3268	131.5320	0.4	3	2
2065	10	Powerhouse Road	55.3269	131.5238	55.3278	131.5280	0.2	3	2
2066	10	SAX2066	55.4397	131.7989	55.4434	131.7604	1.8	8	2
2067	10	SAX2067	55.4420	131.7811	55.4652	131.7475	3.1	8	2
2068	10	SAX2068	55.4613	131.7604	55.4704	131.7190	3.6	8	2
2069	10	White River Road	55.4591	131.6222	55.4496	131.6107	1.6	7	2
2070	10	Ward Lake Road	55.4058	131.7162	55.4112	131.6959	1.9	7	2
2070	20	Ward Lake Road Bridge	55.4112	131.6959	55.4115	131.6961	130 ft	7	2
2070	30	Ward Lake Road	55.4115	131.6961	55.4216	131.6973	1.9	7	2
2071	10	Anchor Ridge Road	55.3092	131.5684	55.3091	131.5712	0.1	5	2
2072	10	Connel Lake Road	55.4333	131.6836	55.4326	131.6710	0.6	7	2
2073	10	SAX2073	55.4620	131.6489	55.4735	131.6314	1.2	8	2
2074	10	SAX2074	55.4629	131.6474	55.4469	131.6611	1.4	8	2
2075	10	White River Road	55.4496	131.6107	55.4677	131.5321	5.3	8	2
2076	10	White Cleft Road	55.4471	131.6070	55.4686	131.5961	2.3	8	2
2077	10	SAX2077	55.4502	131.5978	55.4324	131.5885	1.7	8	2
2078	10	White River Bottom Road	55.4683	131.5733	55.4442	131.5915	2.0	8	2
2079	10	Powerline Road	55.4698	131.5671	55.4887	131.5298	2.2	8	2
2080	10	SAX2080	55.4670	131.5352	55.4190	131.5362	5.3	8	2
2081	10	Coon Cove Road	55.4921	131.4395	55.4548	131.4804	4.5	8	2
2082	10	SAX2082	55.3151	131.5944	55.3155	131.5964	0.1	8	2
3102	10	Saxman Seaport Ferry Ramp	55.3149	131.5946	55.3149	131.5952	0.1	8	2
3103	10	Saxman Seaport Ferry Pier	55.3150	131.5954	55.3151	131.5961	0.1	8	2
7100	10	Mahoney Lake Road	55.4194	131.5156	55.3843	131.4714	3.3	7	4

Appendix B

Existing (Accepted) IRR Inventory



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

Location ID	E09427									
Region	Alaska									
Agency	Southeas									
Reservation	Saxman									
Road Name										
4-IRR Route Number	0002	0002	0002	0003	0004	0004	0004	0004	0005	0006
5-Section Number	10	20	30	10	10	20	30	40	10	10
10-Class	3	3	3	3	3	3	3	3	4	3
15-Length of Section	0.1	0.1	0.1	0.4	0.1	0.1	0.1	0.1	0.1	0.6
18-Bridge Number										
19-Bridge Condition										
20-Bridge Length										
32-County	130	130	130	130	130	130	130	130	130	130
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	0	4	4	0	0	1	4	4	1	1
11-Terrain	1	1	1	1	1	1	1	1	1	1
25-Roadbed Condition	5	0	0	0	5	2	0	0	2	5
24-Surface Condition Index	0	0	0	0	80	0	0	0	0	80
16-Surface Width	22	0	0	0	20	22	0	0	22	22
13-Surface Type	1	0	0	0	5	1	0	0	1	5
9-Federal Aid Category	1				1	1			1	1
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	1	0	0	0	0	2
14-Shoulder Type					1					2
22-Existing ADT										
21-ADT Year									2001	
23-Percent Trucks									1	
34-Owner Route Number	SAXM2	SAXM2	SAXM2	SAXM3	SAXM4	SAXM4			SAXM5	SAXM6
Roadway Width	22	10	10	22	22	22	10	10	22	26
TTAM Future ADT	37	74	37							
TTAM ADS Number	18	10	18							
TTAM Future Surface Type	E	G	E							
35-Drainage Condition	0	0	0	0	1	0	0	0	0	3
36-Shoulder Condition	0	0	0	0	2	0	0	0	0	2
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	1	1	1	1	1	0
40-Right of Way Cost	0	0	0	0	0	0	0	0	0	0
26-Level of Maintenance	2				4	1			1	4
27-Snow & Ice Control	3				3	5			5	3
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	9	9	9	9	0	4	9	9	6 4 1 0 0	0
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change	1959				1998					1998
Update Year	2003	2001	2001	2003	2003	2001	2001	2001	2001	2001
Status	OFFICIAL									



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

Location ID	E09427									
Region	Alaska									
Agency	Southeas									
Reservation	Saxman									
Road Name										
4-IRR Route Number	0007	0007	0008	0008	0008	0009	0010	0010	0011	0011
5-Section Number	10	20	10	20	30	10	10	20	10	20
10-Class	3	3	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.3	0.1	0.1	0.1	0.1	0.1	0.1
18-Bridge Number										
19-Bridge Condition										
20-Bridge Length										
32-County	130	130	130	130	130	130	130	130	130	130
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	1	4	1	4	4	1	1	4	1	4
11-Terrain	1	1	1	1	1	1	1	1	1	1
25-Roadbed Condition	5	0	5	0	0	2	5	0	7	0
24-Surface Condition Index	80	0	80	0	0	0	80	0	80	0
16-Surface Width	22	0	22	0	0	28	22	0	22	0
13-Surface Type	5	0	5	0	0	1	5	0	5	0
9-Federal Aid Category	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
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	2	0	2	0	0	0	2	0	1	0
14-Shoulder Type	2		2				2		4	
22-Existing ADT										
21-ADT Year										
23-Percent Trucks										
34-Owner Route Number	SAXM7		SAXM8			SAXM9	SAXM0		SAX11	
Roadway Width	26	10	26	10	10	28	26	10	24	10
TTAM Future ADT	37									
TTAM ADS Number	18									
TTAM Future Surface Type	E									
35-Drainage Condition	3	0	3	0	0	0	3	0	3	0
36-Shoulder Condition	2	0	2	0	0	0	2	0	2	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	4	0	4	0	0	1	4	0	4	0
27-Snow & Ice Control	3		3			5	3		3	
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	0	9	0	9	9	9	0	9	0	9
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change	1998		1998				1998		1998	
Update Year	2001									
Status	OFFICIAL									



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

Location ID	E09427										
Region	Alaska										
Agency	Southeas										
Reservation	Saxman										
Road Name											
4-IRR Route Number	0012	0020	0021	0023	0024	0024	0024	0024	0024	0024	0025
5-Section Number	10	10	10	10	10	20	30	40	50	10	10
10-Class	3	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	0.1	0.1	0.1	0.1	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	130
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	1	4	4	4	4	4	4	4	4	4	4
11-Terrain	1	1	1	1	1	1	1	1	1	1	1
25-Roadbed Condition	2	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	20	0	0	0	0	0	0	0	0	0	0
13-Surface Type	1	0	0	0	0	0	0	0	0	0	0
9-Federal Aid Category	1										
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											
34-Owner Route Number	SAX12										
Roadway Width	20	10									
TTAM Future ADT	37										
TTAM ADS Number	18										
TTAM Future Surface Type	E										
35-Drainage Condition	2	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	1										
27-Snow & Ice Control	5										
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	9	4	9	4	9	9	9	9	9	9	9
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change											
Update Year	2001										
Status	OFFICIAL										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

Location ID	E09427	E09427	E09427	E09427	E09427						
Region	Alaska	Alaska	Alaska	Alaska	Alaska						
Agency	Southeas	Southeas	Southeas	Southeas	Southeas						
Reservation	Saxman	Saxman	Saxman	Saxman	Saxman						
Road Name							Thunder	Cemetery	Cemetery	Cemetery	Cemetery
4-IRR Route Number	0025	0025	0026	0026	0026	0026	0027	0028	0028	0028	0028
5-Section Number	20	30	10	20	30	40	10	10	20	30	30
10-Class	3	3	3	3	3	3	5	5	5	5	5
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									E09427/001		
19-Bridge Condition									8		
20-Bridge Length									20		
32-County	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK						
8-Ownership	1	1	1	1	1	1	4	4	4	4	4
12-Construction Need	4	4	4	4	4	4	2	4	4	4	4
11-Terrain	1	1	1	1	1	1	1	1	1	1	1
25-Roadbed Condition	0	0	0	0	0	0	3	0	0	0	0
24-Surface Condition Index	0	0	0	0	0	0	38	0	0	0	0
16-Surface Width	0	0	0	0	0	0	24	0	0	0	0
13-Surface Type	0	0	0	0	0	0	3	0	0	0	0
9-Federal Aid Category							1	1	1	1	1
28-Right of Way Status	1	1	1	1	1	1	3	0	0	0	0
29-Right of Way Width	0	0	0	0	0	0	87	40	40	40	40
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											
34-Owner Route Number											
Roadway Width	10	10	10	10	10	10	24	74	74	74	74
TTAM Future ADT	37	37	37	37	37	37	74	13	13	13	13
TTAM ADS Number	18	18	18	18	18	18	13	G	G	G	G
TTAM Future Surface Type	E	E	E	E	E	E	G	G	G	G	G
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]							01	01	01	01	01
46-50 Grade/Sight/Curve/Stop / Sai	9	9	9	9	9	9	A	A	A	A	A
51-Road Category	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
52-Year of Construction Change							1995	1995	1995	1995	1995
Update Year	2001	2001	2001	2001	2001	2001	2012	2012	2012	2012	2012
Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI	AT-THE-REGI	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	427	

For construction costs use the Greenbook Report

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

	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427
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	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman
Reservation	Cemetery	Cemetery	Tour Bus	Tour Bus	City Hal	City Hal	City Hal	City Hal	Communit	Communit	Communit
Road Name	0028	0028	0029	0029	0030	0031	0031	0031	0032	0032	0032
4-IRR Route Number	40	50	10	20	10	10	20	20	10	20	30
5-Section Number	5	5	9	9	9	9	9	9	9	9	9
10-Class		0.4	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
15-Length of Section	E09427/002										
18-Bridge Number	8										
19-Bridge Condition	20										
20-Bridge Length	130	130	130	130	130	130	130	130	130	130	130
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	4	4	4	4	4	4	4	4	4	4	4
8-Ownership	4	4	2	2	2	2	2	2	2	2	2
12-Construction Need	1	0									
11-Terrain	0										
25-Roadbed Condition											
24-Surface Condition Index			100	78	53	68	58	24	64	220	
16-Surface Width		0	1	1	1	1	1	1	1	1	1
13-Surface Type		1	1	1	1	1	1	1	1	1	1
9-Federal Aid Category		0	0	0	0	0	0	0	0	0	0
28-Right of Way Status		40	100			100	100	100	100	250	
29-Right of Way Width	100	100	0	0	0	0	0	0	0	0	0
TTAM BIA Share											
30-Additional Incidental Percent											
17-Shoulder Width											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
Roadway Width			99	78	53	68	58	24	64	99	
TTAM Future ADT		74									
TTAM ADS Number		13	20								
TTAM Future Surface Type		G									
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility			2	2	3	3	3	2	2	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									
46-50 Grade/Sight/Curve/Stop / Sai											
51-Road Category											
52-Year of Construction Change											
Update Year	2012	2012	2011								
Status	AT-THE-REGI	AT-THE-REGI	OFFICIAL								



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	E09427										
Region	Alaska										
Agency	Southeas										
Reservation	Saxman										
Road Name	Communit	Lundin R									
4-IRR Route Number	0033	0033	0033	0033	0033	0033	1005	1005	1005	1005	2000
5-Section Number	10	20	30	40	50	60	10	20	30	30	10
10-Class	9	9	9	9	9	9	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.1	0.2	0.2	0.1
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	130
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	5
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain							1	1	1	1	
25-Roadbed Condition							5	0	0	0	3
24-Surface Condition Index							80	0	0	0	38
16-Surface Width	30	26	31	95	70	24	22	0	0	0	14
13-Surface Type	1	1	1	1	1	1	5	0	0	0	3
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	0	0	0	0	0	0	0	1	1	1	0
29-Right of Way Width	100	100	100	100	100	100	100	0	0	0	30
TTAM BIA Share	0	0	0	0	0	0	0	100	100	100	100
30-Additional Incidental Percent											
17-Shoulder Width							2	0	0	0	
14-Shoulder Type							2				
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number								SAXM5			
Roadway Width	30	26	31	95	70	24	26	10	10	10	14
TTAM Future ADT							37	37	37	37	37
TTAM ADS Number	20	20	20	20	20	20	18	18	18	18	18
TTAM Future Surface Type							E	E	E	E	E
35-Drainage Condition							3	0	0	0	
36-Shoulder Condition							2	0	0	0	
37/38 # RR X I NG/RR X I NG TYPE							0	0	0	0	
39-Right of Way Utility	3	2	3	3	3	3	0	0	0	0	
40-Right of Way Cost							0	0	0	0	
26-Level of Maintenance											
27-Snow & Ice Control							3				
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							0	9	9	9	A
52-Year of Construction Change							1998	Q	Q	Q	1959
Update Year	2011	2011	2011	2011	2011	2011	2001	2001	2001	2001	2012
Status	OFFICIAL	AT-THE-REGI									



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	Alaska										
Region	Southeas										
Agency	Saxman										
Reservation	Forest P	Benson D	Fireweed	Dogwood	Birch Ci	Blueberr	Spruce D	Gunnar S	Willow C	Mountain	
Road Name	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
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	1.1	0.1	0.1	0.1	0.1	0.1	0.1	2.0	0.1	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	5	5	5	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	4	3	4	4	4	4	4	4	4	4	4
24-Surface Condition Index	54	38	54	54	54	54	54	54	54	54	54
16-Surface Width	24	14	18	16	16	16	16	24	16	16	16
13-Surface Type	4	3	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	30	40	30	30	30	30	40	30	40	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											
Roadway Width	24	14	18	16	16	16	16	24	16	16	16
TTAM Future ADT	37										
TTAM ADS Number	18										
TTAM Future Surface Type	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]											
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
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	Alaska										
Region	Southeas										
Agency	Saxman										
Reservation	Bull Pin	Hemlock	Oyster A	Sax2014	Sax2015	Sax2016	Sax2017	Sax2018	Shroup S	Shroup A	
Road Name	2011	2012	2013	2014	2015	2016	2017	2018	2019	2019	
4-IRR Route Number	10	10	10	10	10	10	10	10	10	10	20
5-Section Number	3	3	3	5	5	5	5	5	3	3	3
10-Class	0.1	0.1	0.2	0.1	0.1	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	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	5	5	5	4	4	4	4	8	8	5	5
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain				1	1	1	1	1	1	1	1
25-Roadbed Condition	4	4	3	2	3	3	3	4	4	4	3
24-Surface Condition Index	54	54	38	0	38	38	38	38	60	54	38
16-Surface Width	16	18	16	18	14	16	16	16	24	18	18
13-Surface Type	4	4	3	1	3	3	3	4	4	4	3
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	3	0	0	0	0	0	0	0	3	3
29-Right of Way Width	40	40	50	30	30	40	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											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
Roadway Width	16	18	16	18	14	16	16	16	24	18	18
TTAM Future ADT	37	37	37	74	74	74	74	74	74	37	37
TTAM ADS Number	18	18	18	13	13	13	13	13	13	18	18
TTAM Future Surface Type	E	E	E	G	G	G	G	G	G	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]											
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
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	Alaska										
Region	Southeas										
Agency	Saxman										
Reservation	Surf Str	Crest Av	Forss Av	Forss Av	Tide Ave	Hugli Av	Huglie A	Chacon S	Larson S	Sax2027	
Road Name	2020	2021	2022	2022	2023	2024	2024	2025	2026	2027	
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	5
10-Class	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	5	5	5	5	5	5	5	5	5	5	8
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											1
25-Roadbed Condition	3	3	3	3	3	3	3	3	2	3	3
24-Surface Condition Index	38	38	38	38	38	38	38	38	0	38	38
16-Surface Width	18	14	18	14	14	20	14	16	12	18	18
13-Surface Type	3	3	3	3	3	3	3	3	1	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	0	0
29-Right of Way Width	50	20	50	50	20	40	50	40	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											
Roadway Width	18	14	18	14	14	20	14	16	12	18	18
TTAM Future ADT	37	74	74								
TTAM ADS Number	18	13	13								
TTAM Future Surface Type	E	G	G								
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
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	Alaska										
Region	Southeas										
Agency	Saxman										
Reservation	Sax2028	Martin B	Gold Roa	Gold Roa	Lode Lan	Double E	Nugget L	Justice	Old Home	Cliff Ro	
Road Name	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	
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	5	5	5
10-Class	0.1	0.2	0.1	0.2	0.1	0.1	0.1	0.1	0.3	0.1	0.1
15-Length of Section											
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	5	5	5	5	5	5	5	5	5	5	5
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain											
25-Roadbed Condition	2	4	4	3	4	4	4	4	3	5	3
24-Surface Condition Index	0	54	54	38	54	54	54	54	38	76	38
16-Surface Width	14	20	20	18	16	16	16	16	14	24	14
13-Surface Type	1	4	4	3	4	4	4	4	3	4	3
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	0	3	3	3	3	3	3	3	3	3	3
29-Right of Way Width	40	40	40	40	30	30	30	30	30	60	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											
Roadway Width	14	20	20	18	16	16	16	16	14	24	14
TTAM Future ADT	37	74	74								
TTAM ADS Number	18	13	13								
TTAM Future Surface Type	E	G	G								
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
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	Alaska										
Region	Southeas										
Agency	Saxman										
Reservation	Misty Mo	Big Rock	Fawn Mou	Old Dail	Sax2041	Sax2042	Roosevel	Roosevel	Roosevel	Roosevel	Roosevel
Road Name	2037	2038	2039	2040	2041	2042	2043	2043	2043	2043	2043
4-IRR Route Number	20	10	10	10	10	10	10	20	30	40	40
5-Section Number	5	3	3	3	3	3	4	4	4	4	4
10-Class	0.5	0.1	0.2	0.1	0.4	0.1	0.2	0.5			0.7
15-Length of Section									1045		
18-Bridge Number									9		
19-Bridge Condition									20		
20-Bridge Length											
32-County	130	130	100	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	5	5	5	5	5	5	5	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
25-Roadbed Condition	3	3	3	3	3	3	3	4	4	4	4
24-Surface Condition Index	38	38	38	38	38	38	38	54	54	54	54
16-Surface Width	14	18	18	24	16	14	16	16	16	16	16
13-Surface Type	3	3	3	3	3	3	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	0	3	3	3	3	3
29-Right of Way Width	50	40	50	40	80	30	60	60	60	60	60
TTAM BIA Share	100	100	100	100	100	100	100	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											
Roadway Width	14	18	18	24	16	14	16	16	16	16	16
TTAM Future ADT	74	37	37	37	37	37	74	74	74	74	74
TTAM ADS Number	13	18	18	18	18	18	10	10	10	10	10
TTAM Future Surface Type	G	E	E	E	E	E	G	G	G	G	G
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
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	E09427										
Region	Alaska										
Agency	Southeas										
Reservation	Saxman										
Road Name	Sax2044	Seawatch	Icehouse	Marine V	Teddy La	Jurgen D	Anna Cou	Wagoner	Mccooley	Fera Cou	
4-IRR Route Number	2044	2045	2045	2046	2047	2048	2049	2050	2051	2052	
5-Section Number	10	10	20	10	10	10	10	10	10	10	
10-Class	3	3	3	3	3	3	3	3	3	3	
15-Length of Section	0.1	0.3	0.2	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	130	130	130	130	130	130	130	130	130	130	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK										
8-Ownership	5	5	5	5	5	5	5	5	5	5	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain											
25-Roadbed Condition	3	4	4	4	3	3	3	3	3	3	
24-Surface Condition Index	38	54	54	54	38	38	38	38	38	38	
16-Surface Width	16	16	16	16	14	14	14	14	14	14	
13-Surface Type	3	4	4	4	3	3	3	3	3	3	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	0	3	3	3	3	3	3	3	3	3	
29-Right of Way Width	40	50	50	40	30	30	30	20	30	30	
TTAM BIA Share	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											
Roadway Width	16	16	16	16	14						
TTAM Future ADT	37										
TTAM ADS Number	18										
TTAM Future Surface Type	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]											
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
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427	E09427									
Location ID	E09427	E09427									
Region	Alaska	Alaska									
Agency	Southeas	Southeas									
Reservation	Saxman	Saxman									
Road Name	Dotson L	Churchil	Yankee C	Sax2056	Sax2056	Franklin	New Deal	Rebel Ro	Vista Dr	Ravenwoo	
4-IRR Route Number	2053	2054	2055	2056	2056	2057	2058	2059	2060	2061	
5-Section Number	10	10	10	10	20	10	10	10	10	10	
10-Class	3	3	3	4	4	3	3	3	3	4	
15-Length of Section	0.1	0.1	0.1	0.1	0.3	0.2	0.1	0.2	0.2	1.3	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	
33-Congressional District	01	01	01	01	01	01	01	01	01	01	
7-State	AK										
8-Ownership	5	5	5	5	5	3	5	5	5	5	
12-Construction Need	2	2	2	2	2	2	2	2	2	2	
11-Terrain				1	1					1	
25-Roadbed Condition	3	3	3	2	3	4	3	3	3	3	
24-Surface Condition Index	38	38	38	0	38	54	38	38	38	38	
16-Surface Width	14	14	14	12	18	24	14	14	14	24	
13-Surface Type	3	3	3	1	3	4	3	3	3	3	
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	
28-Right of Way Status	3	3	3	0	3	3	3	3	3	3	
29-Right of Way Width	30	30	30	50	35	60	30	40	20	60	
TTAM BIA Share	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											
Roadway Width	14	14	14	12	18	24	14	14	14	24	
TTAM Future ADT	37	37	37	74	74	37	37	37	37	74	
TTAM ADS Number	18	18	18	10	10	18	18	18	18	10	
TTAM Future Surface Type	E	E	E	G	G	E	E	E	E	G	
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	
52-Year of Construction Change	1959	1959	1959		1959	1959	1959	1959	1959	1959	
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	E09427										
Region	Alaska										
Agency	Southeas										
Reservation	Saxman										
Road Name	Romine D	Sax2063	Wood Roa	Powerhou	Sax2066	Sax2067	Sax2068	White Ri	Ward Lak	Ward Lak	Ward Lak
4-IRR Route Number	2062	2063	2064	2065	2066	2067	2068	2069	2070	2070	2070
5-Section Number	10	10	10	10	10	10	10	10	10	10	20
10-Class	3	4	5	5	5	5	5	5	5	5	5
15-Length of Section	0.1	0.6	0.4	0.2	1.8	3.1	3.6	1.6	1.9		
18-Bridge Number											1051
19-Bridge Condition											7
20-Bridge Length											130
32-County	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	5	5	3	3	8	8	8	8	7	7	7
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain		1	1	1	3	3	3	3	3	3	3
25-Roadbed Condition	3	1	3	3	3	3	2	3	3	3	3
24-Surface Condition Index	38	0	38	38	38	0	0	38	38	38	38
16-Surface Width	14	12	14	14	12	14	14	14	14	16	16
13-Surface Type	3	1	3	3	3	1	1	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	3	3	0	0	0	0	0	0	0
29-Right of Way Width	40	40	66	701	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											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
Roadway Width	14	12	14	14	12	14	14	14	14	16	
TTAM Future ADT	37	74									
TTAM ADS Number	18	10	13	13	15	15	15	15	15	15	
TTAM Future Surface Type	E	G									
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	E	B	B	E	E	E	E
52-Year of Construction Change	1959		1959	1959	1959			1959	1959	1959	1959
Update Year	2012										
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427										
Location ID	E09427										
Region	Alaska										
Agency	Southeas										
Reservation	Saxman										
Road Name	Ward Lak	Anchor R	Connel L	Sax2073	Sax2074	White Ri	White Cl	Sax2077	White Ri	Powerlin	
4-IRR Route Number	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	
5-Section Number	30	10	10	10	10	10	10	10	10	10	10
10-Class	5	3	5	5	5	5	5	5	5	5	5
15-Length of Section	1.9	0.1	0.6	1.2	1.4	5.3	2.3	1.7	2.0	2.2	
18-Bridge Number											
19-Bridge Condition											
20-Bridge Length											
32-County	130	130	130	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01	01	01	01
7-State	AK										
8-Ownership	7	5	7	8	8	8	8	8	8	8	8
12-Construction Need	2	2	2	2	2	2	2	2	2	2	2
11-Terrain	3		3	3	3	3	3	3	3	3	3
25-Roadbed Condition	5	3	4	3	3	3	3	2	2	2	2
24-Surface Condition Index	72	38	54	38	38	38	38	0	0	0	0
16-Surface Width	22	18	16	12	12	16	14	14	16	16	16
13-Surface Type	5	3	4	3	3	3	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	0	3	3	0	0	0	0	0	0	0	0
29-Right of Way Width	50	40	20	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											
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
Roadway Width	22	18	16	12	12	16	14	14	16	16	16
TTAM Future ADT	74	37	74								
TTAM ADS Number	15	18	15								
TTAM Future Surface Type	G	E	G								
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	E	A	E	B	B	E	B	B	B	B	F
52-Year of Construction Change	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959	1959
Update Year	2012	2012	2012	2012	2012	2012	2012	2012	2012	2012	2012
Status	AT-THE-REGI										



Indian Reservation Roads Program

Inventory Data Sheet (ver2)

FY 2012 Inventory

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427
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	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman
Reservation	Sax2080	Coon Cov	Sax2082	South To	Herring	South To	South To	Whitman	South To	Canoe St	
Road Name	2080	2081	2082	3000	3000	3000	3000	3000	3000	3000	3100
4-IRR Route Number	10	10	10	10	20	30	40	50	60	10	
5-Section Number	5	5	5	2	2	2	2	2	2	5	
10-Class	5.3	4.5	0.1	5.1		0.2	0.3		4.5	0.1	
15-Length of Section					E253			1078			
18-Bridge Number					9			9			
19-Bridge Condition					110			135			
20-Bridge Length	130	130	130	130	130	130	130	130	130	130	130
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	8	8	8	3	3	3	3	3	3	4	
8-Ownership	2	2	2	2	3	2	2	2	2	2	2
12-Construction Need	3	3	1	1	1	1	1	1	1	1	1
11-Terrain	3	2	3	5	5	5	5	5	5	4	
25-Roadbed Condition	38	0	38	20	0	0	0	0	0	65	
24-Surface Condition Index	16	14	18	22	22	22	22	22	22	20	
16-Surface Width	3	1	3	5	5	3	3	3	3	4	
13-Surface Type	1	1	1	3	3	3	3	3	3	1	
9-Federal Aid Category	0	0	0	3	3	3	3	3	3	3	
28-Right of Way Status	50	50	50	53	53	53	53	53	53	50	
29-Right of Way Width	100	100	100	9.03	9.03	9.03	9.03	9.03	9.03	100	
TTAM BIA Share											
30-Additional Incidental Percent				6	6	0		0		2	
17-Shoulder Width				2	2					1	
14-Shoulder Type											
22-Existing ADT											
21-ADT Year											
23-Percent Trucks											
34-Owner Route Number											
Roadway Width	16	14	18	34	34	22	22	22	22	24	
TTAM Future ADT	74	74	74	149	149	149	149	149	149	74	
TTAM ADS Number	15	15	13	7	7	7	7	7	7	13	
TTAM Future Surface Type	G	G	G	P	P	P	P	P	P	G	
35-Drainage Condition											
36-Shoulder Condition											
37/38 # RR X I NG/RR XING TYPE											
39-Right of Way Utility											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	
46-50 Grade/Sight/Curve/Stop / Sai	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category	E	B	A								
52-Year of Construction Change	1959		1959	1959		1985	1985		1985	1995	
Update Year	2012	2012	2012	2012	2007	2007	2007	2007	2007	2011	
Status	AT-THE-REGI	AT-THE-REGI	AT-THE-REGI	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	IN-PROCESS	OFFICIAL	



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

Filter Criteria				
E	2012	09	427	

For construction costs use the Greenbook Report

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

	E09427	E09427	E09427	E09427	E09427	E09427	E09427	E09427
Location ID	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Region	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas	Southeas
Agency	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman	Saxman
Reservation	Canoe St	Saxman S	Saxman S	Saxman S	Joe Will		Lunch Cr	Mahoney
Road Name	3100	3101	3102	3103	4002	5SAX	7012	7100
4-IRR Route Number	20	10	10	10	10	10	10	10
5-Section Number	5	9	9	9	8	3	8	5
10-Class	0.1	0.1	0.1	0.1	0.5	0.7	4.1	3.3
15-Length of Section								
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	130	130	130	130	130	130	130	130
33-Congressional District	01	01	01	01	01	01	01	01
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	8	8	4	1	7	7
12-Construction Need	2	2	2	2	2	1	2	4
11-Terrain	1					1		3
25-Roadbed Condition	2					2		0
24-Surface Condition Index	0					20		
16-Surface Width	20	100	20	12	10	29	5	
13-Surface Type	1	1	1	1	1	3	1	0
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	3	0	0	0	0	1	3	0
29-Right of Way Width	50	100	50	50	0	0	30	50
TTAM BIA Share	100	0	0	0	9.03	100	9.03	100
30-Additional Incidental Percent								
17-Shoulder Width	0					0		
14-Shoulder Type	1							
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number						SAXM5		
Roadway Width	20	99	20	12	10	29	5	74
TTAM Future ADT	74				30	37	30	74
TTAM ADS Number	13	20	20	20	19	18	19	15
TTAM Future Surface Type	G					E		G
35-Drainage Condition						0		
36-Shoulder Condition						0		
37/38 # RR X I NG/RR XING TYPE						0		
39-Right of Way Utility	3	3				0		
40-Right of Way Cost						0		
26-Level of Maintenance						3		
27-Snow & Ice Control						5		
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	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■	■ ■ ■
51-Road Category			E	E		0		
52-Year of Construction Change						1980		
Update Year	2011	2011	2012	2012	2007	2001	2007	2012
Status	OFFICIAL	OFFICIAL	AT-THE-REGI	AT-THE-REGI	OFFICIAL	OFFICIAL	OFFICIAL	AT-THE-REGI

Appendix C

LRTP Public Notices and Meeting Notes

AFFIDAVIT OF PUBLICATION

Legal No. 14397

STATE OF ALASKA,)
) SS:
Gateway Borough)

Rebecca Lakouad , being duly sworn says: That she is a representative of the Ketchikan Daily News, a daily newspaper published at Ketchikan, in said Borough and State, and that the publication of which the annexed is a printed and true copy, was published in said newspaper once per week and every week for one week, commencing on the 12th day of March, 2012 and ending on the 12th day of March, 2012.

On behalf of the Organized Village of Saxman, the Central Council Tlingit and Haida Indian Tribes of Alaska (CCTHITA) completed a draft Long Range Transportation Plan Update. This plan is available for review at the CCTHITA Transportation Department Office: 300 W Willoughby Avenue, Suite 300, Juneau, AK 99801. For more information contact Mary Miller, Transportation Department at 907-463-7765. Publish: March 12, 2012 No. 14397

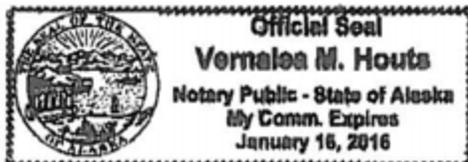


Subscribed and sworn to before me this

13th, day of
March, 2012



Notary Public for Alaska
My Commission Expires 1-16-2016





ROUTE 2, BOX 2 – SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

November 22, 2010

TO: City of Saxman – Please post
Cape Fox Corporation (Fax 225-3137) – Please post.
Saxman Seaport (Fax 225-4706) – Please post
Saxman Senior Home – Hand posted
South Tongass Store and Gas Station – Hand posted
Mail Boxes on Killer Whale Ave. – Hand posted
Ktn. Daily News (Fax 225-1096) – Please advertise in Public Service Column.
KTKN Radio Station (Fax 225-0444) – Please broadcast this public service notice.
KRBD Radio Station (Fax 247-0808) – Please broadcast this public service notice.

The ORGANIZED VILLAGE OF SAXMAN
SAXMAN I.R.A. COUNCIL TO MEET FOR

SPECIAL MEETING
ON HPP UPDATE
&
2011 PRIORITY ROUTES

ALSO OTHER AGENDA ITEMS WILL BE COVERED

MEETING PLACE: Senior Housing Bldg.- Day Rm.
2708 Halibut St.

MEETING DATE: Tue., Nov. 22, 2011

MEETING TIME: 6:00 pm.

City of Saxman

DATE: November 18, 2011

TO: SAXMAN CITY HALL - Please post.
SAXMAN TRIBAL OFFICE (fax 247-2504) - Please post
CAPE FOX CORPORATION (fax 225-3137) - Please post.
SOUTH TONGASS SERVICE - Please post
KETCHIKAN DAILY NEWS (fax 225-1096) - Please advertise in brevities
KTKN RADIO STATION (fax 225-0444) - Please broadcast in your free public notice section.
KRBD RADIO STATION (fax 247-0808) - Please broadcast in your free public notice section.
KFMJ RADIO STATION (fax 247-5365) - Please broadcast in your free public notice section

PUBLIC MEETING NOTICE

NOTICE IS HEREBY GIVEN TO HOLD A ROADS COMMITTEE
MEETING

WHAT: ROADS COMMITTEE MEETING
DATE: NOVEMBER 21, 2011
TIME: 4:00 P.M.
PLACE: COUNCIL CHAMBERS



ROUTE 2, BOX 2 – SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

2011 Priority Routes (Projects)

COS Rating	OVS Rating	Route #	Route Name	Route Status	Est. Amount
1	1	0020 1005	2011 IRR HPP application, Construction Eagle Av. #1005 & Frog St. #0020	OFFICIAL	\$522,000.00
2	2		reseal all pavement plus sidewalks already in signed TIP, preventive maintenance make pavement last longer (Routes 02, 04, 06, 07, 08, 10, 11, and 1005 have TIP)	OFFICIAL	48,000.00
3	3	3100	Canoe Street, primary access route to intermodal terminal boat and ferry landing, dust mitigation, sec. 020 is earth, economic development	At-The-Biadot	
3	3	3101	Staging & Parking area for ferry terminal, dust mitigation, area is currently earth, economic development	At-The-Biadot	
3	3	3102	Ramp or Bridge for loading and unloading vehicles to ferry, the bridge is old may need to be inspected and maintenance needed. Economic development.	At-The-Biadot	
3	3	3103	Pier, Dolphins for landing of ferry or barge, economic development.	At-The-Biadot	
4	4		Road Maintenance, winter maintenance material for all OFFICIAL Routes. Tribes are able to us up to 25% of their Tribal Shares for maintenance.	need TIP	5,200.00
5	5	0029	large parking lot NW of SCC, dust mitigation, economic development	At-The-Biadot	
5	5	0032	SCC, North parking lot, dust mitigation, economic development	At-The-Biadot	
5	5	0033	SCC, South parking lot, dust mitigation, economic development	OFFICIAL	
9	10	5Sax	Dog Salmon, Pave, POB: South Tongass Hwy to Gate. 328" x 29', dust mitigation, economic development, better access to SCC have TIP	OFFICIAL	32,800.00
9	10	0021	Sockeye St., Re Alignment and Pave. N.W. access to SCC, POB: Dog Salmon to intersection of Bear Clan/Killer Whale Ave. 487"L x 26', currently earth, dust mitigation, economic development street needs to be re-aligned (pushed more to NW for parking along side walk along side SCC) have TIP	OFFICIAL	48,700.00
7	8		Bus Stop Shelter, Killer Whale Ave. (2007 approved TIP) adj. to official route		37,000.00
10	11	0027	Thunder Bird, POB Raven St. to Head Start Building, 243' sent in with 2009 Inv. submittal	In-Process	24,300.00
8	9	0030	City Hall Back Parking lot, pave	At-The-Biadot	
8	9	0031	City Hall front parking & Fire Hall, dust mitigation and economic development, pave	At-The-Biadot	

14	6		Transportation Facility/Govt. Building, adjacent to Official route, need garage and parking lot for pick-up truck and 10yd. dump truck. % of area used in govt. building? Official route is Eagle Ave.	need TIP	
13	14		Tribal Transit – for 3 yrs we partnered with KIC, and KGB with no award for increased frequency.		
13	14		Senior Van		
11	12		Boating Safety – Emergency beacons for subsistence users on small skiffs if there is an emergency, quick notification and rescue.		
11	12		Boating Safety – life vests, sometimes boaters do not bring adequate life vests.		
11	12	0006	Road Safety – speed bumps on Killer Whale Ave. slow speeders down in spring and summer months, remove during snow periods.		
11	12	0011	Road Safety – Wider sidewalks, Totem Row, bring park grade up to sidewalk level		
11	12		Safety – seat belt use/infant, youth restraint		
11	12		Safety – distracted driving, use of cell phone while driving a vehicle.		
11	12		Safety – Reflective tags for students between K-middle school. Tags and tape		
6	7	0030	Drainage issue, City Hall Upper Parking Lot. Adjacent to Eagle Ave.#1005 and Totem Row # 0011. (Eagle Ave. and Totem Row And OFFICIA) water runoff from Totem Row then onto Eagle Ave then into parking lot, hazard in winter time.	OFFICIAL	currently under mitigation
6	7	0006	Drainage issues on Killer Whale Ave. – two different places, water draining on side walk and eroding embankment and sidewalk. \$2K each	OFFICIAL	4,000.00
12	13	0006	Fire Hydrant Access – placement of bedding of culverts for fire hydrant access and snow plowing. 100’ of 18” culverts, 10foot sections (along Killer Whale Ave.)	OFFICIAL	23,000.00
15	15	0010	Bear Clan, 475’ POB: South Tongass to beach, at one time COS was looking at new Fire Hall/Gov. Building on Bear Clan.	OFFICIAL	474,000.00
16	16	1005	Eagle Ave. Plan for future housing, net likely route for future housing needs of the village. 675’ Frog St to north west boudary	OFFICIAL	675,000.00

Using \$1,000.00/ft for estimates

Routes have been bundled into related projects

COS rating was from a COS advertised Roads Committee meeting on November 21, 2011. Committee will recommend their rating to the City Council. At this time both agree on the top 5, we may vary on the rest of the list and that is ok if we do. IN the near future OVS should advertise for a large public input on transportation and roads items.

Update 2/8/2012: City received funds and are currently working on Drainage issue back of City Hall parking lot, rated 6 and 7

Transportation Facility/Govt. Building is high on OVS list of projects, we are currently working with R& M Engineering in professional services to survey and develop property. Council voted to have a TIP developed to assist in wetland mitigation (approximately \$6,100.00)

Appendix D

Supporting Transportation Documentation

Submitted by:
ORGANIZED VILLAGE OF SAXMAN
Mr. Lee Wallace, President

March 15, 2009

Submitted to:
The Bureau of Indian Affairs

Bureau of Indian Affairs, Branch of Transportation
P. O. Box 25520, Juneau, Alaska 99802
Phone 1-800-645-8397, Fax 907-586-7142

1 COMMUNITY CHARACTERISTICS

General Information is drawn from the Alaska Department of Community and Economic Development's community information summaries.

1.1 Location and Climate

Saxman is located on the west side of Revillagigedo Island, 2 miles south of Ketchikan on the South Tongass Highway. The community lies at approximately 55.318330° North Latitude and -131.595830° (West) Longitude. (Sec. 33, T075S, R091E, Copper River Meridian.)



Saxman is located in the Ketchikan Recording District. The area encompasses 1.0 sq. miles of land and 0.0 sq. miles of water. Saxman lies in the maritime climate zone noted for its warm winters, cool summers, and heavy precipitation. Average summer temperatures range from 46 to 59; average winter temperatures range from 29 to 48. The record high temperature is 97; the record low is -4. Precipitation averages 163 inches per year, including 69 inches of snow.

1.2 History, Culture and Demographics

In 1886, Tlingits from the old villages of Tongass and Cape Fox wanted a new site to construct a central BIA school and Presbyterian Church. The village subsequently was named for Samuel Saxman, a Presbyterian teacher who was lost at sea with a Cape Fox elder while searching for the new site. By 1894, the new village site was chosen, ideally located on a protected harbor off the Tongass Narrows. A small sawmill was built and construction of the school and houses began immediately. Fishing and cutting lumber for the growing towns of Saxman and Ketchikan were the economic mainstays of the new village. By 1900, 142 people were living in Saxman. In 1929, the community incorporated as a City. During the 1930s, many totem poles and ceremonial artifacts, such as carvings and masks, were retrieved by the Civilian Conservation Corps from the abandoned villages at Cape Fox, Tongass, Cat Island and Pennock Island. Totem poles were restored and relocated to Saxman as part of a U.S. Forest Service program. A rail-barge terminal at the Saxman Seaport was completed in 1967; it serves as the Ketchikan's major cargo container terminal.

A federally-recognized tribe is located in the community -- the Organized Village of Saxman. The population of the community consists of 70.1% Alaska Native or part Native.

Most residents are Tlingit and lead a subsistence lifestyle. A recently-developed totem pole carving center is fostering traditional skills and providing tourism opportunities. During the 2000 U.S. Census, total housing units numbered 146, and vacant housing units numbered 19. Vacant housing units used only seasonally numbered 1. U.S. Census data for Year 2000 showed 182 residents as employed. The unemployment rate at that time was 25.62 percent, although 47.85 percent of all adults were not in the work force. The median household income was \$44,375, per capita income was \$15,642, and 12.14 percent of residents were living below the poverty level.

1.3 Facilities, Utilities, Schools and Health Care

Water is derived from a dammed reservoir, is treated and stored in a 128,000-gal. tank. A new 802,000 gallon tank was just installed to increase water capacity and pressure to some of the higher elevated homes on Killer Whale Ave. We have now have 530,000 gallons of treated water storage. A new water treatment plant will soon be under way, as the quality water standards have been raised and our Saxman water quality is below standards. The City of Saxman operates a piped water and sewer system. All homes are plumbed. A new sewage treatment plant and ocean outfall were recently completed. In the near future we will not be using the present sewer system. A few homes use individual septic tanks. Refuse is collected by a private company and disposed of at the Ketchikan landfill. Electricity is provided by Ketchikan Public Utilities. There are no state operated schools located in the community. Local hospitals or health clinics include Ketchikan General Hospital (907-225-5171) in Ketchikan. Saxman is classified as a highway village, it is found in EMS Region 3A in the Southeast Region. Emergency Services have limited highway, coastal, and helicopter access, and are within 30 minutes of a higher-level satellite health care facility. Emergency service is provided by 911 Telephone Service and volunteers. Auxiliary health care is provided by Ketchikan General Hospital (3 miles away).

1.4 Economy and Transportation

Some employment is in Ketchikan. The City and Saxman Seaport provide some employment, and the Cape Fox Corporation offers tourist- and timber-related employment. The Saxman Totem Park has become a major attraction for Ketchikan area visitors. The Park includes a tribal house, a carving center, and a cultural hall for traditional Tlingit dance exhibitions. One resident holds a commercial fishing permit. Deer, salmon and halibut significantly contribute to residents' diets.

Saxman and Ketchikan are connected by the South Tongass Highway. Scheduled jet and air taxi services are available in Ketchikan. A dock and commercial barge off-loading facilities are available at the Saxman Seaport. The community relies on Ketchikan for its boat moorage and State ferry services.

1.5 Organizations with Local Offices

City of Saxman
Route 2 Box 1
Ketchikan, Alaska 99901
Phone 907-225-4166
Fax 907-225-6450
E-mail cityadmin@kpunet.net and cityclerksaxman@kpunet.net

Cape Fox Corporation
P.O. Box 8558
Ketchikan, Alaska 99901
Phone 907-225-5163
Fax 907- 225-3137

Organized Village of Saxman,
Saxman I.R.A. Council
Route 2 Box 2, Ketchikan, Alaska 99901
Phone 907-247-2502
Fax 907-247-2504
saxmanira@kpunet.net and iragovt@kpunet.net

In 2006, the Saxman I.R.A. Council who is the governing body of the Organized Village of Saxman took on a collaborative effort between the City of Saxman, Organized Village of Saxman, and Cape Fox Corporation (the entire community) to develop a tribal strategic plan. This community-wide effort took a little over a year to complete and involved a public survey, several community workshops and many interviews with local stakeholders. This capacity building project was funded by the Administration for Native Americans (ANA) grant. This community-wide process provided a footprint of priorities that Saxman citizens identified. The outcome of the capacity building project is the *Saxman Tribal Strategic Plan 2007-2012* where seven overall priority goals are identified. Highlighted in the seven priority goals is the need to improve trails, sidewalks, roads, and water transportation. The *Saxman Tribal Strategic Plan* continues to be a driving force whereby the three entities meet on a quarterly basis to collaborate and coordinate activities and endeavors focused on community's priorities.

2. REGULATION AND PLANING OF IMPROVEMENT

2.1 Regulation of Transportation Improvements

The City of Saxman, a second-class city within the Ketchikan Gateway Borough works cooperatively with the Ketchikan Gateway Borough local offices for any regulations regarding planning, platting, and land use within municipal boundaries. The City of Saxman continues to develop and implement ordinances directed at land use and zoning in Saxman.

Land use requirements will vary depending on the location of a specific project. All and any road improvements are subject to federal and state regulations, city and village regulations, and private land owner agreement and approval.

2.2. Comprehensive Planning

The Organized Village of Saxman began its involvement with the Indian Reservation Roads Program in 1997 where funds were used to allow Tribal Council members to participate in the annual Bureau of Indian Affairs annual Providers Conference held in Anchorage, Alaska. In 1999, the Village of Saxman with assistance from the Bureau of Indian Affairs and the State of Alaska completed asphalt paving of nearly all residential streets in Saxman. In 2007, the Organized Village of Saxman joined as members to the Southeast Tribal Department of Transportation, a consortium of four tribes in Southeast Alaska. Through this consortium a half-time transportation planner position sprang up to begin work for the Tribe. The Village Transportation Planner works closely and maintains a close relationship with the City of Saxman on relevant village and regional transportation

developments that impact the Village's transportation infrastructure. The City of Saxman and the Organized Village of Saxman work together to map out strategies and to improve communication to streamline future road construction efforts for Saxman. The City of Saxman *Master Plan* and the *Saxman Tribal Strategic Plan 2007-2012* serve as the foundation for integration of transportation and land use planning. Focusing development and redevelopment in areas that support public transit, walking and bicycling, and vehicle traffic that is essential to achieving a sustainable transportation system. Excerpts from the *Saxman Tribal Strategic Plan 2007-2012* discussing roads, sidewalks, bike paths, and walking/hiking trails are attached (see Attachments 1 and 2) to this Long Range Transportation Plan.

The process for public participation included a series of community meetings with leaders and community members who worked together to identify transportation challenges facing Saxman and ways to make improvements. The Organized Village of Saxman passed tribal resolution to accept the *Saxman Tribal Strategic Plan 2007-2012* as an "active" plan providing priority projects. Each year, the City of Saxman receives hundreds of summer visitors who arrive for a tour of the Cape Fox Village living cultural tour program. In response to this, and to accommodate, hundreds of visitors disembarking off commercial tour buses, taxis, tour vans, and independent tour operators there are several parking areas that need to be paved. These areas include the lots at and around the Saxman City Hall building, the Tribal office and Public Safety Building, Carving Center, and the newest addition to the community, the Community Hall & Theatre Building. The parking lots identified are adjacent to routes previously identified in Saxman's Indian Reservation Road Inventory. These parking lots are readily used by the public. Having these parking lots paved will help mitigate the dust problem.

Meeting future housing development access through proposed roads is another priority once water capacity issues are eliminated. The first proposed road access will be the extension of Eagle Avenue (Route 1005, Section 030) and G Street (Route 0020 Frog Street). Other routes and transportation facilities identified are:

- Paving of Route 0027 Thunder Bird St. (Head Start Building on route)
- Proposed Route 0028 Cemetery Road
- Transportation Facilities adjacent to Official Routes (Parking Lots of Government Buildings i.e. Community Building, City Hall, Tribal Office, Fire Hall, Carving Center, Beaver Clan House, and Head Start Parking Lot.
- Construction of Bus Stop Shelters
- Paving of Route 0021 Sockeye St. (Access to Community Building N.E entrance.)
- Construction of Proposed Route 0010 Section 020 (Bear Clan St. for increase housing.
- Design and construction of Walking/ Hiking Trails above Saxman for the gathering Customary and Traditional foods, products, and for recreational needs for locals and visitors.
- Paving of Route 5SAX, Dog Salmon Ave.
- Re-seal the routes that were paved in 1999.
- Design to construct any of the Identified routes in our LRTP.
- Equipment for the maintenance and construction of future projects.
- Capacity Building, acknowledging that we are always increasing our involvement and need to be at local, state wide, and national meetings and training sessions to broaden our understanding of the process of the IRR Roads Program. Also we need to keep our equipment, office furniture, fire proof storage, soft ware, hard

ware, traffic counters, GPS devices, new updated laptops, field laptops, and larger pc screens for staff that assist in the roads program. The list of items are not inclusive but just a short list of items needed to improve our program.

Technology capacity building is becoming an ever present need as tribal staff at varying times will assist the Tribal Transportation Planner in producing documents for tribal transportation plans. The tribal offices fall short of critical tools, including updated computers, large flat screens, scanners, GPS devices, field laptops, software, hardware, fireproof storage, drafting surfaces, desks, and other office furniture, which places capacity at a disadvantage.

It is essential to enhance the Tribe's ability to identify and meet transportation development challenges there must be increased involvement in state-wide regional and national meetings and training session to broaden understanding of the Indian Reservation Road processes.

Public transportation to and throughout Saxman is a critical element of the transportation system, since we are a rural community with insufficient funds to support a community public transit system of our own. Saxman is reliant on the neighboring community of Ketchikan, Alaska. And in working cooperatively with the Ketchikan Gateway Borough, Saxman priorities include a dependable public transportation system that provides greater frequency of service to employment, shopping, medical appointments for health, and entertainment locations. In addition to improving and increasing public transportation facilities (bus shelters, bike racks, and security). The need for affordable public transportation will respond to the needs of the economically, transit dependent population, but will also benefit the overall population by providing affordable, safe, and convenient transportation alternatives that help alleviate congestion, conserve energy resources and improve air quality.

Recognizing the need to allow older adults to live more independently is a proposal to increase transportation options for older adults with a senior citizens van. This van will give senior citizens access to activities outside the home and other vita services such as medical appointments, social events, and shopping for goods and services.

Saxman

Long Range Transportation Plan



2011 update LRPT

Submitted by:

Organized Village of Saxman

Submitted to: Bureau of Indian Affairs

March 15, 2011



ROUTE 2, BOX 2 - SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

RESOLUTION: 2011-03-154

A RESOLUTION TO ADD NEW ROUTES AND TRANSPORTATION FACILITIES TO THE ORGANIZED VILLAGE OF SAXMAN, SAXMAN I.R.A. COUNCIL 2011 IRR INVENTORY

WHEREAS, the Organized Village of Saxman, Saxman I.R.A. Council hereafter "Tribe" is a federally recognized tribe; and

WHEREAS, the Organized Village of Saxman, Saxman I.R.A. Council is the governing body of the Tribe; and

WHEREAS, the Tribe has identified a need to update and/or add mileage to the BIA system for the Tribe; and

WHEREAS, the Tribe has identified roads and transportation facilities on Attachment A to this Resolution 2011-03-154 that qualify as Indian Reservation Roads and are vital to the general health and welfare of the native community and its economical development; and

NOW, THEREFORE, BE RESOLVED, Organized Village of Saxman, Saxman I.R.A. Council requests the BIA to add the routes and the transportation facilities, identified on Attachment A to this Resolution 2011-03-154, to the IRR Inventory database.

CERTIFICATION:

The Organized Village of Saxman, Saxman I.R.A. Council adopted this resolution during a meeting held on March 11, 2011, in Saxman, Alaska, with a quorum present.

For 4 Against Abstain Present Absent 2



Lee Wallace, President

March 11, 2011
Date

ATTESTED:



Sylvia Banie, Vice President

March 11, 2011
Date

ATTACHMENT A TO RESOLUTION: 2011-03-154
 ORGANIZED VILLAGE OF SAXMAN

INDIAN RESERVATION ROADS

Route Name	Route Number	Section	Section Length	Construction Need	Class	Ownership	Location
Tour Bus Parking Lot	0029	10	0.1 Miles	2	9	4	E09-427
Tour Bus Parking Lot	0029	20	0.1 Miles	2	9	4	E09-427
City Hall Back Parking Lot	0030	10	0.1 Miles	2	9	4	E09-427
City Hall Front/Fire Dept Parking lot	0031	10	0.1 Miles	2	9	4	E09-427
City Hall Front/Fire Dept Parking lot	0031	20	0.1 Miles	2	9	4	E09-427
Community Center Parking lot North	0032	10	0.1 Miles	2	9	4	E09-427
Community Center Parking lot North	0032	20	0.1 Miles	2	9	4	E09-427
Community Center Parking lot North	0032	30	0.1 Miles	2	9	4	E09-427
Community Center Parking lot South	0033	10	0.1 Miles	2	9	4	E09-427
Community Center Parking lot South	0033	20	0.1 Miles	2	9	4	E09-427
Community Center Parking lot South	0033	30	0.1 Miles	2	9	4	E09-427
Community Center Parking lot South	0033	40	0.1 Miles	2	9	4	E09-427
Community Center Parking lot South	0033	50	0.1 Miles	2	9	4	E09-427
Community Center Parking lot South	0033	60	0.1 Miles	2	9	4	E09-427
Canoe Street	3100	10	0.1 Miles	2	5	4	E09-427
Canoe Street	3100	20	0.1 Miles	2	5	4	E09-427
Saxman Seaport Proposed Staging Area	3101	10	0.1 Miles	4	9	4	E09-427
Saxman Seaport Ferry Ramp	3102	10	0.1 Miles	2	9	3	E09-427
Saxman Seaport Proposed Ferry Pier	3103	10	0.1 Miles	4	9	3	E09-427
Mahoney Lake Proposed Rd	7100	10	3.0 Miles	4	5	7	E09-427

Route Count: 20

Total IRR Miles: 4.9 Miles

Signature: 
 Lee Wallace, President

Date: 3/11/2011



ROUTE 2, BOX 2 - SAXMAN, KETCHIKAN, ALASKA 99901 · FAX: (907) 247-2504 · PHONE (907) 247-2502

Resolution: 2011-03-155 Authority to Adopt the Revised Long Range Transportation Planning (LRTP) Documents

WHEREAS, The Organized Village of Saxman, Saxman I.R.A. Council is a federally recognized tribe; and

WHEREAS, The Organized Village of Saxman, Saxman I.R.A. Council is the governing body; and

WHEREAS, Saxman I.R.A. Council has identified a need to update and/or create mileage in the Bureau of Indian Affairs Indian Reservations Roads (IRR) system for Saxman I.R.A. Council; and

WHEREAS, Saxman I.R.A. 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, Saxman I.R.A. 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; and

NOW, THEREFORE BE IT RESOLVED, that the Saxman I.R.A. Council hereby approves of revised LRTP Documents.

CERTIFICATION:

The Organized Village of Saxman, Saxman I.R.A. Council adopted this resolution during a meeting held on March 11, 2011, in Saxman, Alaska, with a quorum present.

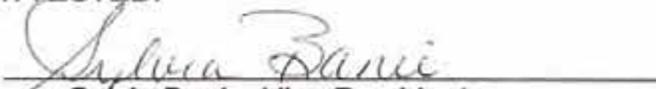
For 4 Against Abstain Present Absent 2



Lee Wallace, President

March 11, 2011
Date

ATTESTED:



Sylvia Banie, Vice President

March 11, 2011
Date

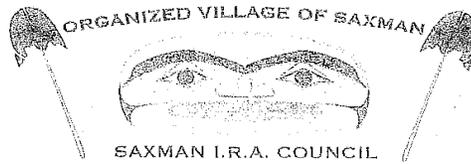


ROUTE 2, BOX 2 - SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

Public Meeting Sign In Sheet

Project: Saxman Road Project, Eagle Ave. & Frog St.	Meeting Date: May 3, 2011
Facilitator: Travis Woods, Bristol Engineering Services Corp.	Place/Room: SCC Lower Lobby

	Name	Title	Agency	Phone	E-Mail
1	Sarah A. Abbott	Elder	L. Wallace		
2	Richard Shields SR.	citizen	Freedom		
3	HARVEY SHIELDS	Mayor		225-6736 619-1457	smokey17@KPCU net.net
4	Fred Jackson sr	Me	self	225-2314	
5	Woody Anderson	Council member	CITY OF SAXMAN	225-8063	—
6	Woodrow Watson	vice mayor	CITY OF SAXMAN	225-5325	CITY SAXMAN
7	CUFFORD BOLTON	Elder	Self	247-1340	
8	JAMIE SIMS	E			
9	MARY MILLER	TRANS DIR	CENTRAL COUNCIL	463-7765	
10	Sylvia Guthrie-Blandov		Saxman	220-2546	wishchildren@hotmail.com
11	George B. Blandov	CITIZEN	SAXMAN	220-2546	



ROUTE 2, BOX 2 - SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

Public Meeting Sign In Sheet

Project: Saxman Road Project, Eagle Ave. & Frog St.	Meeting Date: May 3, 2011
Facilitator: Travis Woods, Bristol Engineering Services Corp.	Place/Room: SCC Lower Lobby

	Name	Title	Agency	Phone	E-Mail
12	Ralph Bandson			421-8023	
13	JEFF WALLACE	PRES.	OVS	247-7502	
14	Franklin H. Weyland			417 3135	
15	JOE WICKIUS				
16	Seresa Delt		OVS	220-2401	
17	Lorraine Williams			247-2393	
18	John Wallace			225-8408	
19	Winona Wallace		OVS	225-8408	
20	SYLVIA BANIG		OVS	5-6233	
21	Bruce Jackson			270-9909	
22	Lloyd Jackson			821-8830	

City of Saxman
 Rt. 2, Box 1 - Saxman
 Ketchikan, AK 99901
 (907)225-4166
 (907)225-6450 Fax

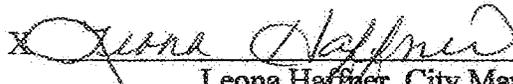
Acknowledgement of Public Authority Responsibility (APAR) Letter

The following listed routes, identified by the Organized Village of Saxman through their Add Routes Resolution No. 2011-03-154 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
Tour Bus Parking Lot	0029	10	0.1 Miles	City/4	E09427
Tour Bus Parking Lot	0029	20	0.1 Miles	City/4	E09427
City Hall Back Parking Lot	0030	10	0.1 Miles	City/4	E09427
City Hall Front/Fire Dept Parking lot	0031	10	0.1 Miles	City/4	E09427
City Hall Front/Fire Dept Parking lot	0031	20	0.1 Miles	City/4	E09427
Community Center Parking lot North	0032	10	0.1 Miles	City/4	E09427
Community Center Parking lot North	0032	20	0.1 Miles	City/4	E09427
Community Center Parking lot North	0032	30	0.1 Miles	City/4	E09427
Community Center Parking lot South	0033	10	0.1 Miles	City/4	E09427
Community Center Parking lot South	0033	20	0.1 Miles	City/4	E09427
Community Center Parking lot South	0033	30	0.1 Miles	City/4	E09427
Community Center Parking lot South	0033	40	0.1 Miles	City/4	E09427
Community Center Parking lot South	0033	50	0.1 Miles	City/4	E09427
Community Center Parking lot South	0033	60	0.1 Miles	City/4	E09427
Canoe Street	3100	10	0.1 Miles	City/4	E09427
Canoe Street	3100	20	0.1 Miles	City/4	E09427
Saxman Seaport Proposed Staging Area	3101	10	0.1 Miles	City/4	E09427

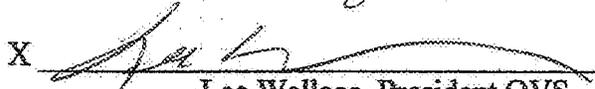
City of Saxman
Rt. 2, Box 1 - Saxman
Ketchikan, AK 99901
(907)225-4166
(907)225-6450 Fax

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 

Leona Haffner, City Manager

3/11/2011
Date

X 

Lee Wallace, President OVS

3/11/2011
Date



ROUTE 2, BOX 2 – SAXMAN, KETCHIKAN, ALASKA 99901 • FAX: (907) 247-2504 • PHONE (907) 247-2502

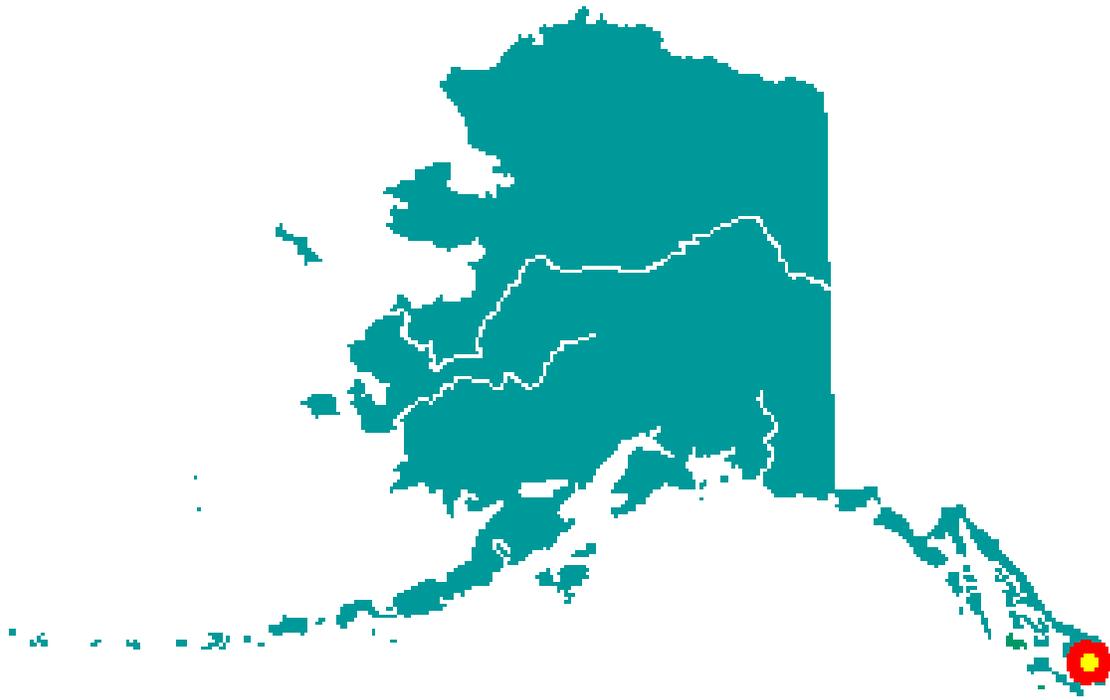
Organized Village of Saxman 2011 LRPT Route Narrative

Route	Narrative
0029	The tribe has determined this route to be priority for the LRPT process. This parking lot is used by the public, and tour buses,. The route is important for economic development. Current state of parking lot is earth/gravel, is a health issue in summer months, The tribe and city agree that we need to mitigate the dust issue by paving the parking lot.
0030	The tribe has determined this route to be priority for the LRPT process. This parking lot is used by the public. The route is important for local government operations and economic development. Current state of parking lot is earth/gravel, is a health issue in summer months and this parking lot has drainage issues. The tribe and city agree that we need to mitigate the dust issue by paving the parking lot.
0031	The tribe has determined this route to be priority for the LRPT process. This parking lot is used by the public, emergency services and tour buses. The route is important for economic development. Current state of parking lot is earth/gravel, is a health issue in summer months, The tribe and city agree that we need to mitigate the dust issue by paving the parking lot.
0032	The tribe has determined this route to be priority for the LRPT process. This parking lot is used by the public, and tour buses. The route is important for economic development; the facility is used for many different public functions. Poor lighting when it is dark, safety issue. Current state of parking lot is earth/gravel, is a health issue in summer months, The tribe and city agree that we need to mitigate the dust issue by paving the parking lot.
0033	The tribe has determined this route to be priority for the LRPT process. This parking lot is used by the public, and tour buses. The route is important for economic development; the facility is used for many different public functions. Poor lighting when it is dark, safety issue. Current state of parking lot is earth/gravel, is a health issue in summer months, The tribe and city agree that we need to mitigate the dust issue by paving the parking lot.
3101	The tribe has determined this route to be priority for the LRTP process. The route is currently being used as a public outside storage area. Important for economic development. The route or facility will be used as a future staging area for the State of Alaska Met/Saxman Ferry Terminal. The facility needs to be improved.

3102	The tribe has determined this route or facility to be priority for the LRTP process.. Important for economic development. The route or facility will be used as a ramp for the State of Alaska Met/Saxman Ferry Terminal. The current ramp will need improvements and modifications.
3103	The tribe has determined this route or facility to be priority for the LRTP process.. Important for economic development. The route or facility is a ferry pier for the State of Alaska Met/Saxman Ferry Terminal. The current pier will need improvements and modifications.
7100	This Proposed route has been determined to be priority for the LRTP process. The proposed route will provide economic development for the citizens of Saxman, the route will provide access to a 9.7M watt hydro power. The FERC license belongs to the City of Saxman and the Mahoney Lake area belongs to the village corporation, Cape Fox Corp.

Alaska

Congressional District 01



Saxman E09-427

2011 IRR Inventory

Submittal

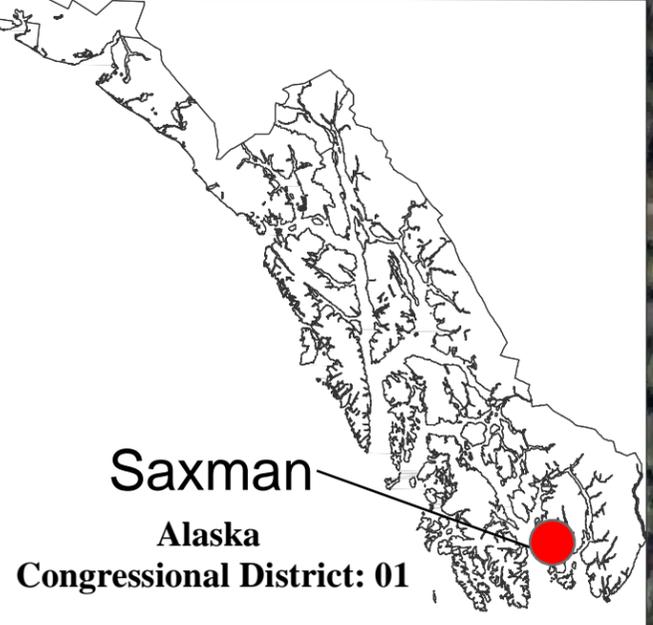


ORGANIZED VILLAGE OF SAXMAN

E09-427

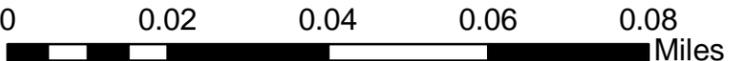
LOCATION & AREA MAP
 KETCHIKAN GATEWAY BOROUGH OF
 ALASKA

The Ketchikan Gateway Borough includes both the tribal communities of the Ketchikan Indian Community, and the Organized Village of Saxman (OVS). Most of the tribal members of OVS reside southeast of Ketchikan in the City of Saxman; However their members are located in many locations within the Ketchikan Gateway Borough.



Organized Village of Saxman (E09-427)
Tour Bus Parking lot (RT 0029)
 Sec 10 = 0.1 Miles, Sec 20 = 0.1 Miles

State of Alaska
Congressional District 01
Copper River Meridian



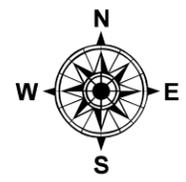
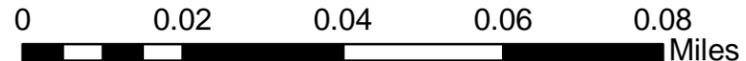
NOTE: Township, Ranges, Sections Lat & Long are shown on the map. Length of each sections is shown above.

POB: 55 19'09.17" N 131 35'43.58" W
POE: 55 19'06.17" N 131 35'39.51" W



Organized Village of Saxman (E09-427)
City Hall Back Parking lot (RT 0030)
 Sec 10 = 0.1 Miles

State of Alaska
Congressional District 01
Copper River Meridian



NOTE: Township, Ranges, Sections Lat & Long are shown on the map. Length of each sections is shown above.

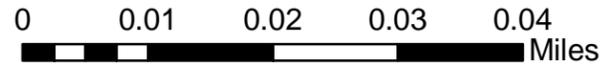
POB: 55 19'09.18" N 131 35'51.50" W
POE: 55 19'08.39" N 131 35'50.51" W



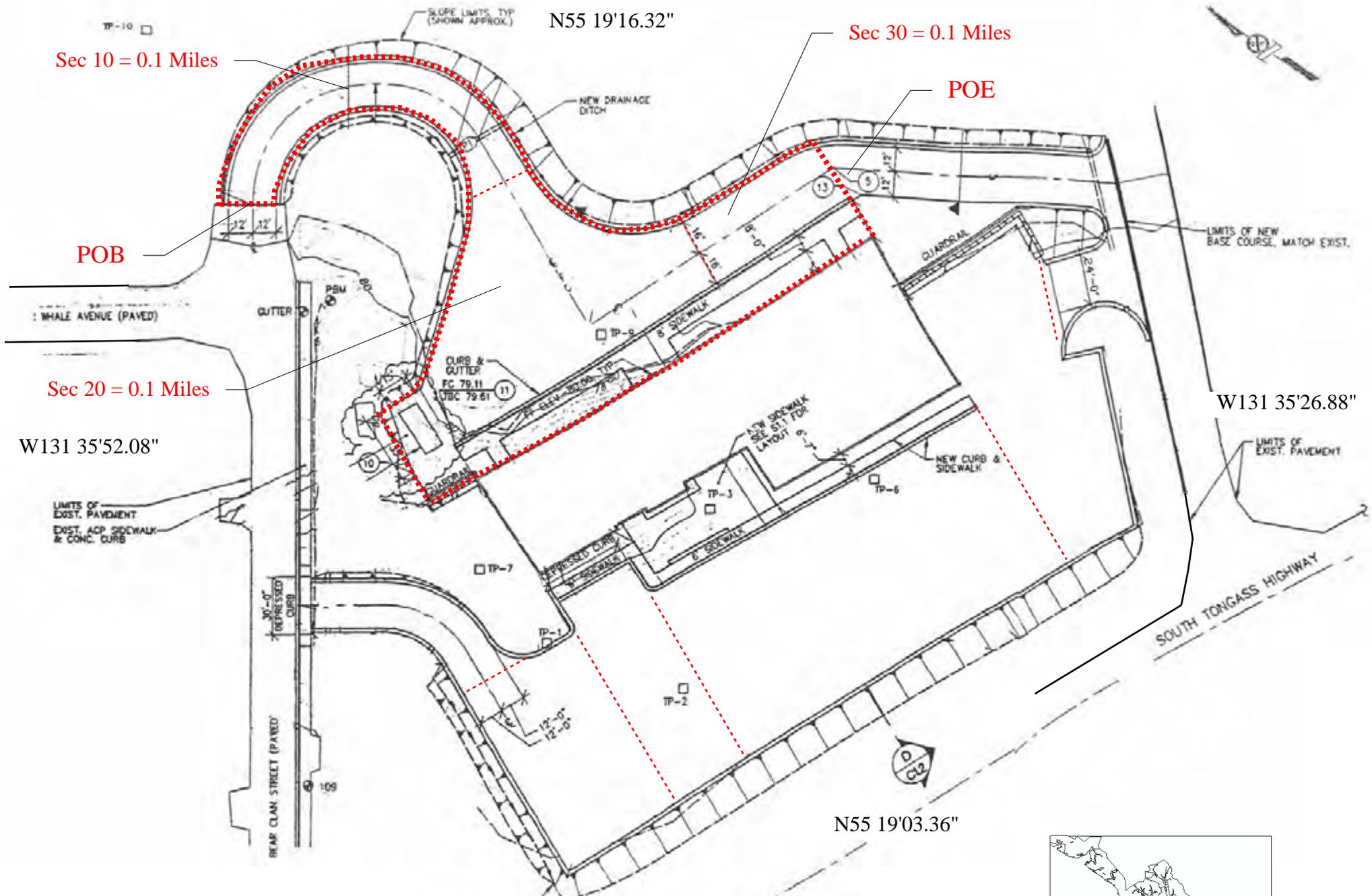
**Organized Village of Saxman (E09-427)
 City Hall Front/Fire Dept Parking lot (RT 0031)
 Sec 10 = 0.1 Miles & Sec 20 = 0.1 Miles**

**State of Alaska
 Congressional District 01
 Copper River Meridian**

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**POB: 55 19'08.54" N 131 35'53.01" W
 POE: 55 19'06.87" N 131 35'51.06" W**

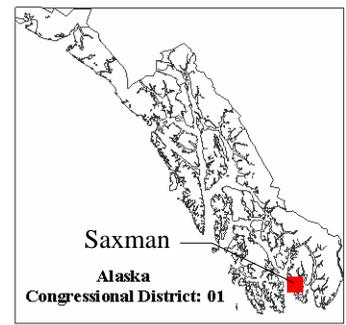


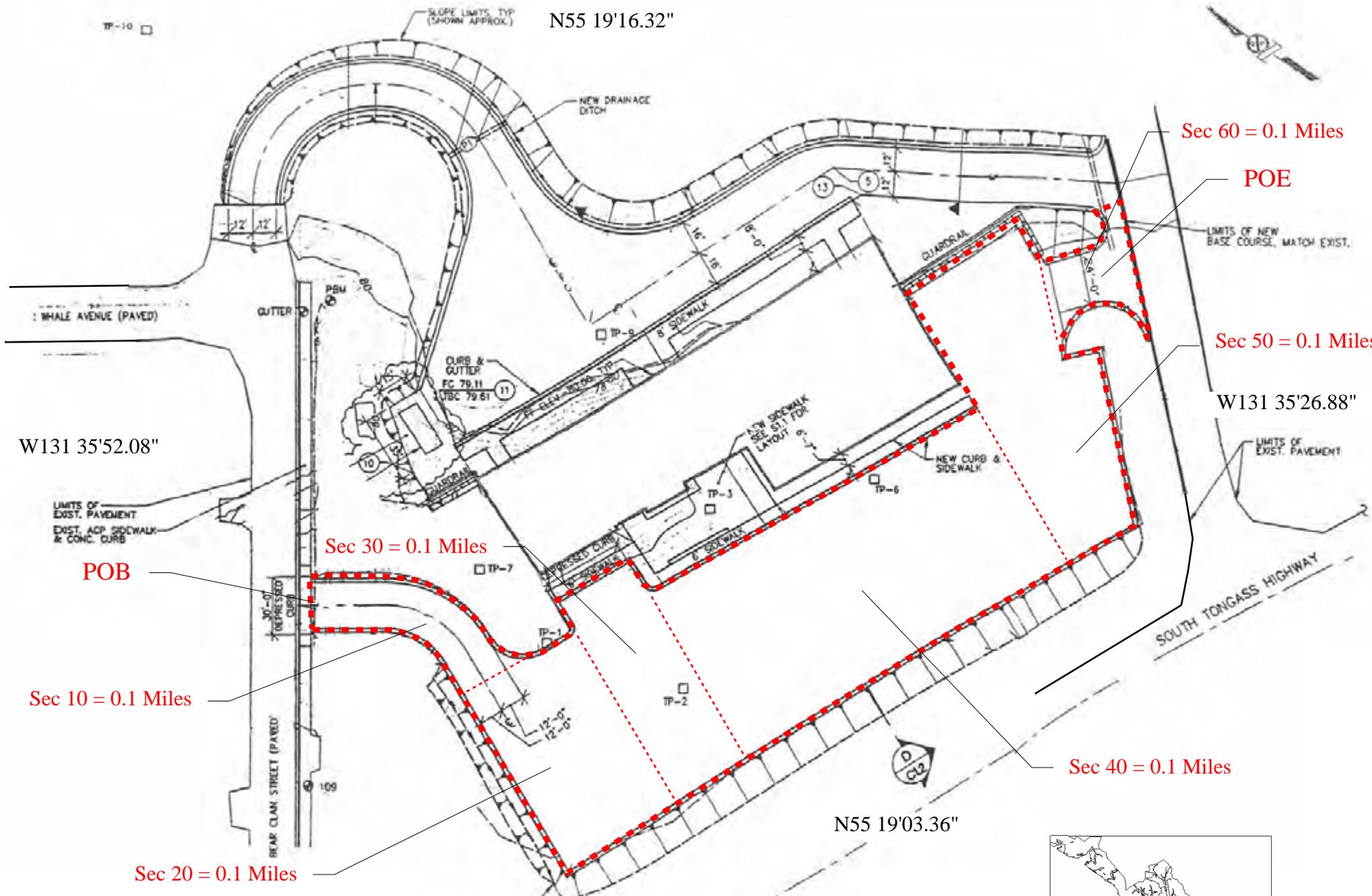
Organized Village of Saxman (E09-427)
 Community Parking lot North (RT 0032)
 Sec 10 = 0.1 Miles, Sec 20 = 0.1 Miles & Sec 30 = 0.1 Miles

Note: Lat & Long are shown on the map. Length of each section is shown above.



State of Alaska
 Congressional District 01
 Copper River Meridian
 POB: 55 19'06.69"N 131 35'41.97"W
 POE: 55 19'03.51"N 131 35'37.16"W





N55 19'16.32"

Sec 60 = 0.1 Miles

POE

LIMITS OF NEW BASE COURSE, MATCH EXIST.

Sec 50 = 0.1 Miles

W131 35'26.88"

LIMITS OF EXIST. PAVEMENT

SOUTH TONGASS HIGHWAY

W131 35'52.08"

Sec 30 = 0.1 Miles

POB

Sec 10 = 0.1 Miles

Sec 40 = 0.1 Miles

Sec 20 = 0.1 Miles

N55 19'03.36"

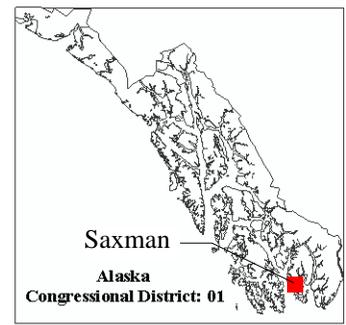
Organized Village of Saxman (E09-427)
 Community Parking lot South (RT 0033)
 Sec 10 = 0.1 Miles, Sec 20 = 0.1 Miles, Sec 30 = 0.1 Miles,
 Sec 40 = 0.1 Miles, Sec 50 = 0.1 Miles & Sec 60 = 0.1 Miles



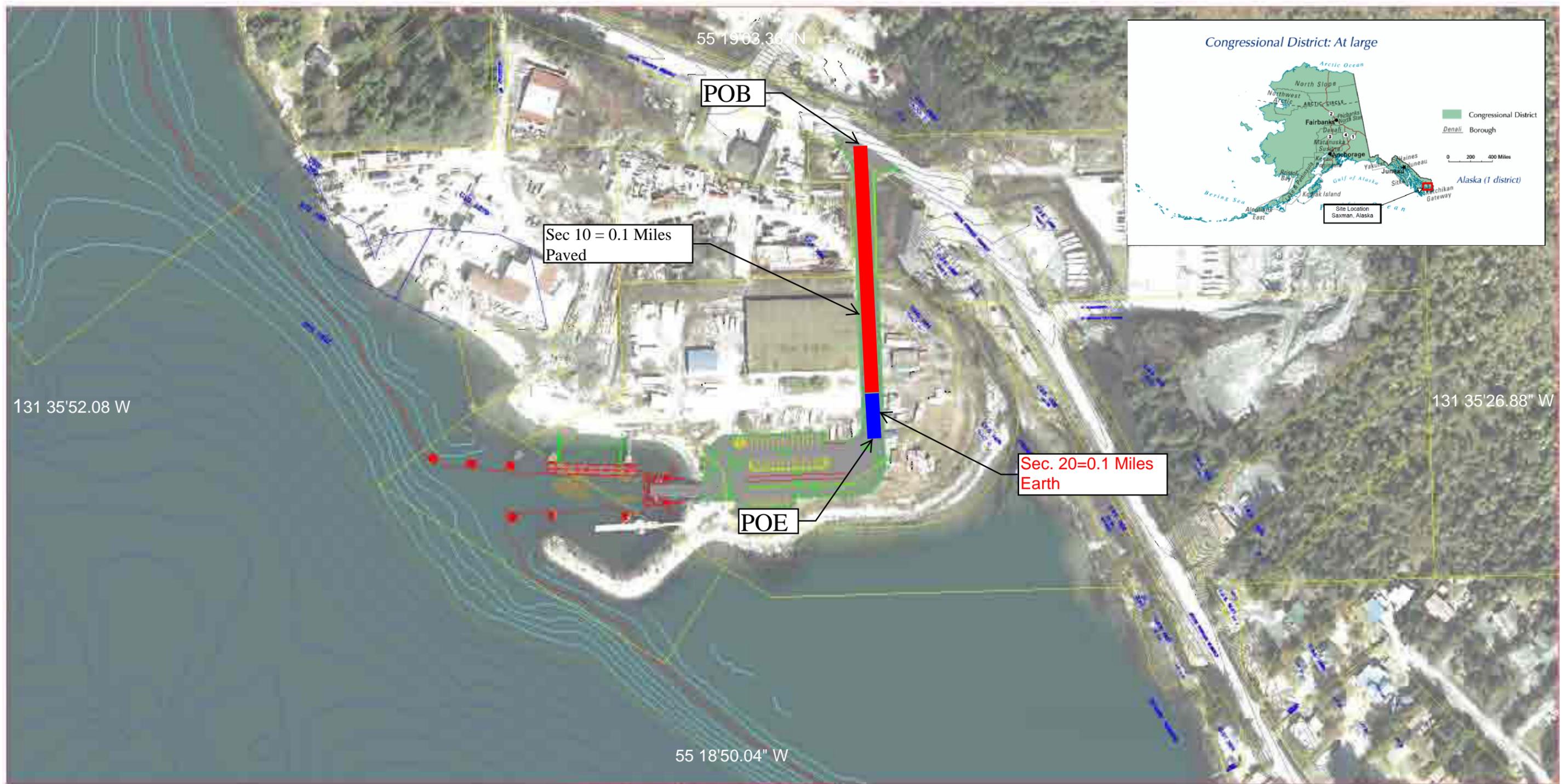
NOTE: NEW WATER & SEWER UTILITIES NOT SHOWN THIS SHEET FOR CLARITY.

State of Alaska
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 Copper River Meridian

POB: 55 19'05.48"N 131 35'44.03"W
 POE: 55 19'03.14"N 131 35'37.59"W



Note: Lat & Long are shown on the map. Length of each section is shown above.



Organized Village of Saxman (E09-427)

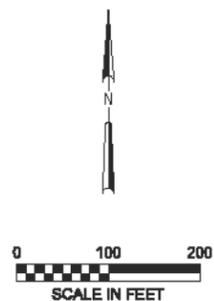
Canoe Street (RT 3100)

Sec 10 = 0.1 Miles, Sec 20 = 0.1 Miles

POB: 55 19'00.35" N 131 35'35.12" W

POE: 55 18'54.72" N 131 35'35.15" W

Note: Lat & Long are Shown on the map.
Length of each sections is shown above.



State of Alaska
Congressional District 01
Copper River Meridian

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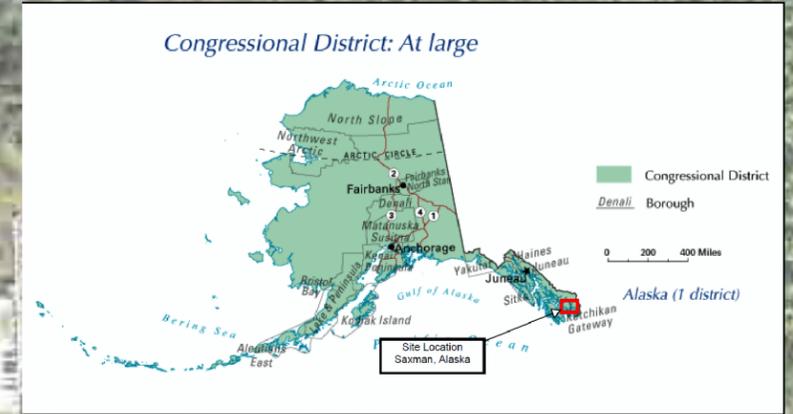
DESIGNED BY:
CH2MHILL

Figure 8
Saxman Seaport (B) - Conceptual
South Tongass Highway
Ferry Terminal
Reconnaissance Study
November 2010

CHECKED BY: Doug Ployter
DRAFTED BY: Jorge Morrey
PATH: 388640 Saxman-01.dwg [PLOT] October 20, 2010 -- 7:24am
PLOT:



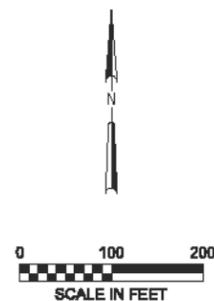
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			AKSAS 68336	2009	-	-



Organized Village of Saxman (E09-427)
 Saxman Seaport Proposed Staging Area (RT 3101)
 Sec 10 = 0.1 Miles

POB: 55 18'54.72" N 131 35'35.15" W
 POE: 55 18'53.84" N 131 35'40.47" W

Note: Lat & Long are Shown on the map. Length of each sections is shown above.



State of Alaska
 Congressional District 01
 Copper River Meridian



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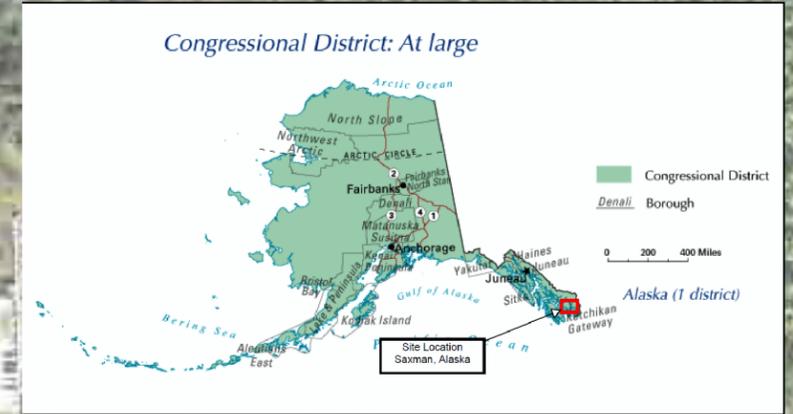
DESIGNED BY:
CH2MHILL

Figure 8
 Saxman Seaport (B) - Conceptual
 South Tongass Highway
 Ferry Terminal
 Reconnaissance Study
 November 2010

CHECKED BY: Doug Ployter
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 PLOT:



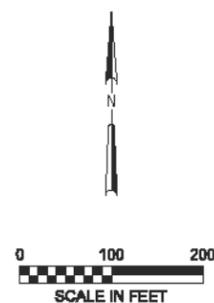
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			AKSAS 68336	2009	-	-



Organized Village of Saxman (E09-427)
 Saxman Seaport Ferry Ramp (RT 3102)
 Sec 10 = 0.1 Miles

POB: 55 18'53.84" N 131 35'40.47" W
 POE: 55 18'53.92" N 131 35'42.79" W

Note: Lat & Long are Shown on the map. Length of each sections is shown above.



State of Alaska
 Congressional District 01
 Copper River Meridian



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

DESIGNED BY:
CH2MHILL

Figure 8
 Saxman Seaport (B) - Conceptual
 South Tongass Highway
 Ferry Terminal
 Reconnaissance Study
 November 2010

CHECKED BY: Doug Ployter
 DRAFTED BY: Jorge Morrey
 PATH: 388640 Saxman-01.dwg [PLOT] October 20, 2010 -- 7:24am
 PLOT:



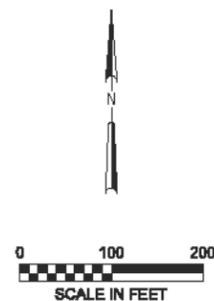
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			AKSAS 68336	2009	-	-



Organized Village of Saxman (E09-427)
 Saxman Seaport Proposed Ferry Pier (RT 3103)
 Sec 10 = 0.1 Miles

POB: 55 18'54.34" N 131 35'42.83" W
 POE: 55 18'54.35" N 131 35'46.43" W

Note: Lat & Long are Shown on the map. Length of each sections is shown above.



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 Copper River Meridian



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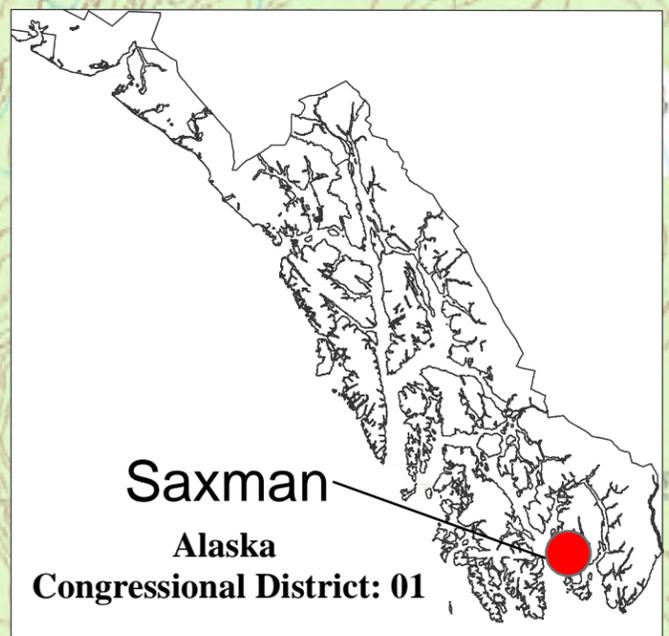
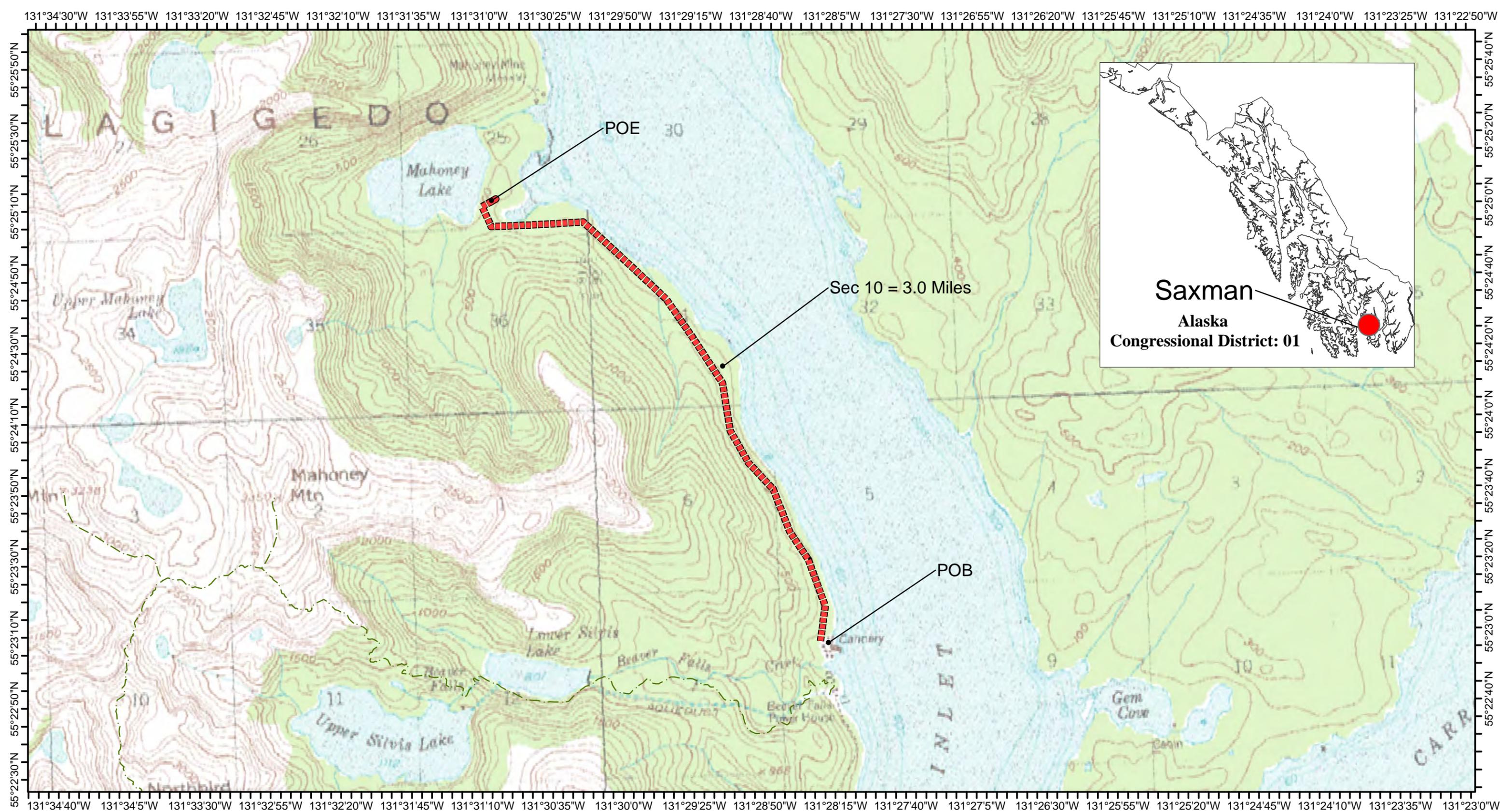
DESIGNED BY:
CH2MHILL

Figure 8
 Saxman Seaport (B) - Conceptual
 South Tongass Highway
 Ferry Terminal
 Reconnaissance Study
 November 2010

CHECKED BY: Doug Ployter
 DRAFTED BY: Jorge Morrey
 PATH: 388640 Saxman-01.dwg [PLOT] October 20, 2010 -- 7:24am
 PLOT:



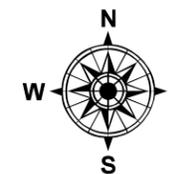
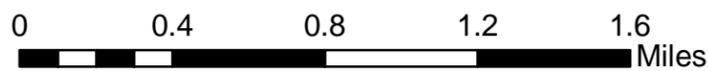
REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			AKSAS 68336	2009	-	-



Organized Village of Saxman (E09-427)
Mahoney Lake Proposed Rd (RT 7100)
 Sec 10 = 3.0 Miles

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Copper River Meridian

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POB: 55 23'01.16" N 131 28'17.58" W
POE: 55 25'09.18" N 131 30'56.08" W