

# Statewide Transportation Improvement Program 1996 - 1998

Approved



**Alaska  
Department of  
Transportation  
and Public Facilities  
May 1996**

# How to contact us:

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

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## Photo Credits:

Top - Canyon Creek Bridge, Seward Highway will be rebuilt in 1996 and 1997 as part of the National Highway System. Bruce Freitag

Center - Capital Transit Bus on Franklin Street, Juneau, Alaska. Replacement buses will be purchased as part of the Community Transportation Program in 1996. Jeff Ottesen

Bottom - Whale Park overlook constructed as part of Transportation Enhancement Program in Sitka, Alaska. City and Borough of Sitka

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

**Introduction and Summary**

This document is a new edition of the STIP or Statewide Transportation Improvement Program. The STIP is a plan for allocating funding for surface transportation — highways, transit, trails and ferries — for a three year period. This new STIP covers the time period from October 1995 through September 1998. An additional three year period (1999 - 2001) of preliminary project schedules is shown for information only.

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

The STIP only covers surface transportation projects. Funding for airport projects is provided by the Federal Aviation Administration and port and harbor projects are funded by the Corps of Engineers and limited state funding. The latter two types of projects are not included in this STIP.

**Purpose of the STIP**

The STIP is a final step in deciding which projects will be selected for funding. Alaska's STIP is prepared from a document known informally as the Needs List (*Transportation Needs and Priorities in Alaska*). Beginning in June 1995 the department began soliciting project nominations to the Needs List. Several hundred project nominations were received from various groups, local governments, state and federal agencies.

Thereafter, using the new scoring criteria, a large number of projects was ranked and scored. Only projects receiving the highest scores in the Needs List became eligible for statewide consideration and possible Priority 1 ranking—a prerequisite for inclusion in the STIP.

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

transportation, enhancements and transit funding according to specific federal funding programs. The STIP must take these suballocations into account as well.

The STIP is required by federal regulation. Section 23 CFR 450.216 requires that each state transportation agency develop a STIP for all areas of the state. Additional requirements are also placed on the nature and form of projects which are placed within the STIP. The final STIP is subject to approval by both the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), both agencies of the U.S. Department of Transportation.

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

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

### **The New Transportation Initiative**

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

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

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

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

### **What the New Process Includes**

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

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

### **Why Geographic Allocation is Not Used**

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

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

### **How Projects Are Selected for the STIP**

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

Requests for projects in all other categories under the new transportation initiative were solicited on a widespread basis. Boroughs, cities, villages, Native organizations and other local governments, private parties, state and federal agencies as well as others interested in transportation development were all requested to make project nominations. The department also submitted projects for consideration. The result of this nomination process produced a list of more than 2,000 potential surface transportation projects for consideration.

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

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

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

#### Community Transportation and Economic Development Program (CTP):

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

#### Trails and Recreational Access for Alaska (TRAAK):

- TRAAK Criteria

Future editions of the STIP will also benefit by expanded public involvement. The recently appointed 13-member TRAAK citizens advisory board announced by Governor Knowles in February 1996 will provide a sounding board for public and agency comment statewide.

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

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

Each member of the PEB ranks the statewide list of projects; the resulting scores are then averaged to determine how projects compare to other projects. The result is a numerically ranked list of projects from highest score to lowest. These constitute Priority 1 and 2 projects. Priority 3 and 4 projects are scored at the regional level only and are those that do not score well enough to be sent to the PEB. Projects slated for construction in 1996 are considered on-going and were not scored.

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

- Higher scoring projects are favored;
- Projects in progress for construction in 1996 are favored;
- Complex projects involving difficult right-of-way or environmental considerations are assigned a longer time frame;
- Utilize sub-allocation funding categories such as CMAQ or safety funds; and,
- Coordinate with associated projects and other funding sources.

### **Major Projects and Priorities Within the STIP**

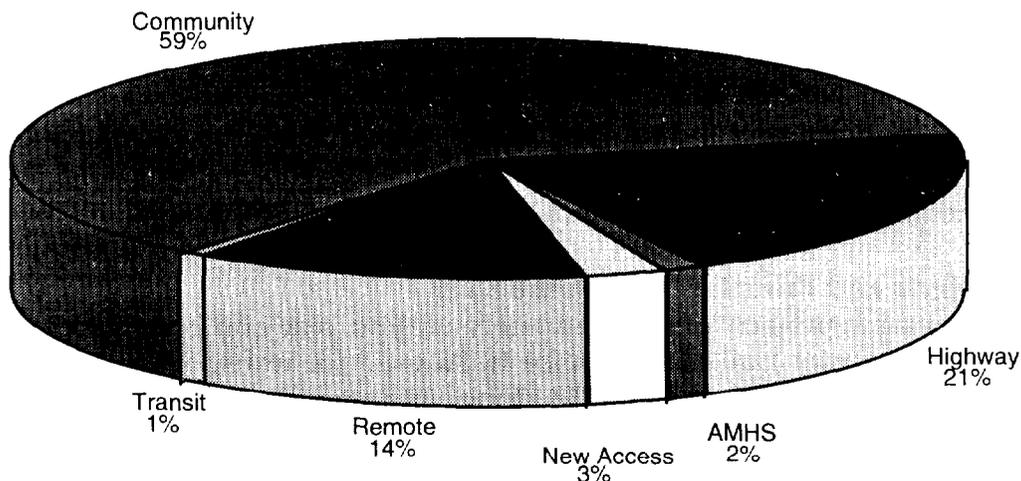
The STIP contains projects of a wide variety of type, size and complexity. Needs such as winter trail markings for trails used for transportation between remote villages are found in the STIP along with new highway interchanges, bus purchases and improvements to ferries. Within this diversity are a few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

- National Highway System Modernization. Alaska's system of National Highways are significantly below modern development standards in many sections. This STIP contains numerous projects which address major upgrades to the NHS, including major projects on the Seward, Glenn, Dalton, Parks, Richardson, Sterling, Haines and other roads and highways.
- AMHS Ocean-class Vessel. This is a continuation of a multi-year NHS project to construct a new ocean-class vessel for the Alaska Marine Highway System. The new vessel will be 380 feet long, operate at 16.75 knots and carry 120 vehicles and 750 passengers within inside waters or 103 vehicles and 500 passengers on ocean crossings. The current schedule calls for the vessel to be completed in early 1998.
- Rural Access and Sanitation Roads. Alaska's remote communities lack many basic facilities taken for granted in more populated areas. All-weather access to water sources, landfill sites, sewage lagoons, airports and other basic necessities of village life often requires road or trail improvements. The STIP contains more than 30 CTP projects involving nearly \$24 million that address transportation projects of this nature. In addition, the Bureau of Indian Affairs has programmed almost \$31 million for other remote surface transportation projects in the 1996-1998 time period.

The allocation of dollars within the Community Transportation Program favors local needs. Categorizing projects into one of six types illustrates that 74% of the program goes toward projects which serve a community or local transportation activity while 26% goes to projects of a statewide nature:

Projects of a Community Nature		74%
Community roads and streets	59%	
Transit	1%	
Remote community roads and streets	14%	
Projects of a Statewide Nature		26%
State highways not on the NHS	21%	
Marine highways not on the NHS	2%	
New access between communities	3%	

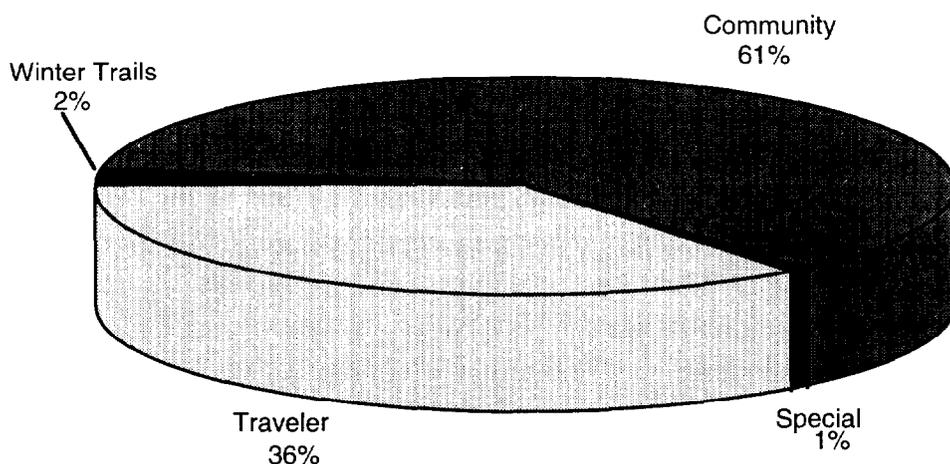
**Community Transportation Program Allocation FY 96 - 98**



The allocation of dollars within the Trails and Recreational Access for Alaska (TRAAK) program also favors local needs. When categorized into one of three project types, our evaluation of TRAAK projects illustrated that 61% of the program goes toward projects which serve a community or local transportation activity while 39% goes to projects of a statewide nature. The breakdown includes four project types:

Community projects	61%
Travelers	36%
Remote winter trails	2%
Special (water quality, archaeology)	1%

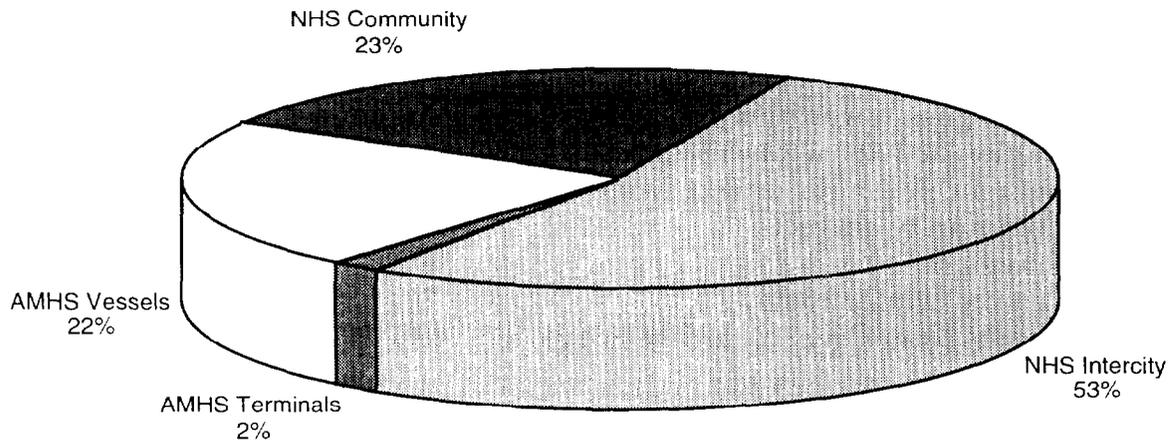
**Trails and Recreational Access for Alaska Allocation FY 96 - 98**



The allocation of dollars within the NHS program serves statewide needs in general, but many NHS improvements are also important to community transportation needs. When categorized into one of four project types, our evaluation of NHS projects illustrated that 77% of the program goes toward projects which serve a statewide nature, while 23% goes to projects which serve a statewide and community or local transportation purpose. The breakdown includes four project types:

Projects of a Statewide Nature	77%
NHS highways between communities	53%
Marine highways vessels	22%
Marine highway terminals	2%
Projects of a Statewide and Community Nature	23%
NHS highways within communities	23%

## National Highway System Allocation FY 96 - 98



### Air Quality Conformity Finding

Projects proposed for construction within air quality non-attainment areas must undergo a conformity analysis relative to the State Implementation Plan (SIP) for each non-attainment area. This analysis is intended to ensure that all SIP requirements are fulfilled and that the STIP will:

- support the attainment and maintenance of National Ambient Air Quality Standards (NAAQS);
- not cause any new violations of NAAQS;
- not cause any worsening of existing violations;
- not contradict recommendations of the State Implementation Plan; and,
- not delay the region's efforts to attain NAAQS in a timely manner.

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

Conformity findings for the Anchorage area will be completed as part of the final TIP, which is still in progress. Conformity findings for Fairbanks have been completed and were submitted to federal authorities as supplemental information concurrent with the STIP. The findings indicate that the overall budget for on-road emissions is within the level set for Fairbanks with the build scenario, and that the Fairbanks projects in the FY 1996 - 1998 STIP will contribute to a lessening of emissions, compared to the no-build scenario. Because Fairbanks did not reach attainment in 1995, funding for one contingency measure from the SIP is contained in the FY 1996 - 1998 STIP.

### STIP Public Involvement

The STIP was prepared with a number of opportunities for public involvement. Beginning in July, 1995 the department notified, by mail, local

governments, village and traditional councils and federal and state agencies of their opportunity to nominate projects. This resulted in the draft Needs List being published in November, 1995. The draft Needs List contained a tentative six-year program of projects based upon the initial scores given to projects in the Needs List. Thereafter, the department advertised the Needs List for public hearings using newspaper ads. Notices were placed in newspapers throughout the state and meetings were held in more than 20 communities. The public comment period was extended to 6 weeks because of the holiday season. Over 250 letters were received concerning the Needs List.

The department's Project Evaluation Board or PEB prepared the draft STIP based on the comments received during the review of the draft Needs List. Notice of the draft STIP was published in newspapers throughout the state. In addition copies were mailed to a mailing list of more than 2,000 persons, organizations and agencies and additional copies were sent to those who responded to the advertisements. This mailing list is comprehensive. It includes local governments, affected public agencies, village and traditional councils, representatives of transportation employees, public and private freight and passenger transporters, interest groups and individuals. A comment period of 35 days was provided. Over 100 comments were received by mail.

Using this comment information, the PEB reconsidered a limited number of projects and adjustments were made to the STIP as warranted. A list of significant changes made between the draft and final STIP is found in Appendix A. The STIP was then forwarded to the FHWA and FTA for their approval. Approval by the federal agencies authorizes project funding and allows programming of projects to begin.

Throughout this public involvement process, the department used its home page on the Internet to advertise the STIP process, time and place of public meetings, availability of draft documents and status of the process at key junctures. While nearly 40 e-mail messages were sent to the department's internet web homepage during the process, we are sensitive to the fact that the internet is not a universally available medium. We will continue to use this medium as an adjunct to other methods of notifying the public such as our public notices in newspapers and mailing lists.

#### **Amending the STIP and Project Selection Criteria**

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

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

The department will initiate a public process to review and reevaluate the project selection criteria later in 1996 and thereafter begin the cycle of Needs List nomination and STIP development for the 1998-2000 time period.

### **Adequacy of Transportation Funding**

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

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

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

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

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

The Anchorage Metropolitan Area Transportation Study (AMATS) holds special status under ISTEA for program development. As an urban area with greater than 200,000 population the Anchorage urban area falls under the Transportation Management Area (TMA) rules. Under ISTEA, AMATS is

empowered to determine its own priority for projects and prepare its own Transportation Improvement Program (TIP) based on funding allocated to AMATS within the STIP. In the other 49 states TMAs are allocated funds based on a statutory formula. ISTEA contains an exception to this requirement for Alaska, in that the allocation of funds for Alaska TMAs is determined by DOT&PF within the STIP.

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

Though funding for AMATS was garnered through the PEB scoring process, based on projects submitted under both the CTP and TRAAK programs, the AMATS project selection process is not bound by this allocation to spend these funds in the same categories.

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

### **How to Reach Us**

Please contact us if you have comments about the Statewide Transportation Improvement Program or any other aspect of transportation in Alaska.

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### Internet and World Wide Web Access

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

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

## Glossary of Terms

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

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

## Funding Sources and Estimate

### Federal Transit

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

#### 49 USC 5310 (Section 16); Elderly and Persons with Disabilities Program

This program consists of pass-through grants for nonprofit organizations for the purchase of vehicles and related equipment. These vehicles will be used to transport the elderly and persons with disabilities. This program provides funding to private non-profit agencies for capital improvements for the provision of transportation service to elderly and handicapped persons. The Alaska Department of Transportation and Public Facilities has established a committee to review the projects submitted to use these funds. ADOT&PF applies to FTA for approval of projects. The federal funds ratio is 80%.

1996	
Administrative	25,000
Capital	145,310
<b>Total</b>	<b>172,306</b>

#### 49 USC 5311 (Section 18); Nonurbanized Area Formula Program

This program authorizes funds for public transit activities outside of Anchorage. This program provides funding to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services and recreation and to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas. The Rural Transit Assistance Program (RTAP) is a component of Section 18. RTAP funds provide training and technical assistance to transit operators. The federal funds ratio is 80% for capital projects and up to 50% for operating assistance.

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

#### 49 USC 5307 (Section 9); Urbanized Area Formula Program

The details of this program are included in the AMATS - TIP. The federal funds ratio is 80% for capital projects and up to 50% for operating assistance.

49 USC 5309 (Section 3) Capital Discretionary Program - A special one-time appropriation was made for transit equipment in Alaska. These funds are

available only to Anchorage and will be used to replace buses. The federal funds ratio is 80%.

Transfers from Federal Highway State Apportionment Program to Transit

Some transit projects are funded by transferring federal highway funds to the transit program. Transit projects funded in this manner are included in the STIP project detail in the Community Transportation Program project table. The federal funds ratio depends on which apportionment was the source of transferred funds.

**Federal Highways**

Federal Lands Highway Program

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

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

**Surface Transportation Funding Sources**

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

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

Federal highway funds include many sub-categories of funding, called apportionments. Tentative apportionment designations are identified for proposed projects. These apportionment assignments are estimates and are subject to change. Table 1 identifies the amount of funds expected to be received and expended for each apportionment category. The following

paragraphs describe these apportionment categories, eligible project categories, their apportionment code and the ratio of federal funds.

Interstate Maintenance (IM) 04M - Funds used for resurfacing, restoration, and rehabilitation of the Interstate Highway System. These funds cannot be used to provide new capacity to the system, nor for construction of new facilities such as rest areas, ports of entry, etc. The federal funds ratio is 93.4%.

State Planning and Research (SPR) 081/086 - These funds are designated for the mandatory planning and research tasks the department undertakes including preparation of the Statewide Transportation Plan (SwTP) and Surface Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accidents locations, causes and severity, and physical characteristics of roads and highways) mapping, management systems, engineering and economic studies and applied research. The federal funds ratio is 80%.

Metropolitan Planning 085 - In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

Bridge Rehabilitation and Replacement (BRR) 117/118 - These funds are for the replacement or rehabilitation of substandard bridges both on and off the federal system. Bridges must have a span of 20 feet or more and must be listed on the Federal Register with a sufficiency rating of 80 or less for rehabilitation and 50 or less for replacement. The federal funds ratio is 80%.

National Highway System (NHS) 315 - A system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The system includes the current interstate highways and much of the old primary system. Alaska's final system of NHS routes was signed into law in December, 1995. Currently 2,100 miles of highway and 1,900 miles of ferry routes, including designated terminals and all eight vessels of the Alaska Marine Highway System are eligible to receive NHS funding. The federal funds ratio varies and is either 93.4% or 90.97% depending upon the specific category of work.

Congestion Management/Air Quality (CMAQ) 320 - These funds are for projects which can be proven to reduce traffic congestion and/or improve air quality in federally-designated non-attainment areas. Projects such as park and ride lots, signal coordination, ride-sharing and paving for dust control qualify for these funds. Carbon monoxide related projects have priority over airborne dust related projects under the rules applicable to this apportionment. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

Safety 33A - Safety projects include hazard elimination, railroad crossing, and railroad protective devices. In order to qualify, the project must be identified through the Highway Safety Improvement Program which seeks to identify hazardous locations throughout the state based upon accident histories. The federal funds ratio varies and is either 90% or 100% depending upon the specific category of work.

Transportation Enhancements (TE) 33B - The Transportation Enhancement Program has been of particular interest to the general public and users of non-traditional transportation related facilities. The Governor has established a new public involvement process including a TRAAK Citizen Advisory Committee. The purpose of this committee is to recommend policy and programs to the Commissioner to bring about the implementation and operation of the Transportation Enhancement program. The federal funds ratio is 90.97%.

Enhancement projects are defined as: *"...provisions of facilities for pedestrians and bicycles; acquisition of scenic easements...or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation, rehabilitation and operation of historic highway buildings, structures, or facilities (including railroad facilities); preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails); control and removal of outdoor advertising, archaeological planning and research; and mitigation of water pollution due to highway runoff."*

Surface Transportation Program (STP) 33D - Based upon a specific clause found in the ISTEA legislation these funds may be spent on any public road in Alaska, regardless of classification. The funds may be used on projects ranging from new construction to resurfacing, and may also be used for transit projects. Of the STP funds, ten percent must be spent on highway Safety projects and ten percent must be spent on Transportation Enhancement projects. The federal funds ratio varies and is either 90.97% or 93.4% depending upon the specific category of work.

Scenic Byways 32C - This is a small, interim apportionment category designated for the planning, design and development of scenic byways programs on existing highways. The funds Alaska receives under this program are discretionary and were garnered through a competitive grant application. The federal funds ratio is 100%.

Ferry Boat Discretionary Funds 327 - Each year, the Federal Highway Administration receives applications from states for the nationwide allocation of Ferry Boat Discretionary Funds. Projects must be for the construction of ferry boats and/or ferry terminal facilities on National Highway System routes. In FFY96, the state was successful with an

application for the Auke Bay Ferry Terminal Staging Area Expansion for \$1,633,497 (federal). Funds are available only in the year approved. The federal funds ratio is 80%.

### **Estimated Apportionments**

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

The process of accounting for apportionments is complex and often misunderstood. To help clarify the accounting of apportionments the federal rules must be explained. First, unused balances in any apportionment category can be carried forward for three additional years beyond the year received. Second, historically, the state has not received as much obligation authority as we have apportionment authority, so unused balances are inevitable. Third, the various categories have varying degrees of flexibility. For example, in Alaska Congress has authorized additional flexibility allowing the department the latitude to intermix funds from the IM, NHS and STP categories on a single project. This flexibility was provided because of the lack of a complex road system in Alaska. Finally, many projects are coded to multiple apportionments at the time of programming; the project tables show only the dominant code.

These accounting rules for apportionments should help to explain why the upper and lower tables do not match. We have shown the prior year carry-over balance in each apportionment category. This balance plus the estimated new apportionment amounts for the three fiscal years covered by the STIP, represents the target level to be spent in each category. Because the department has historically not received as much obligation authority as we have apportionment authority surpluses have built-up. However, at the present time we anticipate receiving more obligation authority than apportionments, so these surpluses will decline in the coming years.

## **Program Listings**

### **Project Tables**

The tables beginning on page 23 contain the listing of proposed project funding for Alaska's three Transportation Initiative programs: National Highway System, Community Transportation, and Trails and Recreational Access for Alaska. Both the three year period covered by this STIP and the following three-year period 1999 - 2001 are shown. The second three year period is preliminary and is not an official part of this STIP.

**Table 1  
Estimate of Available Funds**

<b>FFY 96 - FFY 98 Federal Apportionments</b>	<b>Estimated Available Federal Funding*</b>			
	<b>Carryover</b>	<b>FFY 1996</b>	<b>FFY 1997</b>	<b>FFY1998</b>
04M - Interstate Maintenance	185.0	19,702.5	19,702.5	19,702.5
081/086 - State Planning and Research	1,831.4	4,528.2	4,528.2	4,528.2
085 - Metropolitan Planning	192.8	758.7	758.7	758.7
117/118 - Bridge Rehabilitation and Replacement	7,020.6	9,160.0	9,160.0	9,160.0
315 - National Highway System	20,928.2	49,459.3	49,459.3	49,459.3
320 - Congestion Mitigation/ Air Quality	8,283.8	4,617.5	4,617.5	4,617.5
33A - Safety	0.0	11,613.7	11,613.7	11,613.7
33B - Transportation Enhancements	18,280.6	11,486.1	11,486.1	11,486.1
33D - Surface Transportation Program	51,929.8	98,981.9	98,981.9	98,981.9
32C - Scenic Byways	0.0	250.0	250.0	250.0
327 - Ferry Boat Discretionary	0.0	2,041.9	0.0	0.0
49 USC 5309 FTA Capital Program	0.0	2,500.0	0.0	0.0
<b>Totals</b>	<b>108,652.2</b>	<b>215,099.7</b>	<b>210,557.9</b>	<b>210,557.9</b>
<b>Estimated Obligation Limitation</b>		<b>243,500.0</b>	<b>239,000.0</b>	<b>239,000.0</b>
		<b>Proposed Program</b>		
<b>FFY 96 - FFY 98 Proposed Program</b>		<b>FFY 1996</b>	<b>FFY 1997</b>	<b>FFY1998</b>
04M - Interstate Maintenance		20,590.4	9,506.5	21,613.3
081/086 - State Planning and Research		4,940.0	4,940.0	4,940.0
085 - Metropolitan Planning		880.0	770.0	770.0
117/118 - Bridge Rehabilitation and Replacement		14,510.4	4,740.2	12,880.0
315 - National Highway System		51,096.2	52,528.8	52,001.0
320 - Congestion Mitigation/ Air Quality		3,415.0	4,790.0	1,825.0
33A - Safety		10,248.5	13,268.8	7,677.9
33B - Transportation Enhancements		17,050.0	16,457.0	17,335.0
32C - Scenic Byways		250.0	250.0	250.0
33D - Surface Transportation Program		112,959.3	135,495.1	121,110.0
327 - Ferry Boat Discretionary		2,041.9	0.0	0.0
49 USC 5309 FTA Capital Program		2,500.0	0.0	0.0
<b>Totals</b>		<b>240,481.7</b>	<b>242,746.4</b>	<b>240,402.2</b>

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

## Explanation of Terms

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

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

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

Score. This column contains the final average score as issued by the PEB for CTP and TRAAK projects. The code "A" in this column denotes projects which are being continued from the previous STIP, and the code "NA" denotes projects which were not scored because they are mandatory elements of the department's activities. Scores were not given to NHS projects.

Phases. Although some projects include more than one phase in the sense of multiple periods of construction, each project which uses federal highway funds includes one or more of the following stages or phases of project development.

- Phase 2 - Preliminary Engineering: This is two stages in itself. The first stage includes public and agency scoping; data compilation; conceptual planning and engineering; and environmental analysis necessary to determine project location and footprint. The first stage generally concludes with an approved environmental document. The second stage includes preparing final design plans; obtaining environmental permits; utility agreements; re-evaluation of environmental concerns; and advertising the project.
- Phase 3 - Right of Way and Utilities: This phase includes the identification and purchase of land necessary for construction of the capital improvement. This phase also includes obtaining utility agreements where a project affects public utilities.

paragraphs describe these apportionment categories, eligible project categories, their apportionment code and the ratio of federal funds.

Interstate Maintenance (IM) 04M - Funds used for resurfacing, restoration, and rehabilitation of the Interstate Highway System. These funds cannot be used to provide new capacity to the system, nor for construction of new facilities such as rest areas, ports of entry, etc. The federal funds ratio is 93.4%.

State Planning and Research (SPR) 081/086 - These funds are designated for the mandatory planning and research tasks the department undertakes including preparation of the Statewide Transportation Plan (SwTP) and Surface Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accidents locations, causes and severity, and physical characteristics of roads and highways) mapping, management systems, engineering and economic studies and applied research. The federal funds ratio is 80%.

Metropolitan Planning 085 - In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

Bridge Rehabilitation and Replacement (BRR) 117/118 - These funds are for the replacement or rehabilitation of substandard bridges both on and off the federal system. Bridges must have a span of 20 feet or more and must be listed on the Federal Register with a sufficiency rating of 80 or less for rehabilitation and 50 or less for replacement. The federal funds ratio is 80%.

National Highway System (NHS) 315 - A system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The system includes the current interstate highways and much of the old primary system. Alaska's final system of NHS routes was signed into law in December, 1995. Currently 2,100 miles of highway and 1,900 miles of ferry routes, including designated terminals and all eight vessels of the Alaska Marine Highway System are eligible to receive NHS funding. The federal funds ratio varies and is either 93.4% or 90.97% depending upon the specific category of work.

Congestion Management/Air Quality (CMAQ) 320 - These funds are for projects which can be proven to reduce traffic congestion and/or improve air quality in federally-designated non-attainment areas. Projects such as park and ride lots, signal coordination, ride-sharing and paving for dust control qualify for these funds. Carbon monoxide related projects have priority over airborne dust related projects under the rules applicable to this apportionment. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

- Phase 4 - Construction: This phase includes construction engineering; bidding and awarding construction contracts; and actual construction of the capital improvement including possible utility relocation.
- Phase 8 - Planning and Program Administration: This phase is used to indicate an administrative rather than construction project. This phase includes mandated planning activities such as the development of the Statewide Transportation Improvement Program.

Apportionment. Abbreviated "Appr" in the project tables, this shows the federal funding code for a specific category of funds, or program, under ISTEA. The Estimate of Available Funds - Table 1 defines these codes and shows the anticipated funding levels and anticipated obligations of these funds. Many projects will use more than one apportionment category. Only the dominant apportionment code has been depicted in the tables. The codes shown in the project tables are advisory only. The appropriate federal agency makes final eligibility determinations at the time funding is requested for each project.

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# **Program Tables**

**1996 - 1998**

## **Statewide Transportation Improvement Program**

**Alaska Department of  
Transportation and Public Facilities**

# **Program Tables**

**1996 - 1998**

## **Statewide Transportation Improvement Program**

**Alaska Department of  
Transportation and Public Facilities**

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
		Parks Highway and Glenn Highway Interchange	2,3,4				
		Whittier Access Improvements	2,3,4	33D		5,000.0	15,000.0
	AMATS	5th/6th Avenues: "L" Street-Gambell Street	2,3,4	315			3,776.9
	AMATS	Anchorage: NHS Rut Repair	2,3,4	33D	4,800.0		
	AMATS	International Airport Road	2,3,4	33D		188.8	
	AMATS	Minnesota Drive: Dimond Blvd.-International Airport Road Surface Rehabilitation	2,3,4	33D		300.0	
	AMATS	Port Access: Ocean Dock/Rail Rack	2,3,4	33D	93.8		2,500.0
	Central Region	Interstate Maintenance Bridge Repair	2,3,4	118	234.6	236.1	250.0
	Central Region	Pavement Crack Sealing	2,3,4	04M	563.1	566.5	600.0
	Central Region	Pavement Seal Coat/Overlay	2,3,4	04M	2,600.0	1,000.0	1,500.0
	Central Region	Safety Management Engineering	2	33A	46.9	47.2	50.0
	Fairbanks	Airport Way/Washington Street Intersection	2,3,4	33D	93.8	2,832.7	2,700.0
	Fairbanks	Airport Way: Cowles Intersection Safety Improvements	2,3,4	33A		283.3	
	Headquarters	Destination and Distance Signing	2,3,4				
	Headquarters	Safety: Required Signage	2,4	33A	100.0		
	Juneau	Egan Drive: Riverside Drive to Main Street	2,3,4				
	Juneau	Glacier Highway: Brotherhood Bridge at Mendenhall River	2,3,4				
	Juneau	Egan Drive: Lemon Valley Access	2,3,4	315			1,000.0
	Ketchikan	Tongass: 3rd Avenue Extension	2,3,4	33D	1,126.1	1,227.5	9,500.0
	Ketchikan	Tongass: 3rd Avenue Reconstruction	2,3,4	33D	375.4	2,360.6	
	Ketchikan	Tongass: Lane Improvements	2,3,4	33D	472.1		1,500.0
	Ketchikan	Tongass: Pedestrian Improvements	2,3,4				
	Ketchikan	Tongass: Resurfacing	2,3,4				
	Ketchikan	Tongass: Viaducts	2,3,4	118			1,000.0
	Kodiak	Rezanof Drive: Gibson Cove Realignment Safety Improvements	2,3,4	315			4,100.0
	Northern Region	Pavement Crack Sealing & Bridge	2,3,4	04M/315	656.9	661.0	700.0
	Northern Region	Pavement Seal Coat/Overlay	2,3,4	04M/315	2,600.0	1,000.0	2,000.0
	Sitka	Halibut Point Road: Cascade Creek Rd. to Peterson Street	2,3,4	33D	330.0		3,300.0
	Soldotna	Kenai Spur Road: MP 0-2.8 Rehabilitation	2,3,4	33D		8,970.2	

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Parks Highway and Glenn Highway Interchange		1,300.0	
Whittier Access Improvements	5,000.0		
5th/6th Avenues: "L" Street-Gambell Street			
Anchorage: NHS Rut Repair			
International Airport Road	2,000.0		
Minnesota Drive: Dimond Blvd.-International Airport Road Surface Rehabilitation	3,000.0		
Port Access: Ocean Dock/Rail Rack			
Interstate Maintenance Bridge Repair	250.0	250.0	250.0
Pavement Crack Sealing	600.0	600.0	600.0
Pavement Seal Coat/Overlay	2,000.0	2,500.0	2,500.0
Safety Management Engineering	50.0	50.0	50.0
Airport Way/Washington Street Intersection			
Airport Way: Cowles Intersection Safety Improvements			
Destination and Distance Signing	100.0		1,000.0
Safety: Required Signage			
Egan Drive: Riverside Drive to Main Street			1,650.0
Glacier Highway: Brotherhood Bridge at Mendenhall River	400.0		4,000.0
Egan Drive: Lemon Valley Access		6,000.0	
Tongass: 3rd Avenue Extension			
Tongass: 3rd Avenue Reconstruction			
Tongass: Lane Improvements			
Tongass: Pedestrian Improvements	800.0		
Tongass: Resurfacing			5,000.0
Tongass: Viaducts	6,300.0	5,500.0	
Rezanof Drive: Gibson Cove Realignment Safety Improvements			
Pavement Crack Sealing & Bridge	700.0	700.0	700.0
Pavement Seal Coat/Overlay	2,000.0	2,500.0	2,500.0
Halibut Point Road: Cascade Creek Rd. to Peterson Street			
Kenai Spur Road: MP 0-2.8 Rehabilitation			

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

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

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
Alaska Highway		MP 1270 to 1314 Rehabilitation-Northway Junction to Tok	2,3,4	315			530.0
Alaska Highway		MP 1386 to 1398 Reconstruction-Little Gerstle River to Gerstle River	4	33D		9,347.9	
Dalton Highway		MP 0-9 Reconstruction-Livengood to 9 Mile Hill	2,3				
Dalton Highway		MP 9-11 Reconstruction- 9 Mile Hill	2,3,4				
Dalton Highway		MP 22-37 Reconstruction - Hess Creek Area	2,3,4				
Dalton Highway		MP 37-49 Reconstruction-Livengood to Yukon River	2,3,4	315			93.8
Dalton Highway		MP 111-143 Reconstruction-Beaver Slide to Jim River #3	4				
Dalton Highway		MP 143-175 Reconstruction-Jim River #3 to Coldfoot	4	315			9,000.0
Dalton Highway		MP 235-247 Reconstruction-North Slope Borough Boundary to Atigun Pass	2,3,4				
Dalton Highway		Atigun Bridges MP 253 and 273	2,3,4	118	375.4		4,500.0
Dalton Highway		MP 247-274 Reconstruction-Atigun Pass to Galbraith Lake Airport	2,3,4				
Dalton Highway		MP 274-289 Reconstruction-Galbraith Lake Airport to Kuparuk	2,3,4	33D	375.4		50.0
Dalton Highway		MP 289-305 Reconstruction-Kuparuk River to Slope Mountain	2,3,4	33D		377.7	
Dalton Highway		MP 305-335 Reconstruction-Slope Mountain to Happy Valley	2,3,4				
Dalton Highway		MP 335-359 Reconstruction-Happy Valley to Pump 2	2,3,4	33D	469.2	141.6	
Dalton Highway		Regulatory, Safety and Distance Signing	2,3,4	33A	23.5	236.1	
Elliott Highway		MP 0-4 Reconstruction-Fox to Murphy Dome Road	2,3,4				
Glenn Highway		Eklutna to Parks Highway Advance Right-of-Way	3	33D	389.7		
Glenn Highway		Knik River Bridge #1 Deck Repair	2,3,4	118	469.2		
Glenn Highway		MP 53-56 Rehabilitation - Moose Creek Canyon	2,3,4				
Glenn Highway		MP 56-60 Rehabilitation - Moose Creek/Sutton	3,4	04M		1,000.0	7,600.0
Glenn Highway		MP 68-84 Rehabilitation-Chickaloon	2,3,4	04M		1,000.0	
Glenn Highway		MP 84-92 Rehabilitation-Long Lake	2,3,4	04M			1,400.0

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
MP 1270 to 1314 Rehabilitation-Northway Junction to Tok		4,800.0	
MP 1386 to 1398 Reconstruction-Little Gerstle River to Gerstle River			
MP 0-9 Reconstruction- Livengood to 9 Mile Hill	900.0	350.0	
MP 9-11 Reconstruction- 9 Mile Hill		160.0	150.0
MP 22-37 Reconstruction - Hess Creek Area			900.0
MP 37-49 Reconstruction- Livengood to Yukon River		8,000.0	
MP 111-143 Reconstruction- Beaver Slide to Jim River #3		9,300.0	
MP 143-175 Reconstruction- Jim River #3 to Coldfoot			
MP 235-247 Reconstruction- North Slope Borough Boundary to Atigun Pass	750.0		150.0
Atigun Bridges MP 253 and 273			
MP 247-274 Reconstruction- Atigun Pass to Galbraith Lake Airport	400.0		6,750.0
MP 274-289 Reconstruction- Galbraith Lake Airport to Kuparuk	4,500.0		
MP 289-305 Reconstruction- Kuparuk River to Slope Mountain	50.0		5,200.0
MP 305-335 Reconstruction- Slope Mountain to Happy Valley			500.0
MP 335-359 Reconstruction- Happy Valley to Pump 2 Regulatory, Safety and Distance Signing	7,000.0		
MP 0-4 Reconstruction-Fox to Murphy Dome Road	150.0		1,500.0
Eklutna to Parks Highway Advance Right-of-Way			
Knik River Bridge #1 Deck Repair			
MP 53-56 Rehabilitation - Moose Creek Canyon	800.0		300.0
MP 56-60 Rehabilitation - Moose Creek/Sutton			
MP 68-84 Rehabilitation- Chickaloon	1,300.0		12,000.0
MP 84-92 Rehabilitation- Long Lake		22,500.0	

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

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

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
Glenn Highway		MP 92-97 Rehabilitation-Hicks Creek	2,3,4	04M		944.2	
Glenn Highway		MP 97-100 Rehabilitation-Pinochle Hill	2,3,4	04M			5,193.3
Glenn Highway		MP 109-118 Rehabilitation-Regional Boundary	3,4	04M	14,170.4		
Glenn Highway		MP 174 - 189 Rehabilitation Palmer-Wasilla Highway Intersection	2,3,4	315		519.3	
Glenn Highway			2,3,4				500.0
Glenn Highway	AMATS	Gambell to McCarrey Reconstruction	2,3,4				
Haines Highway		Big Boulder Creek to North Mackenzie Loop Road	2,3,4				
Haines Highway		Chilkat River Bridge to Mosquito Lake Road	2,3,4				
Haines Highway		Mosquito Lake Road to Muncaster Creek	2,3,4	33D		377.7	
Haines Highway		Muncaster Creek to Little Boulder Creek	4	315			5,500.0
Haines Highway		North Mackenzie Loop Road to Canadian Border	2,3,4				
Haines Highway	Haines	Ferry Terminal to Junction with Union Street	2,3,4	33D		519.3	
Haines Highway	Haines	Union Street to Airport	2,3,4	33D	281.5		2,200.0
Klondike Highway	Skagway	William Henry Moore Bridge Replacement	2,3,4				
Marine Highway		Annual Vessel Rehabilitation	2,4				
Marine Highway		M/V Aurora Solarium Refurbishment	2,4	33D		87.0	
Marine Highway		M/V Columbia Public Space Refurbishment	2,4	33D		596.2	
Marine Highway		M/V Columbia/M/V Aurora Refrigerant Conversion	2,4	33D		87.0	
Marine Highway		Compliance Monitoring and Communications	2,3,4	33D	749.4		
Marine Highway		M/V LeConte Refrigerator Replacement	2,4	33D		87.0	
Marine Highway		M/V LeConte Solarium Refurbishment	2,4	33D		87.0	
Marine Highway		M/V Aurora Deck Renovation	2,4				
Marine Highway		M/V Aurora Shipboard Waste Handling System	4				
Marine Highway		M/V Aurora SOLAS Compliance Fire Safety	4	33D	1,753.9		
Marine Highway		M/V Bartlett Replacement	2				
Marine Highway		M/V Bartlett SOLAS Compliance Fire Safety	4	315			705.0
Marine Highway		M/V Columbia Hotel Renovation	4				

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
MP 92-97 Rehabilitation-Hicks Creek	10,000.0		
MP 97-100 Rehabilitation-Pinochle Hill			
MP 109-118 Rehabilitation-Regional Boundary			
MP 174 - 189 Rehabilitation	5,000.0		
Palmer-Wasilla Highway Intersection			
Gambell to McCarrey Reconstruction	1,000.0		3,400.0
Big Boulder Creek to North Mackenzie Loop Road		4,500.0	
Chilkat River Bridge to Mosquito Lake Road			5,500.0
Mosquito Lake Road to Muncaster Creek	4,500.0		
Muncaster Creek to Little Boulder Creek			
North Mackenzie Loop Road to Canadian Border	200.0		6,600.0
Ferry Terminal to Junction with Union Street	5,500.0		
Union Street to Airport			
William Henry Moore Bridge Replacement		300.0	
Annual Vessel Rehabilitation	1,000.0	1,000.0	1,000.0
M/V Aurora Solarium Refurbishment			
M/V Columbia Public Space Refurbishment			
M/V Columbia/M/V Aurora Refrigerant Conversion			
Compliance Monitoring and Communications			
M/V LeConte Refrigerator Replacement			
M/V LeConte Solarium Refurbishment			
M/V Aurora Deck Renovation		1,181.2	
M/V Aurora Shipboard Waste Handling System	300.0		
M/V Aurora SOLAS Compliance Fire Safety			
M/V Bartlett Replacement		1,000.0	
M/V Bartlett SOLAS Compliance Fire Safety			
M/V Columbia Hotel Renovation	3,632.0		

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

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

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
Marine Highway		M/V Columbia SOLAS Compliance-Fire Safety	2,4				
Marine Highway		M/V LeConte SOLAS Compliance Fire Safety	4	33D		1,911.1	
Marine Highway		M/V Matanuska Deck Renovation	2,4				
Marine Highway		M/V Matanuska Life Boat and Structural Renewal	4	33D	2,743.9		
Marine Highway		M/V Matanuska Shipboard Waste Handling System	4	315			605.4
Marine Highway		M/V Matanuska SOLAS Compliance Fire Safety	4	33D	2,963.6		
Marine Highway		M/V Taku Steam/Gray Water/Asbestos	2,4				
Marine Highway		Maintenance Management System	2,4	33D	235.0		
Marine Highway		M/V Matanuska Solarium Refurbishment	2,4	33D		95.0	
Marine Highway		M/V Matanuska/Taku Public Space Upgrade Flooring Replacement	2,4	33D	138.6		
Marine Highway		Multi-Purpose Replacement Vessel	4	315	3,759.1	52,528.8	14,846.1
Marine Highway		Prince Rupert Mooring Improvements	2,3,4	315			220.1
Marine Highway		Prince Rupert Uplands Improvements	2,4	315			423.7
Marine Highway		Public Address System Rehabilitation	2,4				
Marine Highway		Ramp Safety Coatings	2,4	33D	330.0		
Marine Highway		Sperry Gyro System Refurbishment	2,4				
Marine Highway		Stateroom Fixtures Replacement	2,4				
Marine Highway		M/V Taku Refrigerant Conversion	2,4	33D	45.0		
Marine Highway		M/V Taku Solarium Refurbishment	2,4	33D	95.0		
Marine Highway		M/V Tustumena Structural Fire Proofing	2,4	33D		500.0	
Marine Highway	Haines	Haines Mooring Improvements	4				
Marine Highway	Homer	Homer Mooring Improvements	2				
Marine Highway	Homer	Homer Terminal Building	2,4	33D		771.4	
Marine Highway	Juneau	Auke Bay Staging Area Expansion	2,3,4	33D/327	4,825.5		
Marine Highway	Petersburg	Petersburg Mooring Structure Improvements	4				
Marine Highway	Petersburg	Petersburg Uplands Improvements	2,4				

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
M/V Columbia SOLAS Compliance-Fire Safety	2,300.0		
M/V LeConte SOLAS Compliance Fire Safety			
M/V Matanuska Deck Renovation		2,893.5	
M/V Matanuska Life Boat and Structural Renewal			
M/V Matanuska Shipboard Waste Handling System			
M/V Matanuska SOLAS Compliance Fire Safety			
M/V Taku Steam/Gray Water/Asbestos	1,101.0		
Maintenance Management System			
M/V Matanuska Solarium Refurbishment			
M/V Matanuska/Taku Public Space Upgrade Flooring Replacement			
Multi-Purpose Replacement Vessel			
Prince Rupert Mooring Improvements		5,063.0	
Prince Rupert Uplands Improvements			
Public Address System Rehabilitation	550.0		
Ramp Safety Coatings			
Sperry Gyro System Refurbishment	450.0		
Stateroom Fixtures Replacement	1,000.0		
M/V Taku Refrigerant Conversion			
M/V Taku Solarium Refurbishment			
M/V Tustumena Structural Fire Proofing			
Haines Mooring Improvements	1,260.5		
Homer Mooring Improvements	275.0		
Homer Terminal Building			
Auke Bay Staging Area Expansion			
Petersburg Mooring Structure Improvements			1,210.8
Petersburg Uplands Improvements	550.4		2,202.0

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

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

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
Marine Highway	Valdez	Valdez Terminal Replacement	2,3,4	33D	250.0		
Parks Highway		Healy Area Safety Improvements	2,3,4	33A		47.2	
Parks Highway		Hurricane Gulch Bridge #258	2,3,4	118	47.2		350.0
Parks Highway		MP 206 to 210 Rehabilitation-Summit to Cantwell	2,3,4				
Parks Highway		MP 237 Nenana River Bridge #1147	2,3,4	118			900.0
Parks Highway		MP 238 Kingfisher Creek Bridge #697	2,3,4	118			350.0
Parks Highway		MP 240 Nenana Canyon Slide Repair	4				
Parks Highway		MP 240 to 262 Rehabilitation-Nenana Canyon to Bear Creek	2,3,4	04M		415.5	
Parks Highway		MP 35 to 37 Glenn Highway to Church Street	2,3,4	33D		708.2	
Parks Highway		MP 37 to 44 Rehabilitation-Seward Meridian Road to Church Street	2,3,4	315	1,501.5		2,500.0
Parks Highway		MP 37 to 44 Fairview Loop-Gershmer/Hyer Road Interchange	2,3,4				
Parks Highway		MP 37 to 44 Rehabilitation-Crusey Road to Seward Meridian Road	2,3,4	315	1,266.9		2,500.0
Parks Highway		MP 37 to 44 Rehabilitation-Lucus Road to Crusey Street	2,3,4	04M			300.0
Parks Highway		MP 37 to 44 Seward Meridian Interchange	2,3,4				
Parks Highway		MP 52 to 57 Rehabilitation-Big Lake Road to Little Susitna River	2,3,4	33D	7,500.0		
Parks Highway		Nenana Canyon Safety/Access Improvements	2,4	33A	93.8		3,000.0
Parks Highway	Fairbanks	Geist-Chena Ridge Interchange	4	315	13,607.4		
Richardson Highway		Klutina River Bridge #572	2,3,4	118	18.9		280.0
Richardson Highway		Lowe River Bridge #557	2,3,4	118	94.4		800.0
Richardson Highway		MP 115 to 129 Rehabilitation-Glennallen to Gakona Junction	2,3,4				
Richardson Highway		MP 129 to 148 Rehabilitation-Gakona Junction to Sourdough	2,3,4	33D		226.6	
Richardson Highway		MP 14 to 26 Rehabilitation-Keystone Canyon to Thompson Pass	2,3,4	315	281.5		3,200.0

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Valdez Terminal Replacement			
Healy Area Safety Improvements	450.0		
Hurricane Gulch Bridge #258			
MP 206 to 210 Rehabilitation-Summit to Cantwell		190.0	
MP 237 Nenana River Bridge #1147			
MP 238 Kingfisher Creek Bridge #697			
MP 240 Nenana Canyon Slide Repair	1,700.0		
MP 240 to 262 Rehabilitation-Nenana Canyon to Bear Creek	4,000.0		
MP 35 to 37 Glenn Highway to Church Street			7,500.0
MP 37 to 44 Rehabilitation-Seward Meridian Road to Church Street		16,100.0	
MP 37 to 44 Fairview Loop-Gershmer/Hyer Road Interchange		1,000.0	2,700.0
MP 37 to 44 Rehabilitation-Crusey Road to Seward Meridian Road	13,400.0		
MP 37 to 44 Rehabilitation-Lucus Road to Crusey Street		200.0	
MP 37 to 44 Seward Meridian Interchange			700.0
MP 52 to 57 Rehabilitation-Big Lake Road to Little Susitna River			
Nenana Canyon Safety/Access Improvements			
Geist-Chena Ridge Interchange			
Klutina River Bridge #572			
Lowe River Bridge #557			
MP 115 to 129 Rehabilitation-Glennallen to Gakona Junction	4,990.0		
MP 129 to 148 Rehabilitation-Gakona Junction to Sourdough	3,860.0		
MP 14 to 26 Rehabilitation-Keystone Canyon to Thompson Pass			

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

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

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
Richardson Highway		MP 148 to 159 Reconstruction-Sourdough to Haggard Creek	2,3,4				
Richardson Highway		MP 173 to 186 Reconstruction-Dick Lake to Paxson	2,3,4				
Richardson Highway		MP 203 to 206 Reconstruction-McCallum Creek to Rainbow Mountain	2,3,4				
Richardson Highway		Reconstruction-Trims to Ruby Creek	2,3,4				
Richardson Highway		MP 275 North Erosion Control Tanana River to Boon Dox	2,3,4	315			550.0
Richardson Highway		MP 308 to 311 Rehabilitation-Birch Lake to Midway	4	04M			1,800.0
Richardson Highway		MP 6 to 14 Rehabilitation-Robe River to Lowe River (Keystone Canyon)	2,3,4	33D	154.8		1,500.0
Richardson Highway	Salcha	Salcha River Bridge #527	2,3,4	118	47.2		850.0
Richardson Highway	Valdez	Egan Drive	2,3,4	33D		1,775.2	
Richardson Highway	Valdez	Valdez Glacier Stream Bridge #556	2,3,4	118	23.5	354.1	
Seward Highway		MP 0 to 3 Capacity Improvements- Seward to Nash Road	2,3,4	33D		1,416.3	
Seward Highway		MP 0 to 8 (Seward to Grouse Creek Canyon) Rehabilitation	2,3,4				
Seward Highway		MP 13 to 18 (Mile 13 Summit to Snow River) Rehabilitation	2,3,4	315	610.0		250.0
Seward Highway		MP 18 to 25 (Snow River to Falls Creek)	2,3,4	315			1,200.0
Seward Highway		MP 25 to 30 (Falls Creek through Moose Pass) Rehabilitation	2,3,4				
Seward Highway		MP 30 to 36 (Moose Pass to Sterling Wye) Rehabilitation	2,3,4				
Seward Highway		MP 53.0 to 59.3 Rehabilitation Canyon Creek	2,3,4	315	29,131.4		
Seward Highway		MP 8 to 13 (Grouse Creek Canyon) Rehabilitation	2,3,4	315	938.4		500.0
Seward Highway		Windy Corner Realignment	2,3,4	33A		3,500.0	
Seward Highway	AMATS	36th Avenue to 5th/6th Avenue Rehabilitation	2,3,4	04M		2,400.0	
Seward Highway	AMATS	Exit Ramp Safety Improvements	2,3,4	33A			337.9
Seward Highway	AMATS	Huffman to Chester Creek Reconstruction	2,3	33D	469.2	472.1	
Seward Highway	AMATS	Potter Valley Road	2,3,4	33A	401.3		

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
MP 148 to 159 Reconstruction- Sourdough to Haggard Creek	100.0	700.0	
MP 173 to 186 Reconstruction- Dick Lake to Paxson			1,100.0
MP 203 to 206 Reconstruction-McCallum Creek to Rainbow Mountain		2,200.0	
Reconstruction-Trims to Ruby Creek		2,550.0	
MP 275 North Erosion Control- Tanana River to Boon Doox			6,050.0
MP 308 to 311 Rehabilitation- Birch Lake to Midway			
MP 6 to 14 Rehabilitation- Robe River to Lowe River (Keystone Canyon)			
Salcha River Bridge #527			
Egan Drive			
Valdez Glacier Stream Bridge #556			
MP 0 to 3 Capacity Improvements- Seward to Nash Road			
MP 0 to 8 (Seward to Grouse Creek Canyon) Rehabilitation			800.0
MP 13 to 18 (Mile 13 Summit to Snow River) Rehabilitation	6,500.0		
MP 18 to 25 (Snow River to Falls Creek)	500.0	3,250.0	
MP 25 to 30 (Falls Creek through Moose Pass) Rehabilitation		800.0	
MP 30 to 36 (Moose Pass to Sterling Wye) Rehabilitation			300.0
MP 53.0 to 59.3 Rehabilitation Canyon Creek			
MP 8 to 13 (Grouse Creek Canyon) Rehabilitation		10,000.0	
Windy Corner Realignment			
36th Avenue to 5th/6th Avenue Rehabilitation			
Exit Ramp Safety Improvements			
Huffman to Chester Creek Reconstruction	1,750.0		3,500.0
Potter Valley Road			

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

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

## National Highway System Program

Highway	Location	Project Description	Phases	Apprn	Estimate (Total Costs in thousands of \$)		
					FFY96	FFY97	FFY98
Seward Highway	AMATS	Seward and Fireweed Traffic Signal Visibility Improvements	2,3,4	33A			160.0
Seward Highway	Anchorage	MP 90 to 97 Girdwood to Bird Point Reconstruction	2,3,4	33D	8,000.0	18,459.1	
Steese Highway	Fairbanks	3rd Street Intersection	2,3,4				
Sterling Highway		MP 36 to 45-Sterling/Seward Wye to Sunrise	2,3,4	33D	375.4	566.5	
Sterling Highway		MP 169 to 174 Rehabilitation-Homer Hill	2,3,4	33D	11,636.6		
Sterling Highway		MP 45 to 60-Sunrise to Skilak Lake Road	2,3,4				
Sterling Highway		Skyview High School Entrance Capacity Improvements	2,3,4	33A			300.0
Sterling Highway		Soldotna Urban	2,3,4	33D	300.3	755.4	
Tok Cutoff Highway		MP 30 to 38 Reconstruction-Christochina to Mankoman Lake	4				
Tok Cutoff Highway		MP 0 to 30 Rehabilitation-Gakona Junction to Christochina	2,3,4				
Tok Cutoff Highway		MP 110 to 124 Reconstruction-Clearwater Creek to Tok	2				
Tok Cutoff Highway		MP 91 to 110 Rehabilitation-Little Tok River to Clearwater Lake	2,3,4	04M			520.0
<b>Program Total</b>					<b>125,035.7</b>	<b>126,984.4</b>	<b>124,992.2</b>

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

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

## National Highway System Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Seward and Fireweed Traffic Signal Visibility Improvements			
MP 90 to 97 Girdwood to Bird Point Reconstruction			
3rd Street Intersection	900.0		2,900.0
MP 36 to 45-Sterling/Seward Wye to Sunrise	250.0		16,150.0
MP 169 to 174 Rehabilitation-Homer Hill			
MP 45 to 60-Sunrise to Skilak Lake Road		2,000.0	500.0
Skyview High School Entrance Capacity Improvements			
Soldotna Urban	800.0		11,500.0
MP 30 to 38 Reconstruction-Christochina to Mankoman Lake	6,600.0		
MP 0 to 30 Rehabilitation-Gakona Junction to Christochina		600.0	
MP 110 to 124 Reconstruction-Clearwater Creek to Tok	825.0		5,775.0
MP 91 to 110 Rehabilitation-Little Tok River to Clearwater Lake		4,730.0	
<b>Program Total</b>	<b>124,293.9</b>	<b>124,767.7</b>	<b>125,087.8</b>

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)					
	Score	Phases	Appr	FFY96	FFY97	FFY98
Akiachak: Sanitation Road Resurfacing	82.8	2,3,4				
Aleknagik: North Shore Landfill Road	106.5	2,3,4	33D	135.0	135.0	1,215.0
Aleknagik: Wood River Bridge	82.0					
Allakaket: Landfill Road	A	4	33D		900.0	
AMATS: Transportation Improvement Program	NA	2,3,4		16,500.0	16,500.0	16,500.0
Annual Internal Review Audit Program	NA	8	33D	210.0	220.0	230.0
Atka: Dock Bridge/Road Rehabilitation	A	4	117	1,600.0		
Beaver: Landfill Road	A	4	33D	750.0		
Bethel: Ridgecrest Drive Rehabilitation	A	4	33D	2,400.0		
Birch Creek: Landfill Road Construction	80.8	2,3,4				
Brevig Mission: Landfill Road Construction	90.7	2,3,4	33D		75.0	725.0
Bridge Management System	NA	2	118	310.0	330.0	340.0
Central: Dust Control/Paving	85.5	2,3,4				
Chena Hot Springs Road: MP 0-7 Reconstruction	A	4	33D	17,040.0		
Chevak: Sanitation Access Road Construction	A	2,3,4	33D	1,000.0		
Chignik Bay: Airport Access Road Rehabilitation	77.2	2,3,4				
Chignik Lagoon: Incinerator Site Access Road	A	2,3,4	33D	100.0	400.0	
Cordova: Ferry Terminal Building	A	2,4	33D		865.0	
Cordova: Ferry Terminal Staging Area-Phase B	A	2,4	33D		1,000.0	
Cordova: Lake Avenue Upgrade	89.8	2,3,4	33D		150.0	
Cottonwood Lane Bridge Replacement	A	2,3,4	117	440.0		
Deering: Sanitation Road Construction	81.8	2,3,4				
Denali Highway: MP 80-104 Resurfacing-Susitna River to Brushkana Creek	112	4	33D			
Denali Highway: MP 21-42 Resurfacing-Tangle Lakes to MacLaren River	108	4	33D		6,000.0	
Dillingham: Aleknagik Road MP 0-5 Rehabilitation	A	2,3,4	33D	800.0	6,500.0	
Edgerton Highway: Rehabilitation	101.8	2,3,4	33D	758.0		7,075.0
Eek: Sanitation Road	105.5	2,3,4	33D	130.0		
Elliott Highway: Manley Slough-Tanana River Rehabilitation	A	4	33D	770.0		
Elliott Highway: MP 131-137 Reconstruction-Eureka to Baker Creek	103.5	2,3,4	33D	400.0	3,200.0	
Emmonak: Airport Road and Erosion Control	A	4	33D	1,350.0		
Fairbanks: College Road Intersection/Safety	78.2	2,3,4				

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Akiachak: Sanitation Road Resurfacing	500.0		
Aleknagik: North Shore Landfill Road			
Aleknagik: Wood River Bridge		350.0	3,150.0
Allakaket: Landfill Road			
AMATS: Transportation Improvement Program	16,500.0	16,500.0	16,500.0
Annual Internal Review Audit Program			
Atka: Dock Bridge/Road Rehabilitation			
Beaver: Landfill Road			
Bethel: Ridgecrest Drive Rehabilitation			
Birch Creek: Landfill Road Construction		75.0	250.0
Brevig Mission: Landfill Road Construction			
Bridge Management System			
Central: Dust Control/Paving	25.0	750.0	
Chena Hot Springs Road: MP 0-7 Reconstruction			
Chevak: Sanitation Access Road Construction			
Chignik Bay: Airport Access Road Rehabilitation		60.0	600.0
Chignik Lagoon: Incinerator Site Access Road			
Cordova: Ferry Terminal Building			
Cordova: Ferry Terminal Staging Area-Phase B			
Cordova: Lake Avenue Upgrade	1,500.0		
Cottonwood Lane Bridge Replacement			
Deering: Sanitation Road Construction		70.0	175.0
Denali Highway: MP 80-104 Resurfacing-Susitna River to Brushkana Creek	4,500.0		
Denali Highway: MP 21-42 Resurfacing-Tangle Lakes to MacLaren River			
Dillingham: Aleknagik Road MP 0-5 Rehabilitation			
Edgerton Highway: Rehabilitation			
Eek: Sanitation Road			
Elliott Highway: Manley Slough-Tanana River Rehabilitation			
Elliott Highway: MP 131-137 Reconstruction-Eureka to Baker Creek			
Emmonak: Airport Road and Erosion Control			
Fairbanks: College Road Intersection/Safety		500.0	1,600.0

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)					
	Score	Phases	Appr	FFY96	FFY97	FFY98
Fairbanks: CMAQ I/M Technician Training Certification	69.5	2,3,4	320	175.0	175.0	
Fairbanks: Holmes Road Drainage	A	4	33D	310.0		
Fairbanks: Illinois-Barnette & Bridge	70.2	2,3,4				
Fairbanks: Old Steese Highway Reconstruction	94.8	2,3,4	33D		6,800.0	
Fairbanks: Trainor Gate Road Upgrade	97.3	2,3,4	33D	500.0		2,200.0
Fairbanks: University Avenue Widening	72	2,3,4				
Fairbanks: University/College Intersection Safety Improvements	87.8	4				
Galena: Campion Road Landfill Access Road Resurfacing	78.2	2,3,4				
Grayling: Sanitation Road Construction	92.7	2,3,4	33D		60.0	600.0
Haines: Klukwan Road	A	2,3,4	33D	440.0		
Haines: Mud Bay & Beach Roads Intersection Improvements	81.7	2,3,4				
Homer: East End Road MP 12.5-22 Rehabilitation	79.8	2,3,4				
Homer: East End Road MP 0.0-3.75 Rehabilitation	110.7	2,3,4	33D	600.0	3,000.0	6,000.0
Homer: East End Road MP 3.75-12.5 Rehabilitation	94.7	2,3,4	33D	500.0		3,150.0
Homer: Lake Street Rehabilitation & Pioneer Avenue-Lake Street Intersection Safety Improvements	A	2,3,4	33A	200.0	1,500.0	
Hoonah: Ferry Terminal Ramp/Apron Upgrade	A	4	33D	325.0		
Hoonah: Terminal Building Construction	81.5	2,4				
Hooper Bay: Sanitation Road Construction	91.2	2,3,4	33D	165.0	3,300.0	
Houston: King Arthur Road Resurface	90.8	2,3,4	33D		400.0	
Hyder: Trestle & Road Surfacing	82.8	2,3,4				
Igiugig: Sanitation Road	A	2,4				
Iliamna: Nondalton Road Completion	110.5	2,3,4	33D	750.0	5,000.0	
Juneau Access Environmental Impact Statement	92.8	2	33D	700.0		
Juneau: Capital Transit Buses	123.7	2,4	33D	1,040.0		
Juneau: Glacier Highway Indian Point to Point Louisa	117.2	2,3,4	33D	300.0	4,000.0	
Juneau: Glacier Highway: Eagle Beach-Echo Cove Paving		2,3,4				
Juneau: Mendenhall Loop Road at Stephen Richards Drive	91.7	2,3,4	33A		140.0	720.0
Juneau: Thane Road Ferry Terminal to Rock Dump	116.3	2,3,4	33D	500.0	3,400.0	
Juneau: Willoughby and Glacier Avenue	92.8	2,3,4	33D	1,000.0		2,000.0

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Fairbanks: CMAQ I/M Technician Training Certification			
Fairbanks: Holmes Road Drainage			
Fairbanks: Illinois-Barnette & Bridge			3,200.0
Fairbanks: Old Steese Highway Reconstruction			
Fairbanks: Trainor Gate Road Upgrade			
Fairbanks: University Avenue Widening			2,500.0
Fairbanks: University/College Intersection Safety Improvements	2,500.0		
Galena: Campion Road Landfill Access Road Resurfacing		500.0	
Grayling: Sanitation Road Construction			
Haines: Klukwan Road			
Haines: Mud Bay & Beach Roads Intersection Improvements		310.0	
Homer: East End Road MP 12.5-22 Rehabilitation		600.0	175.0
Homer: East End Road MP 0.0-3.75 Rehabilitation			
Homer: East End Road MP 3.75-12.5 Rehabilitation	6,700.0		
Homer: Lake Street Rehabilitation & Pioneer Avenue-Lake Street Intersection Safety Improvements			
Hoonah: Ferry Terminal Ramp/Apron Upgrade			
Hoonah: Terminal Building Construction		50.0	
Hooper Bay: Sanitation Road Construction			
Houston: King Arthur Road Resurface			
Hyder: Trestle & Road Surfacing	450.0	4,500.0	
Igiugig: Sanitation Road	600.0		
Iliamna: Nondalton Road Completion			
Juneau Access Environmental Impact Statement			
Juneau: Capital Transit Buses			
Juneau: Glacier Highway Indian Point to Point Louisa			
Juneau: Glacier Highway: Eagle Beach-Echo Cove Paving		600.0	3,450.0
Juneau: Mendenhall Loop Road at Stephen Richards Drive			
Juneau: Thane Road Ferry Terminal to Rock Dump			
Juneau: Willoughby and Glacier Avenue			

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

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

**Community Transportation Program**

Project Description	Estimate (Total Costs in thousands of \$)					
	Score	Phases	Appr	FFY96	FFY97	FFY98
Kake: Dolphin and Bridge Replacement	96.2	2,4	118	100.0	1,100.0	
Kake: Ferry Terminal Building	82	2,3,4				
Karluk: Airport Access Road Rehabilitation	91.2	2,3,4	33D		100.0	400.0
Kenai River Bridge Access Road Rehabilitation	93.2	2,3,4	33D	100.0		750.0
Kenai Spur/Intersection Lake Sight Distance & South Miller Loop Safety Improvements	A	2,3,4	33A	750.0		
Kenai: Forest Drive/Redoubt Avenue Rehabilitation	96.7	2,3,4	33D	400.0		4,000.0
Kenai: Fort Kenay Mission Street Improvements	A	4	33D	290.0		
Kenney Lake: Willow Loop Road	A	3,4	33D	220.0		
Ketchikan: Herring Cove & Ketchikan Creek Bridges	A	2,3,4	118	770.0		
Ketchikan: North Tongass Highway MP 15 to Settler's Cove Paving	76.2	2,3,4				
Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	88.3	2,3,4	33D		1,220.0	
Ketchikan: Saxman Roads Improvements	A	2,3,4	33D	750.0		
Kiana: Landfill Road	A	4	33D	190.0		
King Cove: Airport Access Road Rehabilitation	76.3	2,3,4				
King Cove: Lagoon Bridge Replacement	87.8	2,3,4	118			200.0
Kipnuk: Sanitation Road	95.8	2,3,4	33D	300.0		
Kivalina: Sanitation Road Construction	79.2	2,3,4				
Knik River Road	84.5	2,3,4				
Kodiak: Chiniak Highway: Kalsin Hill Hazard Removal	A	4	33A	1,700.0		
Kodiak: Chiniak Road Rehabilitation	91.8	2,3,4	33D		500.0	
Kodiak: Otmeloi Way Rehabilitation		2,3,4				
Kodiak: Rezanof Drive 'Y' Intersection Improvement	A	2,3,4	33A	900.0	1,200.0	
Kodiak: Rezanof Drive Safety Improvements/Otmeloi Way	A	4	33A	170.0		
Kodiak: Selief Lane Reconstruction	86.3	2,3,4				
Koyuk: Gravel Source Road	A	4	33D	1,100.0		
Koyukuk: Landfill Road	A	4	33D	70.0		
Kwigillingok: Sanitation Road	77.3	2,3,4	33D			
Matanuska - Susitna: Seward Meridian Rd. Upgrade/Extension	78.3	2,3				
Matanuska-Susitna: Big Lake/South Big Lake Reconstruction	102.2	2,3,4	33D	400.0		4,300.0
Matanuska-Susitna: Church Road: Parks to Schrock Upgrade	96.2	2,3,4	33D	550.0		3,800.0

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Kake: Dolphin and Bridge Replacement			
Kake: Ferry Terminal Building		100.0	750.0
Karluk: Airport Access Road Rehabilitation			
Kenai River Bridge Access Road Rehabilitation			
Kenai Spur/Intersection Lake Sight Distance & South Miller Loop Safety Improvements			
Kenai: Forest Drive/Redoubt Avenue Rehabilitation			
Kenai: Fort Kenay Mission Street Improvements			
Kenney Lake: Willow Loop Road			
Ketchikan: Herring Cove & Ketchikan Creek Bridges			
Ketchikan: North Tongass Highway MP 15 to Settler's Cove Paving		2,200.0	2,200.0
Ketchikan: North Tongass Highway: Ward Cove to Whipple Creek Widening	8,000.0		
Ketchikan: Saxman Roads Improvements			
Kiana: Landfill Road			
King Cove: Airport Access Road Rehabilitation		200.0	1,125.0
King Cove: Lagoon Bridge Replacement	1,500.0		
Kipnuk: Sanitation Road			
Kivalina: Sanitation Road Construction		100.0	1,000.0
Knik River Road	300.0	3,200.0	
Kodiak: Chiniak Highway: Kalsin Hill Hazard Removal			
Kodiak: Chiniak Road Rehabilitation	1,400.0	4,000.0	6,000.0
Kodiak: Otmeloi Way Rehabilitation		200.0	1,000.0
Kodiak: Rezanof Drive 'Y' Intersection Improvement			
Kodiak: Rezanof Drive Safety Improvements/Otmeloi Way			
Kodiak: Selief Lane Reconstruction	500.0	2,500.0	4,900.0
Koyuk: Gravel Source Road			
Koyukuk: Landfill Road			
Kwigillingok: Sanitation Road			3,000.0
Matanuska - Susitna: Seward Meridian Rd. Upgrade/Extension		400.0	600.0
Matanuska-Susitna: Big Lake/South Big Lake Reconstruction			
Matanuska-Susitna: Church Road: Parks to Schrock Upgrade			

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)					
	Score	Phases	Appr	FFY96	FFY97	FFY98
Matanuska-Susitna: Edlund Road Rehabilitation	97.8	2,3,4	33D	100.0	400.0	
Matanuska-Susitna: Hatcher Pass Road MP7-14 Rehabilitation	92.7	2,3,4	33D		275.0	
Matanuska-Susitna: Hollywood Road Improvements	95.5	2,3,4	33D	200.0	1,300.0	
Matanuska-Susitna: Old Matanuska Road Rehabilitation	82.2	2,3				
Matanuska-Susitna: Palmer-Wasilla Highway Extension	84.3	2,3,4				
Matanuska-Susitna: Trunk Road Reconstruction	98.2	2,3,4	33D	550.0	550.0	
Matanuska-Susitna: Vine Road	94.2	2,3,4	33D	300.0	1,700.0	
Matanuska-Susitna: Wasilla Fishhook Rehabilitation	84.8	2,3				
Matanuska-Susitna: Wasilla-Fishhook Road: Nelson-Bogard Safety Improvements	84.5	2,3,4				
McCarthy Road Improvement & Resurfacing	92.7	2,3,4	33D		500.0	
McCarthy Road: MP 0-4 Reconstruction	80.7	2,3,4				
Metlakatla: Ferry Terminal Pontoon Replacement	A	4	33D	350.0		
Metlakatla: Purchase of Buses	98.2	2,4	33D	200.0		
Metrication	NA	2	33D	50.0	60.0	60.0
Minto: Sanitation Road	A	4	33D	40.0		
Nabesna Road Rehabilitaiton	72.0	2				
Naknek: 2nd Ave Reconstruction	70.0	2,3,4				
Naknek: Lake Access Road Rehabilitation	81.7	2,3,4				
Naknek: Pedersen Point Road Extension	78.2	2,3,4				
Napakiak: Sanitation Road Construction	79.7	2,3,4				
National Highway Institute Training	NA	8	33D	100.0	70.0	70.0
Nelson Lagoon: Airport Access Road Rehabilitation	77.2	2,3,4				
Nenana: City Streets Resurface - Phase I	73	2,3,4				
Nome: City Field Structures	A	4	33D	350.0		
Nome: City Streets	71.3	2,4				
Nome-Council Road: MP 4-15 Rehabilitation	78.7	2,3,4				
Nome: Bering, Seppala & Front Street Rehabilitation	84.8	2,3,4				
Noorvik: Hotham Peak Road	A	4	33D	3,300.0		
North Pole: Santa Claus Lane Upgrade	103.3	2,3,4	33A	128.0	1,275.0	
Northway Road Improvement	94.2	2,3,4	33D	570.0		5,300.0
Nunapitchuk: Sanitation Road Construction	80.5	2,3,4				

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Matanuska-Susitna: Edlund Road Rehabilitation			
Matanuska-Susitna: Hatcher Pass Road MP7-14 Rehabilitation	4,000.0		
Matanuska-Susitna: Hollywood Road Improvements			
Matanuska-Susitna: Old Matanuska Road Rehabilitation		250.0	250.0
Matanuska-Susitna: Palmer-Wasilla Highway Extension	450.0	1,100.0	3,000.0
Matanuska-Susitna: Trunk Road Reconstruction	6,000.0		
Matanuska-Susitna: Vine Road			
Matanuska-Susitna: Wasilla Fishhook Rehabilitation	1,300.0	4,000.0	
Matanuska-Susitna: Wasilla-Fishhook Road: Nelson-Bogard Safety Improvements	1,050.0		
McCarthy Road Improvement & Resurfacing	1,000.0	7,000.0	4,500.0
McCarthy Road: MP 0-4 Reconstruction		500.0	4,200.0
Metlakatla: Ferry Terminal Pontoon Replacement			
Metlakatla: Purchase of Buses			
Metrication			
Minto: Sanitation Road			
Nabesna Road Rehabilitation			600.0
Naknek: 2nd Ave Reconstruction			400.0
Naknek: Lake Access Road Rehabilitation		250.0	1,000.0
Naknek: Pedersen Point Road Extension		200.0	1,400.0
Napakiaak: Sanitation Road Construction		100.0	1,000.0
National Highway Institute Training			
Nelson Lagoon: Airport Access Road Rehabilitation		200.0	
Nenana: City Streets Resurface - Phase I		500.0	
Nome: City Field Structures			
Nome: City Streets			635.0
Nome-Council Road: MP 4-15 Rehabilitation		3,750.0	
Nome: Bering, Seppala & Front Street Rehabilitation	100.0	1,100.0	
Noorvik: Hotham Peak Road			
North Pole: Santa Claus Lane Upgrade			
Northway Road Improvement			
Nunapitchuk: Sanitation Road Construction		1,000.0	

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)					
	Score	Phases	Appr	FFY96	FFY97	FFY98
Old Glenn Highway: Matanuska River Bridge Replacement	A	2,3,4	118	7,400.0		
On-the-Job Training Support Services	NA	8	33D	80.0	80.0	80.0
Pedro Bay: Bridge Replacement	90.7	2,3,4	118		100.0	400.0
Pelican: Ferry Terminal Dolphins	83.5	2,3,4				
Petersburg: H Street Repaving and Intersection Improvement	87.8	2,3,4	33D			400.0
Petersburg: Haugen Drive/Nordic Drive Emergency Signal	A	4	33A	170.0		
Petersburg: North Nordic U-Turn Route	75	2,3,4				
Petersville: Road Rehabilitation/Extension	94	2,3,4	33D	250.0		
Port Alexander: Tract B Boardwalk Repair	85.8	2,3,4	33D			
Prince of Wales Island: Big Salt Lake Road	111.5	2,3,4	33D			3,000.0
Prince of Wales Island: Hydaburg Highway Upgrade and Paving	93	2,3,4	33D		2,000.0	2,000.0
Prince of Wales Island: Thorne Bay Road Paving	86.8	2,3,4	33D			200.0
Program Review & Evaluation	NA	2	33D	70.0	70.0	70.0
Public Transportation Social Service Van Replacement	120.5	4	33D	250.0	250.0	250.0
Safety Management System Workplan	NA	2	33A	60.0	100.0	100.0
Safety Management System/HSIP Mgt. & Eng.	NA	8	33A	200.0	140.0	150.0
Salcha: Johnson Road Rehabilitation	78.3	2,3,4				
Sand Point: Harbor Access Road Rehabilitation/ Extension	75.2	2,3,4				
Scammon Bay: Sanitation Road Construction	A	2,3,4	33D	400.0	2,640.0	
Scenic Byways Grant	NA	8	32C	250.0	250.0	250.0
Seismic Bridge Retrofit Program	NA	2,4	118	1,250.0	1,250.0	1,250.0
Selawik: Boardwalk Phase II	73.0	2,4				
Selawik: Boardwalk Improvements	A	2,3,4	33D	25.0	360.0	
Selawik: Landfill Access Improvement	82.3	2,3,4				
Shaktoolik: Landfill Road	A	2,3,4	33D	25.0	300.0	
Sheldon Point: Sanitation Boardwalk	82.3	2,3,4				
Shungnak: Community & Landfill Road Reconstruction	88.2	2,3,4	33D			75.0
Sitka: Sawmill Creek Road Shoulders	87	2,3,4	33D			120.0
Sitka: Sawmill Creek/Jarvis Left Turn Bay	A	4	33A	605.0		
Small USGS Hydrologic Investigations	NA	2	33D	30.0	30.0	30.0
Soldotna: Funny River Road: MP 2.7-17 Rehabilitation	84.5	2,3,4				
Soldotna: Kalifornsky Beach Road MP 16.4-22.4 Rehabilitation and Safety Improvements	A	4	33A	2,600.0		

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Old Glenn Highway: Matanuska River Bridge Replacement			
On-the-Job Training Support Services			
Pedro Bay: Bridge Replacement			
Pelican: Ferry Terminal Dolphins	75.0	500.0	
Petersburg: H Street Repaving and Intersection Improvement	1,500.0		
Petersburg: Haugen Drive/Nordic Drive Emergency Signal			
Petersburg: North Nordic U-Turn Route		200.0	
Petersville: Road Rehabilitation/Extension	2,200.0	2,000.0	2,000.0
Port Alexander: Tract B Boardwalk Repair	225.0		
Prince of Wales Island: Big Salt Lake Road			
Prince of Wales Island: Hydaburg Highway Upgrade and Paving	3,000.0		
Prince of Wales Island: Thorne Bay Road Paving		3,500.0	3,500.0
Program Review & Evaluation			
Public Transportation Social Service Van Replacement	250.0	250.0	250.0
Safety Management System Workplan			
Safety Management System/HSIP Mgt. & Eng.			
Salcha: Johnson Road Rehabilitation		125.0	1,250.0
Sand Point: Harbor Access Road Rehabilitation/ Extension		100.0	1,000.0
Scammon Bay: Sanitation Road Construction			
Scenic Byways Grant			
Seismic Bridge Retrofit Program			
Selawik: Boardwalk Phase II			500.0
Selawik: Boardwalk Improvements			
Selawik: Landfill Access Improvement	25.0	150.0	
Shaktoolik: Landfill Road			
Sheldon Point: Sanitation Boardwalk	75.0	385.0	
Shungnak: Community & Landfill Road Reconstruction	250.0		
Sitka: Sawmill Creek Road Shoulders	1,080.0		
Sitka: Sawmill Creek/Jarvis Left Turn Bay			
Small USGS Hydrologic Investigations			
Soldotna: Funny River Road: MP 2.7-17 Rehabilitation	300.0	3,750.0	
Soldotna: Kalifornsky Beach Road MP 16.4-22.4 Rehabilitation and Safety Improvements			

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

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

## Community Transportation Program

Project Description	Estimate (Total Costs in thousands of \$)					
	Score	Phases	Appr	FFY96	FFY97	FFY98
Southeast Pavement Sealcoat/Overlay	87.8	2,3,4	33D	150.0		400.0
St. Mary's: Airport Road Rehabilitation	84.2	2,3,4				
St. Michael: Sanitation Road Construction	92.3	2,3,4	33D		150.0	900.0
Statewide Annual Planning Work Program	NA	8	081/ 33D	8,000.0	8,000.0	8,000.0
Statewide Bridge Inventory and Inspection Program	NA	2	118	1,330.0	1,370.0	1,410.0
Statewide Research Program	NA	8	086	1,940.0	1,940.0	1,940.0
Statewide Urban Planning Program	NA	8	085	880.0	770.0	770.0
Stebbins: Sanitation Road Construction	96.0	2,3,4	33D		70.0	675.0
Steese Highway: MP 128 Crooked Creek Bridge Replacement	75.5	2,3,4				
Sterling: Kenai River Crossing at Funny River	76.5	2,3,4				
Stevens Village: Sanitation Road	A	2,3,4	33D			325.0
Taylor Highway: MP 82-Border Reconstruction	88.8	2,3,4	33D			7,100.0
Taylor Highway: MP 64-82 Reconstruction-Mosquito Fork to Walker Fork	88.8	2,3,4				
Toksook Bay: Solid Waste Site Road	94.5	2,3,4	33D	815.0		
Truck Weight Enforcement	NA	2	33A	150.0	150.0	160.0
Unalakleet: Landfill/Airport Road Construction	91.8	2,3,4	33D		350.0	3,100.0
Unalaska: East Point/Ballyhoo Road Rehabilitation	91.7	2,3,4	33D		300.0	
Upper Kalskag: Sanitation Road Construction	85.8	2,3,4				
USGS Flood Frequency and Analysis	NA	2	33D	280.0	290.0	310.0
Valdez: Dayville Road Improvements	87.2	2,3,4	33D			750.0
Valdez: Mineral Creek Loop Road Rehabilitation	88.3	2,3,4	33D		110.0	1,100.0
Venetie: Sanitation Road Construction	90.5	2,3,4	33D		80.0	300.0
Venetie: Village Streets Upgrade	77.2	2,3,4				
Wales: Sanitation Road	A	2,3,4	33D	300.0		
Yakutat: Bayview Drive Retaining Wall & Guardrail	A	2,3,4	33A	660.0		
<b>Program Totals</b>				<b>95,366.0</b>	<b>95,450.0</b>	<b>95,250.0</b>

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

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

**Community Transportation Program**

Project Description	Estimate (Total Costs in thousands of \$)		
	FFY 99	FFY 00	FFY 01
Southeast Pavement Sealcoat/Overlay	600.0		
St. Mary's: Airport Road Rehabilitation	320.0	3,200.0	
St. Michael: Sanitation Road Construction			
Statewide Annual Planning Work Program			
Statewide Bridge Inventory and Inspection Program			
Statewide Research Program			
Statewide Urban Planning Program			
Stebbins: Sanitation Road Construction			
Steese Highway: MP 128 Crooked Creek Bridge Replacement		140.0	1,125.0
Sterling: Kenai River Crossing at Funny River		1,200.0	
Stevens Village: Sanitation Road			
Taylor Highway: MP 82-Border Reconstruction			
Taylor Highway: MP 64-82 Reconstruction-Mosquito Fork to Walker Fork	6,200.0		
Toksook Bay: Solid Waste Site Road			
Truck Weight Enforcement			
Unalakleet: Landfill/Airport Road Construction			
Unalaska: East Point/Ballyhoo Road Rehabilitation	5,000.0		
Upper Kalskag: Sanitation Road Construction	315.0		
USGS Flood Frequency and Analysis			
Valdez: Dayville Road Improvements		6,600.0	
Valdez: Mineral Creek Loop Road Rehabilitation			
Venetie: Sanitation Road Construction			
Venetie: Village Streets Upgrade		60.0	1,000.0
Wales: Sanitation Road			
Yakutat: Bayview Drive Retaining Wall & Guardrail			
	80,290.0	79,875.0	79,785.0

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

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

**Trails and Recreational Access for Alaska Program**

Project Description	Score	Estimate (Total Costs in thousands of \$)				
		Phases	Appr	FFY96	FFY97	FFY98
Alaska Highway: MP 1348-Robertson River Wayside	67.8	2,3,4				
Alaska Marine Highway: Shipboard Visitor Information Kiosks	52.2	2,4				
Alaska Marine Highway: Vessel Interpretive Displays	66	2,4	33B			60.0
AMATS: Transportation Improvement Program	NA	2,4		5,500.0	5,500.0	5,500.0
Angoon: Beachfront Staircases		2,3,4				
Atmoutluak: North Boardwalk Repair	53.4	2,3,4				
Bering River Train Railroad Park	56.4	2,3,4				
Bering Straits Villages: Trail Staking	97.4	2,3,4	33B	25.0	150.0	
Bethel: Boardwalk Construction	66.6	2,3,4	33B			
Central Region: ADA Pedestrian Facilities	88	2,3,4	33B	400.0	600.0	
Central Region: Winter Trail Marking	94.8	2,3,4	33B	150.0		850.0
Central Region: Visual Enhancement Management	61	2,3,4				
Central Region: Scenic Byways	A	2	33B	75.0		
Chena Hot Springs Road: Chena River State Recreation Area	69.8	2,3,4	33B			90.0
Chena Hot Springs Road: Yukon Quest Trail	64.2	2,3,4				
Chitina: Pedestrian/Bike Facility	64.2	2,3,4				
Chitina: Visitor Wayside	80.6	2,3,4	33B		330.0	
Cordova: Interpretive Boardwalk	65.6	2,3,4				
Dalton Highway: Deadhorse Wayside	49.6	2,3,4				
Dalton Highway: MP 165-Cathedral Lakes Overlook	56	2,3,4				
Dalton Highway: MP 207-Bettles River Access	57.6	2,3,4				
Dalton Highway: MP 215-Arctic Loon Ponds Overlook	60.4	2,3,4				
Dalton Highway: MP 272-Galbraith Lake Wayside	68.8	2,3,4	33B			150.0
Dalton Highway: MP 275-Galbraith Lake Campground	56.4	2,3,4				
Dalton Highway: MP 286-Toolik Lake Overlook	60.2	2,3,4				
Dalton Highway: MP 57-Yukon Crossing Intermodal Facility	51.8	2,3,4				
Dalton Highway: MP 57-Yukon Crossing Wayside/Interpretive Center	77	2,3,4	33B		25.0	150.0
Dalton Highway: MP 60 Dump Station	63.8	2,3,4	33D	400.0		
Dalton Highway: MP132-Solstice Point Recreation Site	66.2	2,3,4				

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

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

### Trails and Recreational Access for Alaska Program

Estimate (Total Costs in thousands of \$)			
Project Description	FFY 99	FFY 00	FFY 01
Alaska Highway: MP 1348-Robertson River Wayside	100.0	500.0	
Alaska Marine Highway: Shipboard Visitor Information Kiosks			220.0
Alaska Marine Highway: Vessel Interpretive Displays			
AMATS: Transportation Improvement Program	5,500.0	5,500.0	5,500.0
Angoon: Beachfront Staircases			80.0
Atmautluak: North Boardwalk Repair			500.0
Bering River Train Railroad Park			75.0
Bering Straits Villages: Trail Staking			
Bethel: Boardwalk Construction	50.0	500.0	
Central Region: ADA Pedestrian Facilities			
Central Region: Winter Trail Marking			
Central Region: Visual Enhancement Management		250.0	
Central Region: Scenic Byways			
Chena Hot Springs Road: Chena River State Recreation Area	510.0		
Chena Hot Springs Road: Yukon Quest Trail	50.0	250.0	
Chitina: Pedestrian/Bike Facility	60.0	200.0	
Chitina: Visitor Wayside			
Cordova: Interpretive Boardwalk	500.0		
Dalton Highway: Deadhorse Wayside			150.0
Dalton Highway: MP 165-Cathedral Lakes Overlook			25.0
Dalton Highway: MP 207-Bettles River Access			60.0
Dalton Highway: MP 215-Arctic Loon Ponds Overlook		140.0	
Dalton Highway: MP 272-Galbraith Lake Wayside			
Dalton Highway: MP 275-Galbraith Lake Campground			200.0
Dalton Highway: MP 286-Toolik Lake Overlook		60.0	
Dalton Highway: MP 57-Yukon Crossing Intermodal Facility			500.0
Dalton Highway: MP 57-Yukon Crossing Wayside/Interpretive Center			
Dalton Highway: MP 60 Dump Station			
Dalton Highway: MP132-Solstice Point Recreation Site	25.0		

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

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

**Trails and Recreational Access for Alaska Program**

Project Description	Score	Estimate (Total Costs in thousands of \$)				
		Phases	Appr	FFY96	FFY97	FFY98
Dalton Highway: MP150-Grayling Lake Wayside	67.8	2,3,4	33B			
Dalton Highway: MP175-Coldfoot Wayside Interpretive Center	74.8	2,3,4	33B		50.0	200.0
Dalton Highway: MP56-Yukon River Overlook	63	2,3,4				
Delta Junction: Sullivan Roadhouse	46.4	2,3,4				
Denali Highway: MP 22-Tangle Lakes/Delta Wild River Trailhead	66.2	2,3,4				
Denali Highway: MP 130-Information and Orientation Wayside	61	2,3,4				
Denali Highway: MP 15-Tangle Lakes Archaeological District Wayside	59.2	2,3,4				
Denali Highway: MP 36-MacClaren Summit Wayside	60.8	2,3,4				
Denali Highway: MP 42-Geologic Point of Interest	61	2,3,4				
Dillingham: Waskev Road Pathway		2,3,4				
Dillingham: Wood River Bikepath	39.6	2,3,4				
Eagle: Restore Customs House		2,3,4				
Fairbanks North Star Borough: Bus Stop Shelters	62.6	2,3,4				
Fairbanks: Auburn Drive Pedestrian Facility	A	4	33B	370.0		
Fairbanks: Brown Elementary Bike/Pedestrian Facility	A	4	33B	165.0		
Fairbanks: Chena River Bicycle Trail	85.0	2,3,4	33B	250.0	1,000.0	
Fairbanks: College Road Bike Path Rehabilitation	43.6	2,3,4				
Fairbanks: McGrath Road Bike/Pedestrian Trail	A	2,3,4	33B	200.0	400.0	
Fairbanks: Shannon Park-Ladd School Bike Path	73.2	2,3,4	33B		50.0	100.0
Fairbanks: South Cushman Enhancements	50.4	2,3,4				
Fairbanks: Steamship Nenana Renovation	51.2	2,3,4				
Fairbanks: Tanana Railroad Engine #1 Restoration	56.2	4				
Fairbanks: University Avenue: Bridge/Bike Path Rehabilitation	68.4	2,3,4	33B			150.0
Fairbanks: Weller School Ped/Bike Path		2,3,4				
Girdwood Valley: Iditarod Trail	68.0	2,3,4				
Girdwood: Winner Creek Trail	60.6	2,3,4				

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

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

## Trails and Recreational Access for Alaska Program

Estimate (Total Costs in thousands of \$)			
Project Description	FFY 99	FFY 00	FFY 01
Dalton Highway: MP150-Grayling Lake Wayside	165.0		
Dalton Highway: MP175-Coldfoot Wayside Interpretive Center			
Dalton Highway: MP56-Yukon River Overlook		250.0	
Delta Junction: Sullivan Roadhouse			150.0
Denali Highway: MP 22-Tangle Lakes/Delta Wild River Trailhead	60.0	250.0	
Denali Highway: MP 130-Information and Orientation Wayside		45.0	255.0
Denali Highway: MP 15-Tangle Lakes Archaeological District Wayside			40.0
Denali Highway: MP 36-MacClaren Summit Wayside		55.0	
Denali Highway: MP 42-Geologic Point of Interest		60.0	
Dillingham: Waskev Road Pathway			500.0
Dillingham: Wood River Bikepath			100.0
Eagle: Restore Customs House			50.0
Fairbanks North Star Borough: Bus Stop Shelters		475.0	
Fairbanks: Auburn Drive Pedestrian Facility			
Fairbanks: Brown Elementary Bike/Pedestrian Facility			
Fairbanks: Chena River Bicycle Trail			
Fairbanks: College Road Bike Path Rehabilitation			1,300.0
Fairbanks: McGrath Road Bike/Pedestrian Trail			
Fairbanks: Shannon Park-Ladd School Bike Path			
Fairbanks: South Cushman Enhancements			850.0
Fairbanks: Steamship Nenana Renovation			20.0
Fairbanks: Tanana Railroad Engine #1 Restoration			65.0
Fairbanks: University Avenue: Bridge/Bike Path Rehabilitation	1,000.0		
Fairbanks: Weller School Ped/Bike Path			100.0
Girdwood Valley: Iditarod Trail	400.0	1,600.0	
Girdwood: Winner Creek Trail		60.0	340.0

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

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

**Trails and Recreational Access for Alaska Program**

Project Description	Score	Estimate (Total Costs in thousands of \$)				
		Phases	Appr	FFY96	FFY97	FFY98
Glenn Highway: Matanuska Glacier Scenic Overlook	79.2	2,3,4	33B		100.0	1,350.0
Haines: Ferry Terminal Interpretive Exhibit	A	2,4	33B		82.0	
Haines Highway: Eagle Viewing Center to Klukwan Trail	93.8	2,3,4	33B	2,000.0		
Hatcher Pass: Scenic Overlook & Trailheads	71.8	2,3,4	33B			400.0
Homer Spit: Mud Bay Boardwalks	59.8	4	33B			330.0
Homer Spit: Pedestrian Pathway	81.2	2,3,4	33B	150.0		1,500.0
Homer: Beluga Lake Trail Construction	A	4	33B	205.0		
Homer: Fishing Hole Handicapped Access	71	2,3,4	33B			120.0
Homer: Scenic Overlook	54	2,3,4	33B			
Juneau: Glacier Spur Trail	A	4	33B	450.0		
Juneau: Auke Bay Ferry Terminal Enhancements	65	2,3,4				
Juneau: Glacier Highway UAS Overpass	70	2,3,4	33B			120.0
Juneau: Glacier Highway-McNugget to DelRae Pedestrian Improvements	58	2,3,4				
Juneau: Mendenhall River Pedestrian Crossing	82.8	2,3,4	33B	150.0	850.0	
Juneau: North Douglas Highway Trail	53.4	2,3,4				
Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities	82	2,3,4	33B	125.0	600.0	
Kenai Spur Road: Unity Trail Pedestrian/Bike Path	69.8	2,3,4	33B			100.0
Kenai: Isaak Walton Campground Archaeological Investigation	46.4	2,3,4				
Ketchikan: Central Business District Sidewalk Improvements	72.2	2,3,4	33B		30.0	220.0
Ketchikan: North Tongass Bicycle/Pedestrian Trail Facility	37.2	2,3,4				
King Cove: Pathway Construction	45.0	2,3,4	33B			40.0
King Salmon: Pathway Construction	63.4	2,3,4				
Kodiak: Fort Abercrombie Historic Trail	59.4	2,3,4				
Lake Louise Road Waysides	A	4	33B	330.0		
Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction	A	4	33B		1,990.0	
Matanuska-Susitna: Palmer Pedestrian/Bike Paths Construction	A	4	33B	555.0		
Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction	A	2,3,4	33B	1,865.0		

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

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

### Trails and Recreational Access for Alaska Program

Estimate (Total Costs in thousands of \$)			
Project Description	FFY 99	FFY 00	FFY 01
Glenn Highway: Matanuska Glacier Scenic Overlook			
Haines: Ferry Terminal Interpretive Exhibit			
Haines Highway: Eagle Viewing Center to Klukwan Trail			
Hatcher Pass: Scenic Overlook & Trailheads	2,700.0	1,530.0	
Homer Spit: Mud Bay Boardwalks			
Homer Spit: Pedestrian Pathway			
Homer: Beluga Lake Trail Construction			
Homer: Fishing Hole Handicapped Access			
Homer: Scenic Overlook		60.0	540.0
Juneau: Glacier Spur Trail			
Juneau: Auke Bay Ferry Terminal Enhancements	165.0	1,000.0	
Juneau: Glacier Highway UAS Overpass	700.0		
Juneau: Glacier Highway-McNugget to DelRae Pedestrian Improvements			1,500.0
Juneau: Mendenhall River Pedestrian Crossing			
Juneau: North Douglas Highway Trail			2,000.0
Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities			
Kenai Spur Road: Unity Trail Pedestrian/Bike Path	200.0	1,500.0	
Kenai: Isaak Walton Campground Archaeological Investigation			250.0
Ketchikan: Central Business District Sidewalk Improvements			
Ketchikan: North Tongass Bicycle/Pedestrian Trail Facility			160.0
King Cove: Pathway Construction	210.0		
King Salmon: Pathway Construction	150.0	450.0	
Kodiak: Fort Abercrombie Historic Trail			600.0
Lake Louise Road Waysides			
Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction			
Matanuska-Susitna: Palmer Pedestrian/Bike Paths Construction			
Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction			

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

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

**Trails and Recreational Access for Alaska Program**

Project Description	Score	Estimate (Total Costs in thousands of \$)				
		Phases	Appr	FFY96	FFY97	FFY98
Matanuska-Susitna: Wasilla-Bogard Road and Crusey Pathways	A	4				
McCarthy Road/Richardson Highway Interpretive Waysides	69.2	2,3,4	33B			100.0
McCarthy: Kennecott River Footbridge Construction	A	4	33B	1,650.0		
McCarthy: Kennicott R. West Wayside	66.4	2,3,4				
McCarthy: Kennicott River East Wayside		2,3,4				
Naknek: Pathway	69.2	2,3,4	33B			100.0
Nenana: Bike Trail Construction	50.6	2,3,4				
Nome: Solomon Waysides	A	4	33B	250.0		
Nome: Rocker Gulch Wayside	68.4	2,3,4				
North Pole: Bike Trail Rehabilitation and Connections	78.6	2,3,4	33B		65.0	375.0
North Pole: Hurst-Dawson Bike Trail	61.8	2,3,4				
Northern Region: ADA Pedestrian Facilities	88	2,3,4	33B	150.0	150.0	150.0
Northern Region: Tourist Signage	A	2,3,4	33B	215.0	235.0	
Old Harbor: Beaver Lake Trail		2,3,4				
Ouzinkie: Trails Rehabilitation	54.2	2,3,4				
Palmer Wasilla Hwy: Ped/Bike Path Phase 2	76.6	2,3,4	33B		200.0	800.0
Parks Highway: Denali Park Pedestrian Access Safety Improvements	85.6	2,3,4	33B	280.0		1,570.0
Parks Highway: Denali View South Viewpoint	84.4	2,3,4	33B		1,020.0	
Parks Highway: MP 305-351 Fairbanks-Nenana Scenic Waysides	60.8	2,3,4				
Parks Highway: MP185-East Fork Wayside	67.6	2,3,4				
Petersburg: Ferry Terminal Visitor Information Sign	71	2,4	33B		10.0	
Portage Valley: USFS Trail System	76	2,3,4	33B		1,500.0	
Richardson Highway: MP 127 - Gulkana River Wayside	63.2	2,3,4				
Richardson Highway: MP 262.5 Scenic Wayside	A	2,3,4	33B	110.0		
Richardson Highway: MP 29 - Worthington Glacier Wayside	A	4	33B		1,200.0	
Seldovia: Waterfront Boardwalk	65.4	2,3,4				
Seward Highway: Bird Creek Pedestrian Underpass	69.8	2,3,4	33B			100.0
Seward Highway: Bird Point Pathway/Wayside	81.8	2,3,4	33B	250.0		2,000.0

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

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

### Trails and Recreational Access for Alaska Program

Estimate (Total Costs in thousands of \$)			
Project Description	FFY 99	FFY 00	FFY 01
Matanuska-Susitna: Wasilla-Bogard Road and Crusey Pathways	555.0		
McCarthy Road/Richardson Highway Interpretive Waysides	500.0		
McCarthy: Kennecott River Footbridge Construction			
McCarthy: Kennicott R. West Wayside	500.0		
McCarthy: Kennicott River East Wayside			125.0
Naknek: Pathway	1,000.0		
Nenana: Bike Trail Construction			50.0
Nome: Solomon Waysides			
Nome: Rocker Gulch Wayside	50.0	270.0	
North Pole: Bike Trail Rehabilitation and Connections			
North Pole: Hurst-Dawson Bike Trail		150.0	875.0
Northern Region: ADA Pedestrian Facilities			
Northern Region: Tourist Signage			
Old Harbor: Beaver Lake Trail			200.0
Ouzinkie: Trails Rehabilitation			50.0
Palmer Wasilla Hwy: Ped/Bike Path Phase 2			
Parks Highway: Denali Park Pedestrian Access Safety Improvements			
Parks Highway: Denali View South Viewpoint			
Parks Highway: MP 305-351 Fairbanks-Nenana Scenic Waysides		75.0	500.0
Parks Highway: MP185-East Fork Wayside	150.0	750.0	
Petersburg: Ferry Terminal Visitor Information Sign			
Portage Valley: USFS Trail System			
Richardson Highway: MP 127 - Gulkana River Wayside		90.0	510.0
Richardson Highway: MP 262.5 Scenic Wayside			
Richardson Highway: MP 29 - Worthington Glacier Wayside			
Seldovia: Waterfront Boardwalk	150.0	550.0	
Seward Highway: Bird Creek Pedestrian Underpass		2,000.0	
Seward Highway: Bird Point Pathway/Wayside			

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

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

**Trails and Recreational Access for Alaska Program**

Project Description	Score	Estimate (Total Costs in thousands of \$)				
		Phases	Appr	FFY96	FFY97	FFY98
Seward Highway: Girdwood: Bird Point Pathway	82.8	2,3,4	33B	125.0		1,350.0
Seward Highway: McHugh Creek Upper Wayside	A	4	33B	800.0		
Seward Highway: Potter Marsh-Indian Path	79.4	2,3,4	33B		500.0	500.0
Seward Highway: Sixmile Creek Trail	A	2,3,4	33B	220.0	2,150.0	
Seward Highway: Turnagain Pass Reststop	79.4	2,3,4	33B		150.0	750.0
Seward: Pathway	67.0	2,3,4				
Shishmaref: Trail Staking	98	2,3,4	33B	35.0	165.0	
Sitka: Ferry Terminal Walkway	80.6	2,3,4	33B		90.0	510.0
Sitka: Castle Hill	A	2,3,4	33B	815.0		
Skagway: River Bridge Widening	56	2,3,4				
Skagway: Klondike Highway Gold Rush Centennial Enhancements	A	2,3,4	33B	220.0		
Soldotna: Kenai River Walkway Construction	65	2,3,4				
Soldotna: Marydale Water Quality Sedimentation Basin Construction	A	2,3,4	33B	475.0		
Southeast Region: ADA Improvements	88	2,3,4	33B	150.0	150.0	150.0
Southeast Region: Scenic Viewshed	64.2	2,3,4	33B	50.0	50.0	50.0
Sterling Highway: Upper Kenai River Wayside	A	2,3,4	33B	420.0		
Taylor Highway: MP 160: Ft. Egbert-Eagle Historic Site	61.6	2,3,4				
Taylor Highway: MP 86 Wade Creek Dredge Wayside	64.6	2,3,4				
Tok Cutoff/Nabesna Road: Interpretative Waysides	61.2	2,3,4				
Unalaska: Airport Beach Road Pathway	88.6	2,3,4	33B	200.0	800.0	
Valdez: Crooked Creek Fish Viewing	47.2	2,3,4				
Valdez: Richardson Highway: MP 8.5 Trailhead Parking	56.2	2,3,4				
Watchable Wildlife Signs	61.4	2,3,4				
Wrangell: Airport Loop Trail	39.6	2,3,4				
Wrangell: Petroglyph Beach Access	78.4	2,3,4	33B		65.0	200.0
Wrangell: Scenic Turnout Back Channel	53	2,3,4				
Yakutat: Railroad Trail from School to Airport	A	2,3,4	33B	220.0		
<b>Program Totals</b>				20,000.0	20,257.0	20,135.0

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

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

**Trails and Recreational Access for Alaska Program**

Estimate (Total Costs in thousands of \$)			
Project Description	FFY 99	FFY 00	FFY 01
Seward Highway: Girdwood: Bird Point Pathway			
Seward Highway: McHugh Creek Upper Wayside			
Seward Highway: Potter Marsh-Indian Path	4,000.0		
Seward Highway: Sixmile Creek Trail			
Seward Highway: Turnagain Pass Reststop			
Seward: Pathway	50.0	200.0	
Shishmaref: Trail Staking			
Sitka: Ferry Terminal Walkway			
Sitka: Castle Hill			
Skagway: River Bridge Widening			300.0
Skagway: Klondike Highway Gold Rush Centennial Enhancements			
Soldotna: Kenai River Walkway Construction	200.0	800.0	
Soldotna: Marydale Water Quality Sedimentation Basin Construction			
Southeast Region: ADA Improvements			
Southeast Region: Scenic Viewshed	50.0	50.0	50.0
Sterling Highway: Upper Kenai River Wayside			
Taylor Highway: MP 160: Ft. Egbert-Eagle Historic Site		175.0	
Taylor Highway: MP 86 Wade Creek Dredge Wayside	25.0	100.0	
Tok Cutoff/Nabesna Road: Interpretative Waysides		90.0	510.0
Unalaska: Airport Beach Road Pathway			
Valdez: Crooked Creek Fish Viewing			90.0
Valdez: Richardson Highway: MP 8.5 Trailhead Parking			175.0
Watchable Wildlife Signs		100.0	
Wrangell: Airport Loop Trail			120.0
Wrangell: Petroglyph Beach Access			
Wrangell: Scenic Turnout Back Channel			50.0
Yakutat: Railroad Trail from School to Airport			
<b>Program Totals</b>	<b>19,775.0</b>	<b>20,135.0</b>	<b>19,735.0</b>

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

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

# Appendix A

## Changes in Proposed Program Between Draft and Final 1996-1998 STIP

### National Highway System

**Anchorage: 5th/6th Avenue Surface Rehabilitation** Moved out one year to better coordinate with enhancement project.

**Anchorage: Glenn Hwy: Gambell to McCarrey Reconstruction** Advanced from 2001 to 1999 in anticipation of completion of MIS and LRTP by AMATS.

**Anchorage: Minnesota Drive: Dimond Blvd.-International Airport Road Surface Rehabilitation** Advanced one year to extreme pavement rutting conditions.

**Anchorage: New Seward Hwy: Tudor to Chester Cr. Reconstruction** Advanced to 1999 in anticipation of completion of MIS and LRTP by AMATS.

**Anchorage: Seward Highway: 36th-5th/6th Surface Rehabilitation** Moved forward one year to better coordinate with enhancement project.

**Ketchikan: Tongass: Pedestrian Improvements** Moved up one year to balance program.

**Whittier: Road Access to Whittier** Programming adjusted to fit latest cash flow estimates.

**AMHS: Annual Vessel Rehabilitation: Matanuska Solarium Refurbishment** Moved out one year to balance program.

**AMHS: Aurora Deck Renovation** Moved forward one year to balance program.

**AMHS: Aurora Shipboard Waste Handling System** Moved out one year to balance program.

**AMHS: Homer Mooring Improvements** Moved forward one year to balance program.

**AMHS: Multi-Purpose Replacement Vessel** \$2.5 M added based on swap of funds with AMATS from FTA.

**AMHS: Petersburg Mooring Improvements** Moved forward one year to balance program.

**AMHS: Taku Steam/Gray Water/Asbestos** Moved forward one year to balance program.

**AMHS: Tustumena Structural Fire Proofing USCG req.** New project based on USCG requirement.

**AMHS: Valdez Terminal Replacement** Design moved to 1996 in hopes of capturing ferryboat discretionary funds from FHWA.

**Elliott Hwy: MP 0 to 4 Reconstruction** Moved up one year to balance program.

**Glenn Hwy: MP 56 to 60 Rehabilitation, Moose Creek to Sutton** Project swapped in program with MP 60-68.

**Glenn Hwy: MP 60 to 68 Rehabilitation, Sutton** Project swapped in program with MP 56-60.

**Glenn Hwy: MP 97 to 100 Rehabilitation, Pinochle Hill** Project moved out one year to balance adjustment to Whittier Access project.

**Haines Hwy: North Mackenzie Loop Road to Canadian Border** All phases advanced one year to balance program.

**Parks Hwy: MP 52-57 Rehabilitation** Moved to 1996 by PEB.

**Richardson Hwy: MP 115 to 129 Rehabilitation** Moved out one year as part of changes from Whittier.

**Richardson Hwy: MP 148 to 159 Reconstruction** Moved forward to avoid FHWA "time trap".

**Seward Hwy: MP 18 to 25, Snow River to Falls Creek** Budget and phasing changed per CR request.

**Seward Hwy: MP 53.0 to 59.3, Canyon Cr. Rehabilitation** Budget adjusted to reflect latest bids.

**Seward Hwy: MP 8 to 13, Grouse Creek Canyon** Moved forward one year to balance program.

**Seward Hwy: MP 90 to 97, Girdwood to Bird Point Reconstruction** Budget adjusted to reflect latest bids.

**Seward Hwy: Windy Corner Realignment** Project determined to be NHS and not TRAAK by PEB.

### **Community Transportation Program**

**Aleknagik Road MP 5-8** New project based on reducing scope of original Aleknagik Road project MP 0 to 8.

**Aleknagik: North Shore Landfill Road** Phase 4 moved out one year to new Phase 3 (right-of way).

**Aleknagik: Wood River Bridge** New project. Scored by PEB and added to program.

**Copper River Highway: Million Dollar Bridge Rehabilitation** Moved out one year to 2002 due to other projects moving forward.

**Deering: Sanitation Road Construction** Moved back due to other projects moving forward.

**Denali Highway: MP 80-104 Resurfacing and Denali Highway: MP21-42 Resurfacing** The funding years for these two projects were swapped at the discretion of the PEB.

**Dillingham - Aleknagik Road MP 0-5 Rehabilitation** Originally, this project covered an 8 mile segment. It was made smaller due to an increased cost estimate. The second segment from MP 5 to MP 8 is shown as a separate project.

**Fairbanks: Illinois-Barnette & Bridge** Project budget reduced to fit remaining funds for STIP year.

**Fairbanks: University/College Intersection Safety Improvements Reconstruction** Moved out one year due to other projects moving forward.

**Galena: Campion Road Landfill Access Road Resurfacing Phase 2** Moved forward 1 year to balance program.

**Grayling: Sanitation Road Construction** Moved forward based on rescore by PEB.

**Haines: Mud Bay & Beach Roads Intersection Improvements** Moved back due to other projects moving forward.

**Hoonah: Terminal Building Construction** Moved back due to other projects moving forward.

**Hooper Bay: Sanitation Road Construction** Phase 4 year moved to coincide with other construction in village.

**Hughes: Landfill/Cemetery Road** Moved out one year to 2002 due other projects moving forward.

**Igiugig Sanitation Road** Igiugig was removed from draft STIP because it was thought BIA would be constructing the project. Based upon new information that BIA would not complete project it has been returned to program in the year necessary to coordinate with other BIA work.

**Juneau: Willoughby and Glacier Avenue** Phase 2 advanced one year to balance program.

**Take: Ferry Terminal Building** Scored by PEB and added to program.

**Kenai River Bridge Access Road Rehabilitation** Moved forward based upon revised scores.

**King Cove Lagoon Bridge Replacement** Re-scored and moved forward one year.

**Kwigillingok Airport Access Road Improvements** This project has been delayed until the community decides if they will relocate the village site.

**Kwigillingok: Sanitation Road** Error in PEB score data entry corrected; this lowered true score for project and resulted in it moving back 5 years.

**Mat-Su: Wasillia Fishhook Rehab** Project partitioned to include separate right-of-way phase apart from construction.

**Mat-Su: Old Matanuska Road Rehab** Inadvertently omitted from draft STIP. Added by PEB in April.

**Matanuska-Susitna: Seward Meridian Rd. Upgrade/Extension** Mistakenly left out of STIP in January. Placed in STIP based on final score.

**Matanuska-Susitna: Vine Road** Construction moved forward one year, based on ability to deliver project earlier than previously anticipated.

**McCarthy Road: MP 0-4 Reconstruction** Moved back due to other projects moving forward.

**Naknek 2nd Ave Reconstruction** Moved back due to other projects moving forward.

**Naknek: Lake Access Road Rehabilitation** Moved back due to other projects moving forward.

**Nenana: City Streets Resurface - Phase 1** Moved forward 1 year to balance program.

**Nome City Streets** Inadvertently omitted from draft STIP. Added by PEB in April.

**Petersville Road Rehabilitation/Extension** First year of Phase 4 funding moved out one year to balance overall CTP program.

**Port Alexander: Tract B Boardwalk Repair** Moved out one year due to other projects moving forward.

**Prince of Wales Island: Hydaburg Highway Upgrade and Paving** Moved forward because Phase 2 no longer needed and construction split into three segments.

**Selawik: Landfill Access Improvement** Moved back due to other projects moving forward.

**Selawik: Landfill Access Improvement** Re-scored due to confusion with another Selawik project.

**Shungnak: Community & Landfill Road Reconstruction** Moved out one year due to other projects moving forward.

**Southeast Region Pavement Sealcoat/Overlay** New project based on Pavement Management System recommendations.

**St. Michael: Sanitation Road Construction** Moved forward based on rescore by PEB.

**Stebbins: Sanitation Road Construction** Re-scored by PEB; year of construction set to coincide with project at St. Michael for construction efficiency.

### **Trails and Recreational Access for Alaska**

**Alaska Highway: MP 1348-Robertson River Wayside** Moved back one year based on score and other program adjustments.

**Alaska Marine Highway Vessel Interpretive Displays** Moved forward to coincide with 1898 Gold Rush events.

**Chena Hot Springs Road: Chena River State Recreation Area** Moved forward based on rescore by PEB.

**Dalton Highway: MP 215-Arctic Loon Ponds Overlook** Moved forward one year based on readjustments to program elsewhere.

**Dalton Highway: MP 286-Toolik Lake Overlook** Moved forward one year based on readjustments to program elsewhere.

**Dalton Highway: MP150-Grayling Lake Wayside** Moved out one year based on other adjustments to program.

**Fairbanks: Chena River Bicycle Trail** Moved up one year as result of rescore.

**Girdwood Valley- Iditarod Trail** Moved up one year based on rescore by PEB.

**Hatcher Pass Scenic Overlook & Trailheads** Moved back one year based on score and other program adjustments.

**Homer Spit Pedestrian Pathway** Moved forward one year as result of Denali View South Viewpoint adjustment.

**Homer: Scenic Overlook** In draft STIP year was assigned based on coordination with other Homer area work. PEB adjusted year to more accurately reflect score.

**Juneau: Thane Road: Main Street to Ferry Terminal Pedestrian Facilities** Moved forward one year as result of Denali View South Viewpoint adjustment.

**Ketchikan: Central Business District Sidewalk Improvements** Construction phase advanced one year based on changes elsewhere in program.

**Matanuska-Susitna: Big Lake Pedestrian/Bike Path Construction** Moved out one year to coordinate with other work in area.

**Matanuska-Susitna: Palmer-Wasilla Pedestrian/Bike Path Construction** Moved forward one year because of change in Big Lake project.

**Nome: Rocker Gulch Wayside** Moved back one year based on score and other program adjustments.

**Parks Highway: Denali View South Viewpoint** Not constructable in 1996 per DNR; moved to 1997.

**Petersburg Ferry Terminal Visitor Information Sign** Moved up on year to balance program.

**Seward Highway: Bird Point Pathway/Wayside** Moved forward to coordinate construction year with other work.

**Seward Highway: Girdwood: Bird Point Pathway** Moved forward one year as result of Denali View South Viewpoint adjustment.

**Seward Highway: Sixmile Creek Trail** Trail portions of Canyon Ck. project moved from NHS to TRAAK by PEB.

**Appendix B  
Preliminary Program**

**1999 - 2001**

**Statewide Transportation  
Improvement Program**

**Alaska Department of  
Transportation and Public Facilities**

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# INDIAN RESERVATION ROADS PROGRAM

## TRANSPORTATION IMPROVEMENT PLAN STATUS

TITLE 23 U.S.C. 204

TABLE A

FHWA REGION	STATE	FY 96		FY 97		FY 98		FY 99		BIA AREA OFFICES
		FUNDING	DATE	FUNDING	DATE	FUNDING	DATE	FUNDING	DATE	
1	Connecticut	100,000	03/01/94							Eastern
	Maine	641,000	03/01/94							Eastern
	Massachusetts	245,000	03/01/94							Eastern
	New York	958,000	03/01/94							Eastern
	Rhode Island	190,000	03/01/94							Eastern
4	Alabama	8,000	03/01/94							Eastern
	Florida	412,000	03/01/94							Eastern
	Mississippi	441,000	03/01/94							Eastern
	North Carolina	459,000	03/01/94							Eastern
	South Carolina	0	03/01/94							Eastern
5	Michigan	488,000	03/20/96	495,000	08/04/95	5,000	08/04/95			Minneapolis
	Minnesota	2,976,500	03/20/96	2,945,000	08/04/95	2,945,000	08/04/95			Minneapolis
	Wisconsin	2,436,500	03/20/96	2,122,000	08/04/95	2,162,000	08/04/95			Minneapolis
6	Louisiana	16,000	03/01/94							Eastern
	New Mexico	<u>34,748,100</u>	04/10/96	<u>36,498,000</u>	04/10/96	<u>31,416,000</u>	04/10/96			Albuquerque & Navajo
	Oklahoma	17,104,000	03/06/96	17,936,000	02/26/96	12,972,000	02/26/96			Anadarko & Muskogee
	Texas	166,000	03/20/96	1,091,000	02/26/96		02/26/96			Anadarko & Albuquerque
7	Iowa	0	03/20/96	75,000	03/20/96	75,000	03/20/96			Aberdeen & Minneapolis
	Kansas	196,000	02/26/96	20,000	02/26/96		02/26/96			Anadarko
	Nebraska	243,200	03/20/96	150,500	03/20/96	359,000	03/20/96			Aberdeen & Anadarko
8	Colorado	1,867,000	03/20/96	1,569,700	01/19/96	817,000	01/19/96			Albuquerque
	Montana	<u>11,136,000</u>	04/10/96	<u>9,683,100</u>	04/10/96	<u>8,533,700</u>	04/10/96			Portland & Billings
	North Dakota	3,505,300	03/20/96	3,231,900	03/20/96	2,630,000	03/20/96			Aberdeen
	South Dakota	9,000,500	03/20/96	6,553,000	03/20/96	7,208,500	03/20/96			Aberdeen
	Utah	<u>2,312,000</u>	04/10/96	<u>5,290,000</u>	04/10/96	<u>3,085,000</u>	04/10/96			Phoenix, Navajo & Albuque.
	Wyoming	1,514,000	03/20/96	1,428,000	03/20/96	2,274,000	03/20/96			Billings
9	Arizona	<u>41,088,900</u>	04/10/96	<u>37,155,800</u>	04/10/96	<u>49,568,000</u>	04/10/96			Phoenix & Navajo
	California	4,140,000	08/16/95	2,425,000	08/16/95	2,440,000	08/16/95			Sacramento & Phoenix
	Nevada	3,804,000	03/08/95	2,121,000	03/08/95	5,635,000	03/08/95			Phoenix
10	Alaska	<u>25,268,000</u>	04/10/96	<u>5,855,500</u>	04/10/96	<u>20,200</u>	04/10/96			Juneau & Portland
	Idaho	<u>1,573,400</u>	04/10/96	<u>1,665,200</u>	04/10/96	<u>1,614,800</u>	04/10/96			Portland & Phoenix
	Oregon	<u>3,438,700</u>	04/10/96	<u>3,293,900</u>	04/10/96	<u>3,488,900</u>	04/10/96			Portland & Phoenix
	Washington	<u>4,139,900</u>	04/10/96	<u>4,793,000</u>	04/10/96	<u>4,847,100</u>	04/10/96			Portland
TOTALS		174,616,000		146,397,600		142,096,200		0		Changed Values Are Underlined

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

STATE: 02 ALASKA

BIA AREA CODE E-JUNEAU

FFS 937

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI EM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS - - - - - CONST TYP
YUKON-KOYUKUK KALTAG	0028	E00342 KALTAG BRIDGE	1844 144NSD	(9000)	.0 .0	190.0 190.0	23	STRIDEF REPLAC
* TOTALS *					0 0	190.0 190.0		
AREA ENGINEER	<i>[Signature]</i>		DATE: <i>6/29/95</i>	DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		<i>[Signature]</i>		DATE: <i>7/2/95</i>
AREA DIRECTOR	<i>[Signature]</i>		DATE: <i>7/5/95</i>	FEDERAL HIGHWAY ADMINISTRATION		<i>[Signature]</i>		DATE: <i>7-17-95</i>

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 OPERATIONS

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

STATE: 02 ALASKA

BIA AREA CODE E-JUNEAU

FES 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS - - - - CONST TYP
ANGOON ANGOON	0001 0001	E00020 ANGOON	TOWN PAVING	1.00	5.0 .0	.0 5.0	01	GRADAIN RECON
YUKON-KOYUKUK KALTAG	0028	E00342 KALTAG ROAD	VILLAGE RIVER	4.50	35.0 450.0	4,269.8 4,754.8	01	GRAVEL NEWCON
YUKON-KOYUKUK KOYUKUK	0034	E00343 KOYUKUK	WEST EAST	4.20	20.0 233.0	2,739.0 2,992.0	01	GRAVEL RECONS
BRISTOL BAY DILLINGHAM	0035	E00344 DILLINGHAM	SOUTH NORTH	9.50	.0 50.0	500.0 550.0	01	GRAVEL NEWCON
ALEUTIAN ISL ST. GEORGE	0036	E00351 SAINT GEORGE	ZAPADNI BAY VILLAGE	4.10	24.0 483.0	3,123.0 3,630.0	01	GRAVEL NEW
ALEUTIAN ISL ST. PAUL	0037	E00352 SAINT PAUL	EAST WEST	6.00	10.0 .0	.0 10.0	10	GRAVEL NEW
BRISTOL BAY MANOKOTAK	0043	E00361 MANOKOTAK	MANOKOTAK MANAOKOTAK HTS	4.80	5.0 .0	.0 5.0	01	GRAVEL NEWCON
KOBUK KOTZEBUE	0001 0001	E00362 KOTZEBUE	TOWN LANDFILL	6.00	10.0 .0	.0 10.0	01	GRAVEL NEWCON
BETHEL KOTLIK	0001 0001	E00363 KONIGANAK	KONI BOARDWALKS	1.00	10.0 .0	.0 10.0	01	GRAVEL RECON
UPPER YUKON CHALKVITSIK	0001 0001	E00376 CHALKYITSIK	SOUTH NORTH	.20	5.0 .0	.0 5.0	01	HBCP2- NEWCON
ALEUTIAN ISLA NIKOLSHI	0001 0001	E00380 PETERSBURG	TOWN HOUSING	.40	5.0 .0	.0 5.0	01	CULVERT NEWCON
KOBUK KOTZEBUE	0051	E00382 KOTZEBUE	TOWN LANDFILL	3.90	5.0 .0	.0 5.0	01	GRAVEL NEWCON

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

STATE: 02 ALASKA

BIA AREA CODE E-JUNEAU

FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BJA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	FMS, SIA RATING	STATUS ----- CONST TYP
KOBUK KOTZEBUE	0001 0001	E00388 CHITINA	SOUTH NORTH	.00	5.0 .0	.0 5.0	01	GRAVEL NEWCON
WRANGELL PERE KAKE	0094	E00391 SITKA	INDIAN RIVER TOWN	4.00	.0 .0	10.0 10.0	01	GRAVEL NEWCON
BETHEL QUINHAGAK	0089	E00411 QUINHAGAK	WEST EAST	4.60	5.0 .0	.0 5.0	01	GRAVEL NEWCON
YUKON-KOYUKUN GALENA (LOUDEN)	0090	E00431 GALENA	AIRPORT LOUDEN LOOP RD	1.20	19.0 71.0	1,890.0 1,980.0	01	GRAVEL NEWCON
BARROW NTH SL HOOLIKSUT	0042	E00451 NUIQSUT	COLVILLE RIVER NUIQSUT	3.00	5.0 .0	.0 5.0	01	GRAVEL NEW
WRANGELL PERE KAKE	0001 0001	E00460 KAKE	SOUTH NORTH	.80	5.0 .0	.0 5.0	01	GRAVEL NEWCON
ALEUTIAN ISLA SAND POINT	0001 0001	E00461 SAND POINT	RED COVE ROAD LAND FILL	.00	10.0 .0	.0 10.0	01	GRAVEL NEWCON
KUSKOKWIM LOWER KALSKAG	0056	E00465 KALSKAG	KALSKAG HWY ROCK QUARRY	5.00	.0 500.0	80.0 580.0	01	GRAVEL RECONS
ALEUTIAN ISLA ARCTIC VILLAGE	0001 0001	E00468 ARCTIC VILLAGE	SOUTH NORTH	1.00	20.0 .0	.0 20.0	01	GRAVEL NEWCON
ALEUTIAN ISLA AKUTAN	0001 0001	E00473 TOGIAK	FIRST ST AIRPORT	1.10	.0 10.0	.0 10.0	01	GRAVEL NEWCON
ALEUTIAN ISLA CIRCLE	0001 0001	E00474 CIRCLE	SOUTH NORTH	.70	50.0 .0	.0 50.0	01	GRAVEL NEWCON
ROME UNALAKLEET	0055	E00475 UNALAKLEET	SOUTH NORTH	4.20	100.0 .0	.0 100.0	01	GRAVEL NEWCON

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

STATE: 02 ALASKA

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FES 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS - - - - - CONST TYP
BETHEL TUNUAK	0001 0001	E00478 TUNUAK	BOARDWALKS TUN2	1.00	5.0 .0	.0 5.0	01	GRAVEL RECON
NOKE WALES	0085	E00494 WALES-TIN CITY	OCEAN LOPP LAGOON	2.60	.0 25.0	.0 25.0	01	GRAVEL NEWCON
KENAI-COOK IN SELDOVIA	0088	E00497 SELDOVIA	BARBARA CREEK BICKFORD CIRCLE	5.00	.0 50.0	.0 50.0	01	GRAVEL NEWCON
WRANGELL PERE KAKE	0001 0001	E00532 WRANGELL	TOWN HOUSING	.30	5.0 .0	.0 5.0	01	GRAVEL NEWCON
* TOTALS *					363.0 1,872.0	12,611.8 14,846.8		
AREA ENGINEER	<i>[Signature]</i>	DATE: <i>6/23/95</i>	DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES FEDERAL HIGHWAY ADMINISTRATION		<i>[Signature]</i>	DATE: <i>7/12/95</i>		
AREA DIRECTOR	<i>[Signature]</i>	DATE: <i>7/1/95</i>			<i>[Signature]</i>	DATE: <i>7/12/95</i>		

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STATE: 02 ALASKA

BIA AREA CODE E-JUNEAU

FFS 932

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS CONST TYP
ALEUTIAN ISLA ELIM	0014 0003	E00441 ELIM	ELIM MOSES POINT	1.00	.0 65.0	2,250.0 2,315.0	01	GRAVEL NEWCON
* TOTALS *					.0 65.0	2,250.0 2,315.0		
AREA ENGINEER	<i>[Signature]</i>		DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		<i>[Signature]</i>		DATE: 7/12/95	
AREA DIRECTOR	<i>[Signature]</i>		FEDERAL HIGHWAY ADMINISTRATION		<i>[Signature]</i>		DATE: 7/17/95	

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

STATE: 02 ALASKA

BIA AREA CODE P-PORTLAND

FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT (\$000)	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS ----- CONST TYP
OUTER KETCHI METLAKATLA-ANNETTE	0002	P15422 AIRPORT RD AIR 2(4)	AIRPORT ROAD AIRPORT ROAD	.30	3.0 5.0	147.0 155.0	80	HBCP2+ RECONS
* TOTALS *					3.0 5.0	147.0 155.0		
AREA ENGINEER	<i>William J. [Signature]</i>		DATE: 3/18/96		DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		DATE: 3-26-96	
AREA DIRECTOR	<i>D. O. [Signature]</i>		DATE: MAR 19 1996		FEDERAL HIGHWAY ADMINISTRATION		DATE: 4-12-96	

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

STATE: 02 ALASKA

BIA AREA CODE E-JUNEAU

FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS CONST TYP
ANGOOK ANGOOK	0001 0001	E00020 ANGOOK	TOWN PAVING	1.00	120.0 800.0	20.0 940.0	01	GRAVEL RECON
ALEUTIAN ISL ST. PAUL	0037	E00352 SAINT PAUL	EAST WEST	6.00	20.0 307.0	4,303.0 4,630.0	10	GRAVEL NEW
BRISTOL BAY MANOKOTAK	0043	E00361 MANOKOTAK	MANOKOTAK MANAKOTAK HTS	4.80	5.0 5,022.0	.0 5,027.0	01	GRAVEL NEWCON
ALEUTIAN ISLA NIKOLSHI	0001 0001	E00380 PETERSBURG	TOWN HOUSING	.40	.0 450.0	30.0 480.0	01	CULVERT NEWCON
KOBUK KOTZEBUE	0051	E00382 KOTZEBUE	TOWN LANDFILL	3.90	5.0 5,192.0	.0 5,197.0	01	GRAVEL NEWCON
BETHEL QUINHAGAK	0089	E00411 QUINHAGEK	WEST EAST	4.60	22.0 356.0	3,464.0 3,842.0	01	GRAVEL NEWCON
BARROW NTH SL NOOKSUT	0042	E00451 NUIQSUT	COLVILLE RIVER NUIQSUT	3.00	14.0 352.0	4,146.0 4,512.0	01	GRAVEL NEW
HOHE UNALAKLEET	0055	E00475 UNALAKLEET	SOUTH NORTH	4.20	5.0 .0	.0 5.0	01	GRAVEL NEWCON
WRANGELL PERE KAKE	0001 0001	E00532 WRANGELL	TOWN HOUSING	.30	.0 450.0	30.0 480.0	01	GRAVEL NEWCON
* TOTAL *					191.0 12,929.0	11,993.0 25,113.0		
AREA ENGINEER	<i>Paul W. [Signature]</i>		DATE: 6/28/95		DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		DATE: 7/12/95	
AREA DIRECTOR	<i>[Signature]</i>		DATE: 7/17/95		FEDERAL HIGHWAY ADMINISTRATION		DATE: 7/17/95	

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

STATE: 02 ALASKA

BIA AREA CODE

P-PORTLAND

FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY(BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT (\$000)	CONSTR PROJ TOTAL (\$000)	FMS, SIA RATING	STATUS CONST TYP
OUTER KETCHI METLAKATLA-ANNETTE	0002	P15422 AIRPORT RD AIR 2(4)	AIRPORT ROAD AIRPORT ROAD	.00	.0 5.0	.0 5.0	80	HBCP2+ RECONS
OUTER KETCHI METLAKATLA-ANNETTE	0001	P15671 AIR1504 97 SEALS	WALDON POINT ROAD HATCHERY ROAD	2.50	3.0 5.5	92.0 100.5	75	CHIPSL SEALNG
* TOTALS *					3.0 10.5	92.0 105.5		
AREA ENGINEER	<i>[Signature]</i>		DATE: 3/10/96		DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		DATE: 3-26-96	
AREA DIRECTOR	<i>[Signature]</i>		DATE: MAR 19 1996		FEDERAL HIGHWAY ADMINISTRATION		DATE: 4-10-96	

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

STATE: 02 ALASKA

BIA AREA CODE E-JUNEAU

FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY (BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT	CONSTR PROJ TOTAL (\$000)	FMS, SIA RATING	STATUS - - - - CONST TYP
ANGOON ANGOON	0001 0001	E00501 JUNEAU	LOOP RD T&H SUBDV	.50	50.0 50.0	350.0 450.0	01	HBCP2+ NEW
ANGOON ANGOON	0020	E00502 ANGOON	NORTH SOUTH	.40	30.0 30.0	340.0 400.0	01	HBCP2+ NEW
STEVENS VILLA UPPER YUKON	0044	E00503 EVANSVILLE	RIVER HIGHWAY	.50	20.0 30.0	350.0 400.0	01	ADDTIVE RECON
YUKON-KOYUKUK ALLAKAKET	0013	E00504 ALLAKAKET	OLD TOWNSITE NEW TOWNSITE	3.00	100.0 100.0	4,300.0 4,500.0	01	ADDTIVE NEW
* TOTALS *					200.0 210.0	5,340.0 5,750.0		
AREA ENGINEER	<i>[Signature]</i>		DATE: <i>6/28/95</i>	DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		<i>[Signature]</i>		DATE: <i>7/2/95</i>
AREA DIRECTOR	<i>[Signature]</i>		DATE: <i>7/5/95</i>	FEDERAL HIGHWAY ADMINISTRATION		<i>[Signature]</i>		DATE: <i>7/7/95</i>

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DATE 03/12/96

INDIAN RESERVATION ROAD(IRR) TRANSPORTATION IMPROVEMENT PROGRAM FOR FISCAL YEAR 1998

2ND QTR

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

STATE: 02 ALASKA

BIA AREA CODE

P-PORTLAND

FFS 931

COUNTY AND RESERVATION	ROUTE NUMBER	ID PROJECT NUMBER HIGHWAY(BRIDGE) PROJ NAME	TERMINI FM ( STATE # ) TO ( BIA # )	PROJECT UNITS MI (FT)	PRE ENGR CON ENGR AMOUNT (\$000)	CONSTR PROJ TOTAL (\$000)	PMS, SIA RATING	STATUS ----- CONST TYP
OUTER KETCHI METLAKATLA-ANNETTE	0001	P15671 AIR1504 97 SEALS	WALDON POINT ROAD HATCHERY ROAD	2.50	.0 10.0	10.2 20.2	75	CHIPSL SEALNG
* TOTALS *					.0 10.0	10.2 20.2		
AREA ENGINEER	<i>William S. Atchley</i>		DATE: <i>03/18/96</i>		DIRECTOR, OFFICE OF TRUST RESPONSIBILITIES		DATE: <i>3-26-96</i>	
AREA DIRECTOR	<i>D. D. Ben</i>		DATE: <i>MAR 19 1996</i>		FEDERAL HIGHWAY ADMINISTRATION		DATE: <i>4-10-96</i>	

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

05-Jan-96

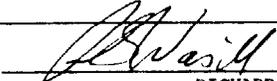
FEDERAL LANDS HIGHWAY PROGRAM, 23 U.S.C 204

STATE: ALASKA

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

Cost and Funding Summary

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

Federal Lands Highway Program Approval:		Date: 1/8/96	State inclusion in STIP:	Date:
	RICHARD G. WASILL			

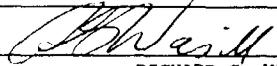
FOREST HIGHWAY (FH) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1997

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

STATE: ALASKA

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

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

Federal Lands Highway Program Approval:		Date: 1/8/96	State inclusion in STIP:	Date: _____
	RICHARD G. WASILL			



05-Jan-96

PARK ROADS AND PARKWAYS (PR&P) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1996

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

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Project Number/Name	Project Limits/Termini	Length/Type of Work	Net Construction Program Funding Amount (\$000)	Contracting Agency	Letting Date
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 30	NPS	
Statewide		Total of Preliminary and Construction Engineering for all projects:			10		
Cost and Funding Summary					Total Program Cost for fiscal year:	90	
					Program Funds Available:	90	
					Balance:	0	
Federal Lands Highway Program Approval: <u>Richard G. Wasill</u>				Date: <u>1/8/96</u>	State inclusion in STIP: _____ Date: _____		

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

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

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Highway/Bridge Project Name	Project Limits/Termini	Type of Project	Net Construction Program Funding Amount (\$000)	Contracting Agency	Priority
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 30	NPS	
	RTB 10	KATMAI NP VALLEY ROAD 10(1)	BROOKS CAMP TO VALLEY OF 10,000 SMOKES	23.0 MI MINOR GRADING & BASE	2,400	WFLHD/PHWA	
Statewide	Total of Preliminary and Construction Engineering for all projects:				240		

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

Federal Lands Highway Program Approval: <u>Richard G. Wasill</u> RICHARD G. WASILL	Date: <u>1/18/96</u>	State inclusion in STIP: _____	Date: _____
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05-Jan-96

PARK ROADS AND PARKWAYS (PR&P) TRANSPORTATION IMPROVEMENT PROGRAM FOR FEDERAL FISCAL YEAR 1998

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

STATE: ALASKA

ALASKA NATIONAL PARKS

County	Route Number	Project Number/Name	Project Limits/Termini	Length/Type of Work	Net Construction Program Funding Amount (\$000)	Contracting Agency	Letting Date
STATEWIDE	---	NATIONAL PARK SERVICE SPOT SAFETY AND SIGN IMPROVEMENTS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 50	NPS	
STATEWIDE	---	NATIONAL PARK SERVICE EMERGENCY PAVEMENT REPAIRS	VARIABLE	VARIABLE LENGTH REHAB	Est'd 30	NPS	
Statewide		Total of Preliminary and Construction Engineering for all projects:			10		
Cost and Funding Summary					Total Program Cost for fiscal year:	90	
					Program Funds Available:	90	
					Balance:	0	
Federal Lands Highway Program Approval: <u>Richard G. Wasill</u>					Date: <u>1/8/96</u>	State inclusion in STIP: _____ Date: _____	
					RICHARD G. WASILL		

Alaska Department of Transportation  
and Public Facilities  
Division of Statewide Planning  
3132 Channel Drive  
Juneau, AK 99801-1798

**To:**

