NATIVE VILLAGE OF KOTZEBUE
KOTZEBUE, ALASKA
(E04-269)

TRIBAL TRANSPORTATION PROGRAM
LONG RANGE TRANSPORTATION PLAN

FINAL-DRAFT MARCH 2024

Bristol Project: 32240038

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TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY 1
2.0 INTRODUCTION 3
2.1 Purpose and Scope 3
2.2 Goals and Policy Statements 4
2.3 Coordination with Local, Regional, and State Planning Entities 4
3.0 COMMUNITY BACKGROUND INFORMATION 5
3.1 Location and Setting 5
3.2 History and Culture 6
3.3 Economy 6
3.4 Climate 8
3.5 Soils and Topography 8
3.6 Vegetation and Wildlife 9
3.7 Utilities 9
3.8 Land Ownership 10
3.9 Local Materials Sites 11
4.0 EXISTING CONDITIONS 13
4.1 Roads 13
4.1.1 Surface and Drainage 13
4.1.2 Bridges 14
4.1.3 Traffic Data 15
4.2 Trails and Ice Roads 17
4.3 River and Coastal Transportation 19
4.4 Aviation Facilities 20
4.5 Pedestrian and Bicycle Facilities 20
4.6 Public Transportation 21
5.0 PUBLIC INVOLVEMENT 23
6.0 TRANSPORTATION STRATEGY 25
6.1 Planning and Program Management 25
6.2 Maintenance and Preservation 27
6.3 Reconstruction and Rehabilitation 28
6.4 Public Health and Safety 29

6.5 Community Growth and Economic Development....30
7.0 PRIORITIES AND RECOMMENDATIONS....33
7.1 Short, Medium, and Long-Term Priorities....33
7.2 NTTFI Priorities....37
7.3 Proposed High Priority Routes....39
8.0 FINANCING....41
8.1 Funding Sources....41
8.1.1 Tribal Transportation Program....41
8.1.2 Alaska Department of Transportation....43
8.1.3 Other Funding Sources....43
8.2 Financial Constraints....44
9.0 IMPLEMENTATION AND MONITORING....45
9.1 Revisions to the LRTP....45
9.2 Revisions to the TTIP....45
9.3 Revisions to the NTTFI....46
9.4 Adoption....47
10.0 REFERENCES....49

TABLES

Table 1: Regional Material Sources 11
Table 2: 2016 Kotzebue Vehicle Registration 15
Table 3: Alaska DOT&PF 2022 AADT Counts 16
Table 4: Community Transportation Priorities 2017 23
Table 5: Goal 1 – Planning and Program Management 26
Table 6: Goal 2 – Maintenance and Preservation 28
Table 7: Goal 3 – Reconstruction and Rehabilitation 29
Table 8: Goal 4 – Public Health and Safety 30
Table 9: Goal 5 – Community Growth and Economic Development 31
Table 10: Short Term (0-5 Years) Transportation Priorities 34
Table 11: Medium Term (5-10 Years) Transportation Priorities 35
Table 12: Long Term (10-20 Years) Transportation Priorities 36
Table 13: Ongoing (0-20 Years) Transportation Priorities 36
Table 14: Kotzebue's NTTFI Priorities 37
Table 15: Proposed High Priority Routes 39
Table 16: Native Village of Kotzebue Authorized Tribal Shares 42
Table 17: Regional Material Sources 46

FIGURES

Figure 1 – Inventory Map: City of Kotzebue
Figure 2 – Inventory Map: City Outer Limits
Figure 3 – Inventory Map: Cape Blossom
Figure 4 – Inventory Map: Trail System

APPENDICES

Appendix A – Public Involvement
Appendix B – Kotzebue AADT Map
Appendix C – Kotzebue Inventory List
Appendix D – Tribal Resolution (To be added in Final LRTP)
Appendix E – Route Packets (To be added in Final LRTP)
Appendix F – Annual LRTP Updates *(To be added as updates occur)*

ACRONYMS AND ABBREVIATIONS

AADT	Annual average daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ARRA	American Recovery and Reinvestment Act
ATV	All-Terrain Vehicle
BIA	Bureau of Indian Affairs
BIL	Bipartisan Infrastructure Law
Bristol	Bristol Engineering Services Company, LLC
CDS	Coordinated Data System
CFR	Code of Federal Regulations
DCCED	Department of Commerce, Community, and Economic Development
DMV	Department of Motor Vehicles
DOT&PF	Department of Transportation and Public Facilities
FY	Fiscal Year
IIJA	Infrastructure Investment and Jobs Act
IRR	Indian Reservation Roads
KEA	Kotzebue Electric Association
kWh	Kilowatt Hour
LRTP	Long Range Transportation Plan
mi	Miles
MOU	Memorandum of Understanding
NMFS	National Marine Fisheries Service
NTTFI	National Tribal Transportation Facility Inventory
OTZ	Kotzebue
PL	Public Law
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
ROW	Right-of-Way
RTAP	Rural Transportation Assistance Program
STIP	State Transportation Improvement Plan
TTAM	Tribal Transportation Allocation Methodology
TTIP	Tribal Transportation Improvement Program
TTP	Tribal Transportation Program
Tribe	Native Village of Kotzebue
USFWS	United States Fish and Wildlife Service
WRCC	Western Regional Climate Center

1.0 EXECUTIVE SUMMARY

This Long-Range Transportation Plan (LRTP) was developed in accordance with 25 Code of Federal Regulations (CFR) Part 170 for the Native Village of Kotzebue (Tribe). To complete this plan, the Tribe hired Bristol Engineering Services Company, LLC (Bristol) with funding from the Bureau of India Affairs (BIA) annual Tribal Share allocation under the Tribal Transportation Program (TTP) (formerly the Indian Reservation Roads [IRR] Program).

This plan contains information regarding transportation priorities, implementation strategies, and funding sources, which serve as a guide for programming and budgeting of future transportation improvements. The LRTP is also used to develop the Tribal Transportation Improvement Program (TTIP). This LRTP identifies the Tribe's transportation infrastructure projects in the short range (1-5 years), medium range (5-10 years), and long range (10-20 years) planning horizons.

The Native Village of Kotzebue has listed most of Kotzebue's roads and trails in the BIA National Tribal Transportation Facility Inventory (NTTFI). The NTTFI for Kotzebue currently consists of 57 roads and 2 bridges for a total of 116.8 miles. Routes identified as having a high priority construction need are listed below:

- Route 1006/010 – Kotz6
- Route 1016/010 – 5th Ave.
- Route 1019/010 – 8th Ave.
- Route 1036/010 – Tundra Way
- Route 1039/020 – Ted Stevens Way
- Route 1039/030 – Ted Stevens Way
- Route 1039/040 – Ted Stevens Way
- Route 1039/050 – Ted Stevens Way
- Route 1040/010 – Shore Ln.
- Route 1057/010 – Whittier St.

Additionally, transportation deficiencies were identified through a public involvement process and site visit. To address these needs, transportation improvement projects were prioritized for the short, medium, and long term. These projects are multimodal, may or may not be listed in the inventory, and involve various activities including planning, maintenance, construction, safety, or economic development. Priority projects were selected through a public meetings and surveys, council meetings, and coordination with other local, regional, and state transportation planning entities. Short-term projects that were identified to be completed in a 5-year planning horizon are as follows:

- Prepare a Bicycle and Pedestrian Plan for the community
- Update the LRTP in 5 years
- Develop a hazard mitigation plan through collaboration with the Tribe, City, and Borough
- Conduct a hydrology study for roadways in core Kotzebue
- Conduct a geotechnical investigation along roadways in core Kotzebue
- Develop a design study report and design plans for core Kotzebue roadway improvements based on results of hydrology study and geotechnical investigation

- Update the Tribe's Tribal Transportation Safety Plan
- Complete construction of Cape Blossom Road
- Conduct a feasibility study for developing an asphalt plant in Kotzebue
- Update 1981 Transit Plan Feasibility Study

This LRTP update includes adding the following existing routes and facilities to the NTTFI:

- Route 1007/010 – Cape Blossom Road
- Route 1007/020 – Cape Blossom Bridge
- Route 1007/030 – Cape Blossom Road
- Route 1008/010 – Alternate Noorvik Winter Trail
- Route 1009/020 – Alternate Buckland Winter Trail
- Route 1010/030 – Sheshalik Winter Trail
- Route 1011/040 – Airport Access Road
- Route 1012/050 – Kotzebue Way
- Route 1074/020 – Beach Road
- Route 1074/030 – Beach Road
- Route 1075/010 – Beach Access Road
- Route 1076/010 – Seaview Estates Road
- Route 1077/010 – Devil's Lake Road
- Route 5000/010 – Boat Harbor

Bristol hosted a public meeting in coordination with the Tribe for the 2024 LRTP update on February 9, 2024. At the meeting, participants were asked to vote on their highest transportation priorities. The following projects received the highest number of votes:

- Complete construction of Cape Blossom Road.
- Secure funding for development of Cape Blossom Deep-Water Port.
- Install sidewalks and pavement all around town.
- Conduct Road Safety Audit for new elementary school.

Most tribal transportation projects in Kotzebue will be supported with TTP tribal share funding. The Tribe's annual tribal shares between fiscal years 2018 and 2023 is approximately $325,219 on average per year. Other potential funding sources include the Alaska Department of Transportation and Public Facilities (DOT&PF), the Denali Commission, and other state and federal grant programs.

It is recommended this plan be reviewed at least once per year to continually monitor the performance of the transportation system within Kotzebue, track progress of improvements, and identify additional areas of improvement, as needed. Additionally, it is recommended this plan be updated at least once every five years, or upon major changes in the transportation system. The next full plan update should occur in 2029. Whenever updates are made to the plan, it is recommended that the changes are logged and attached to the plan in Appendix F.

A Tribal Resolution formally adopting this LRTP update is provided in Appendix D.

2.0 INTRODUCTION

This Long-Range Transportation Plan (LRTP) was developed in accordance with 25 Code of Federal Regulations (CFR) Part 170 for the Native Village of Kotzebue (Tribe). To complete this plan, the Tribe hired Bristol Engineering Services Company, LLC (Bristol) with funding from the Bureau of India Affairs (BIA) annual Tribal Share allocation under the Tribal Transportation Program (TTP) (formerly the Indian Reservation Roads [IRR] Program). The TTP provides funds to federally recognized tribes to improve public transportation within Alaskan Native communities.

2.1 PURPOSE AND SCOPE

The purpose of transportation planning is to identify broad goals to meet multimodal transportation needs. The strategies for achieving these goals should address the current and future needs of community land use, economic development, environment (natural, human, and cultural), traffic demand, public safety and health, among others. The plan contains information regarding transportation priorities, implementation strategies, and funding sources which serve as a guide for programming and budgeting of future transportation improvements. This LRTP identifies the Tribe's transportation infrastructure projects in the short range (1-5 years), medium range (5-10 years), and long range (10-20 years) planning horizons. The LRTP is also used to develop the Tribal Transportation Improvement Program (TTIP).

The plan was developed using the following general 6-step process:

1. Evaluation of community background information including location and setting, history and culture, economy, climate, soils and topography, vegetation and wildlife, existing utilities, land ownership, and local material sites.

2. Evaluation of existing conditions of the Kotzebue transportation system for all modes of transportation including roads, trails and ice roads, river and coastal transportation, aviation facilities, pedestrian facilities, and transit systems. Traffic crash data and volume studies were included in the analysis.

3. Solicitation of public involvement regarding transportation needs, priorities, and concerns through public meetings, public surveys, and coordination with local, regional, and state planning entities, as needed.

4. Development of goals, objectives, and transportation strategies to assist with organization and planning of prioritized projects.

5. Prioritization of improvement projects selected by the Tribe to address the community's transportation needs based on existing conditions and public feedback.

6. Identification of potential funding options and financial constraints of proposed improvement projects, and methods to reassess and adjust funding, if needed.

7. Development of implementation and monitoring strategies to ensure the successful performance of the transportation system and identify additional areas of improvement.

2.2 Goals and Policy Statements

The primary objective of this LRTP is to satisfy National Tribal Transportation Facility Inventory (NTTFI) and LRTP requirements to ensure the Tribe is eligible to receive funding for transportation related design, construction, and maintenance projects in Kotzebue. The LRTP also aims to satisfy goals specific to the Tribe's transportation needs, including the following:

- Identify, prioritize, and strategize present and future transportation needs.
- Provide safe and convenient public access.
- Assist in the economic development of the Tribe.
- Develop a transportation system that is respectful of traditional heritage.

These goals form the overall umbrella for the direction of the transportation plan in term of plan priorities. The plan should be considered flexible and adaptable to the changing needs and conditions in the community. To keep the plan current, the Tribe should review it annually, modifying the priority list as needed, and update it every five years, or when major changes in land use occur.

2.3 Coordination with Local, Regional, and State Planning Entities

Several planning documents were referenced in the development of this plan to ensure this plan is consistent with other local, regional, and state-wide transportation planning efforts. These documents include:

- Native Village of Kotzebue Long-Range Transportation Plan (2018)
- Native Village of Kotzebue Annual Report (2021)
- Native Village of Kotzebue Environmental Program Report (1997-2022)
- City of Kotzebue Long-Range Transportation Plan (2023)
- City of Kotzebue Comprehensive Plan (2013)
- City of Kotzebue Hazard Mitigation Plan (2019)
- Northwest Arctic Borough Comprehensive Economic Development Strategy (2019)
- Northwest Alaska Transportation Plan (2022)
- Alaska Statewide Improvement Program (2024-2027)
- Western Alaska Access Planning Study (2010)

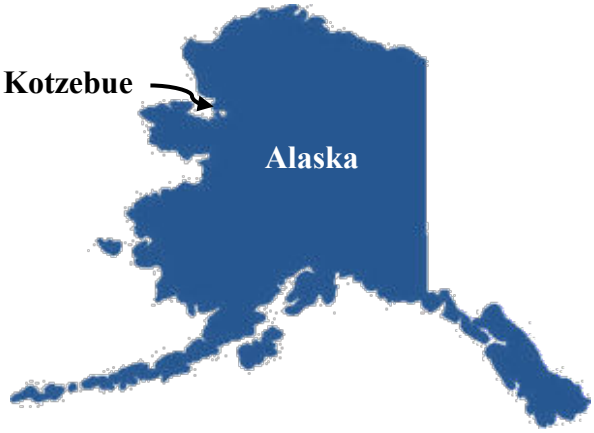
These plans can be access online or by request through the publishing entity.

3.0 COMMUNITY BACKGROUND INFORMATION

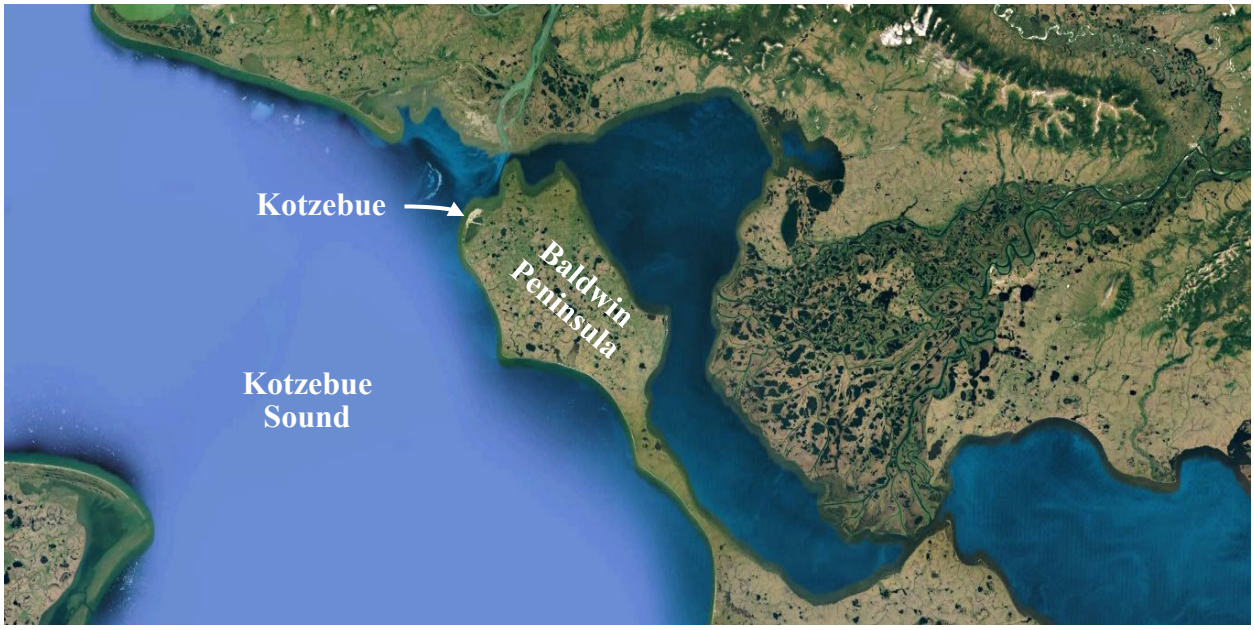
The following section provides background information about the community of Kotzebue. Comprehensive transportation planning should consider various elements of the community including the location and setting, history and culture, local economy, regional climate, soils and topography, vegetation and wildlife, existing utilities, land ownership, and local material sites. Data collected and summarized within this section helps identify the limitations of transportation planning, availability of resources for future construction, and potential environmental, social, and economic impacts of proposed transportation projects in Kotzebue.

3.1 LOCATION AND SETTING

Kotzebue, Alaska is located in Kotzebue Sound on the Baldwin Peninsula within the Northwest Arctic Borough. The Peninsula is bordered by Kotzebue Sound to the west and Hotham Inlet to the east. The community lies at approximately 66.898280° North Latitude and 162.595850° West Longitude (Section 3, Township 17 North, Range 18 West, Kateel River Meridian), which is approximately 549 air miles northwest of Anchorage and 26 miles above the Arctic Circle. The area encompasses 27.0 square miles of land and 1.7 square miles of water [DCCED, 2024].



Kotzebue, Alaska location map, Bristol 2017



Kotzebue vicinity map, Kotzebue Sound and the Baldwin Peninsula, Google Earth 2017

3.2 HISTORY AND CULTURE

Transportation needs within the community are largely influenced by the lifestyle of residents, which is why Kotzebue's history and culture are important considerations throughout the transportation planning process. It is a requirement that all new construction projects undergo an archaeological review to ensure cultural resources are preserved and protected.

Local Native art at an art store in Kotzebue, Bristol 2017

Inupiaq Eskimos have occupied the area in and around present-day Kotzebue for at least 600 years. "Qikiktagruk," the Inupiaq name for Kotzebue meaning "the place that is almost an island," was the hub of ancient Arctic trading routes long before European contact, due to its coastal location near a number of rivers. The German Lt. Otto Von Kotzebue first visited Kotzebue Sound in 1818, for Russia. The community was named after Kotzebue Sound in 1899 when a post office was established. Since the turn of the century, expansion of economic activities and services in the area have enabled Kotzebue to develop relatively rapidly. The city became a second-class city in 1958. An Air Force base and White Alice Communications System were later constructed [DCCED, 2024].

Today, approximately 2,931 people call Kotzebue home. The population is primarily Inupiaq Eskimos, and subsistence activities are still an integral part of the lifestyle. The community infrastructure consists of piped water and sewer, refuse collection, a landfill, harbor and dock, police station, volunteer fire and emergency medical services, a fire training center, recreation center, and a network of gravel roads [DCCED, 2024]. The community also has one middle/high school, one elementary school, and one pre-school, all of which promote the Eskimo culture and teach the Inupiat language.

3.3 ECONOMY

Another important consideration for transportation planning is the local and regional economy. Kotzebue is a regional center for the ten villages in the Northwest Arctic Borough (Noatak, Kivalina, Kiana, Noorvik, Selawik, Ambler, Shungnak, Kobuk, Buckland, and Deering) and for Point Hope in the North Slope Borough. Many of these villages are accessible from Kotzebue in the winter via winter trails and ice roads.

As a regional center, Kotzebue serves as the:

- Transportation hub for air freight, air carriers serving area villages, and jet service to Anchorage.
- Government center for borough, state and federal agencies.

- Regional hub for the U.S. Postal Service.
- Health care center for the region.
- Education center for the region (Borough School District Headquarters, Tech Center, and Chukchi campus of the University of Alaska).
- Service and goods center for the region.

According to the 2016 Census, Kotzebue has a population of 2,931 people, of which 65.4% are American Indian or Alaska Native, 16.9% are white, and the remaining 17.7% are another race including African American, Asian, and Native Hawaiian or Pacific Islander [DCCED, 2024].

Kotzebue is a subsistence community. Subsistence activities include gathering, hunting, and fishing. Salmonberries, blueberries, crowberries, cranberries, greens such as sour dock, roots, mushrooms, and eggs are collected from the tundra and stored year-round to provide food for families. Moose, caribou, waterfowl, grouse, ptarmigan, and other game are hunted in the Kotzebue region. The fisheries industry consists primarily of salmon fishing with minimal crab and halibut fishing. Within the Kotzebue area, the subsistence harvest focuses on (in order of usable pounds): caribou, sheefish, chum salmon, bearded seal, whitefish, moose, Dolly Varden, ringed seal, and beluga whale.

Fish hanging tent on Beach Road, Bristol 2017

The largest industries in Kotzebue are education, healthcare, and social services (21.4% of workers), public administration (21.4%), transportation and utilities (8.9%), retail trade (5.9%), construction (5.4%) and arts, entertainment, recreation, and food services (5.1%). In 2022, approximately 65% of the labor force was employed and 5.7% were unemployed. Approximately 13.2% of residents were below the poverty level. The median household income was $101,071. Additionally, with approximately 1,091 total housing units and a population of 3,088 in 2022, there was an average of 2.8 people per house (US Census Bureau, 2022). According to DCCED, retail gas in Kotzebue was priced at $7.90 per gallon in the summer of 2023, and retail heating fuel was $7.96 per gallon (DCCED, 2024).

Transportation planning should consider all potential impacts to the economy including access to subsistence areas, impacts to the cost of living, human health, resources and essential services, low income and minority groups, and local industries.

3.4 CLIMATE

Regional climate can greatly impact transportation projects in Kotzebue. Proposed transportation projects should consider floodplain and precipitation data for drainage requirements, the weather and daylight restricted construction season, impacts of construction on permafrost, and seasonal access to transportation facilities.

Kotzebue falls within the arctic climate zone, characterized by seasonal extremes in temperature. Winters are long and harsh, and summers are short but warm. Kotzebue Sound is ice-free from early July until early October (DCCED, 2024). The warmest month is July, with an average maximum temperature of 59.2 degrees Fahrenheit (°F), and the coldest month is February with an average minimum temperature of -10.2°F. The area receives an average of 9.9 inches of precipitation and 54.3 inches of snowfall each year (WRCC, 2017).

Typhoon Merkbok storm surge flooding in Kotzebue on Sunday, September 18, 2022 (ADN, 2022).

Storm surge flooding, wave runup, erosion, sea ice, and melting permafrost are the main flood and erosion concerns in Kotzebue. Climate change may increase flooding in coastal areas. As the sea level rises and the offshore ice pack retreats, more coastal flooding can be expected. Flooding in Kotzebue is also caused by ice jams, snowmelt, and rainfall. Major flooding events occurred in Kotzebue in 1990, 1994, 2002, 2004 and 2005. Typhoon Merbok also caused flooding in the low-lying areas of Kotzebue in September 2022. Future transportation projects should be designed with these issues in mind.

3.5 SOILS AND TOPOGRAPHY

Transportation planning should also consider local soil and topographic conditions. Kotzebue lies at an average elevation of twenty feet on the Baldwin Peninsula, which has a terrain consisting of lowlands dotted with many lakes. Between Kotzebue Sound and the Kotzebue Lagoon, the community is built on a 3-mile-long spit which ranges in width from 1,100 to 3,600 feet. It is located near the discharges of the Kobuk, Noatak, and Selawik Rivers. Soil types in and around Kotzebue are gravelly sand, silt loam, and peat, with continuous permafrost throughout the Peninsula.

Shoulder erosion on Air Force Road, Bristol 2017

There is an active layer of permafrost in Kotzebue, approximately one meter deep, that thaws during the summer and refreezes in the winter. Permafrost is an important consideration when planning new road and rehabilitation projects. Proposed roads should be designed and built based

on recommendations of a geotechnical engineer. Based on past experience in Kotzebue, new roads will likely require thick fill depths and a layer of insulation extending under the road traveled way and shoulders to preserve the permafrost and reduce erosion and settlement.

3.6 VEGETATION AND WILDLIFE

For any proposed transportation project, it is important to consider potential environmental impacts on local vegetation and wildlife. Kotzebue and the surrounding region is mapped in the National Wetlands Inventory. The Baldwin Peninsula is dotted with freshwater lakes and ponds, surrounded by freshwater emergent shrub wetlands and freshwater forest/shrub wetlands. The primary vegetation in the area consists of sedges, willows, and dwarf birch, along with areas of grasses and moss [NWI, 2017].

Local wildlife common to Kotzebue includes caribou, moose, bear, and wolverine. Fish found in the area include salmon, sheefish, whitefish, northern pike and arctic grayling. According to the United State Fish and Wildlife Service (USFWS), there are four threatened or endangered species within the Kotzebue area: Steller's eider (threatened), spectacled eider (threatened), polar bear (threatened), and Eskimo curlew (endangered). Three species are listed candidate species in the Kotzebue area: Kittlitz's murrelet, yellow-billed loon, and Pacific walrus [USFWS, 2017]. In addition, the waters surrounding Kotzebue are within range of the endangered bowhead whale. The bowhead whale listing is under the National Marine Fisheries Service's (NMFS) jurisdiction. NMFS indicates that the bearded seal and ringed seal are proposed for listing, and both of these species range in waters near Kotzebue.

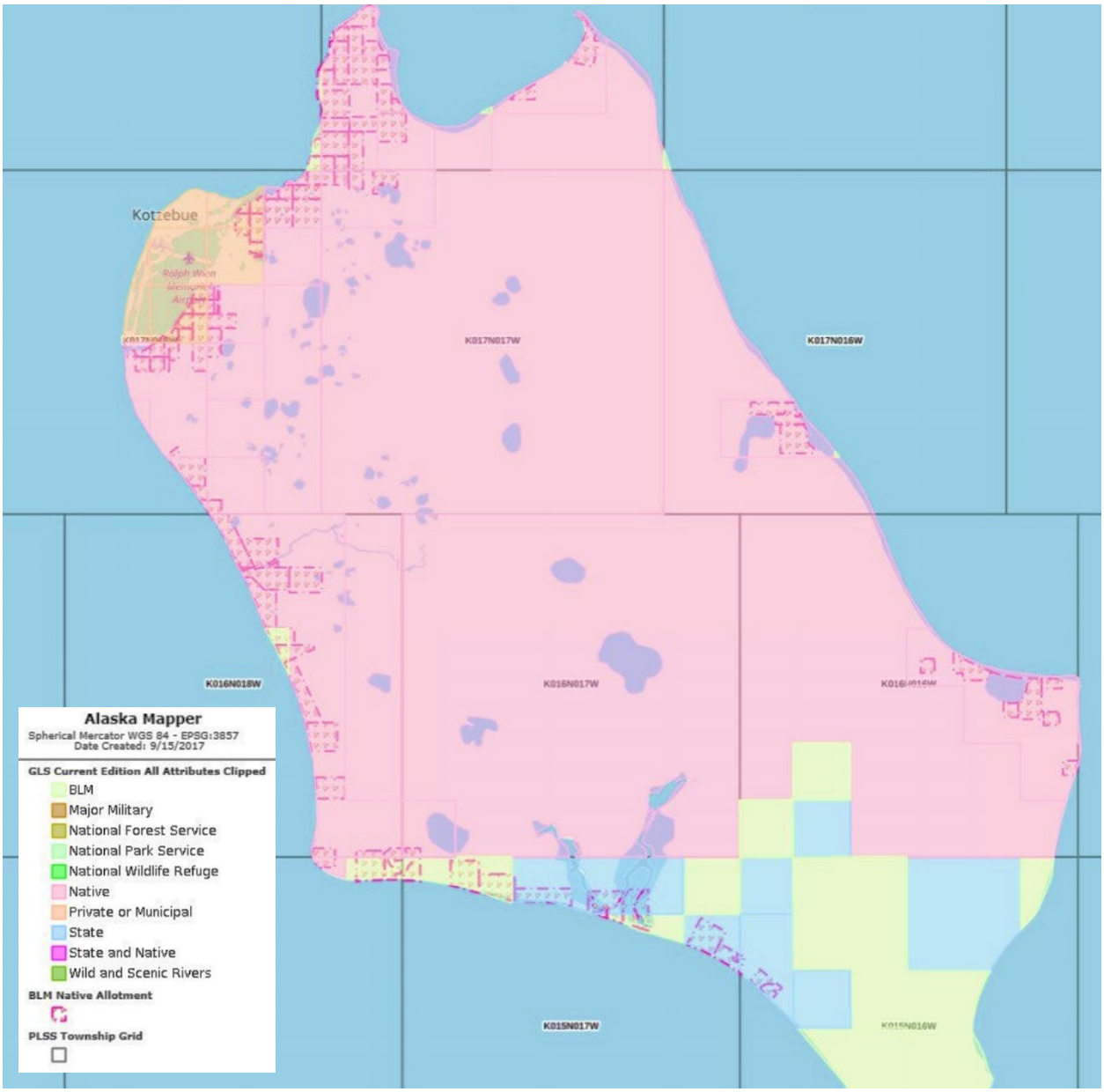
3.7 UTILITIES

Road planning typically involves coordination with utility companies including electric, fuel, water, sewer, and telecommunications. The following section provides a summary of existing utilities in the Kotzebue area.

- Electricity – Kotzebue Electric Association (KEA) provides power for the community. The community receives a Power Cost Equalization subsidy providing a residential rate of $0.1874 per kilowatt-hour. Wind turbines supplement power generation from diesel fuel.
- Fuel – Crowley Marine Services Tank Farm maintains the largest fuel tank facility within Kotzebue, with approximately 6.2 million gallons of storage. Additionally, Bering Air and the Air National guard maintain fuel tanks of 20,000 and 17,000 gallons, respectively.
- Water – Two freshwater lakes act as the community water supply for Kotzebue, Devil's Lake (primary) and Vortac Lake (backup), both located east of the townsite. Approximately 98 percent of the community's buildings are connected to the heated underground water distribution piping system.
- Sewer – Sewage is collected through a gravity sewer system which consists of thirteen sewage pump stations and a three-cell treatment pond system. Approximately 98 percent of the community's buildings are connected to sewer plumbing.
- Telecommunications – OTZ Telephone Co-op Incorporated provides the local phone service. Long distance phone is available through OTZ, AT&T, and GCI. Additionally, GCI provides cable, and ACS, GCI and OTZ offer internet service. Most telecommunications lines run above ground along utility poles.

3.8 LAND OWNERSHIP

Land ownership can greatly influence and restrict the location of proposed transportation projects. Project planners and landowners must prepare written land status agreements, define the owner and maintainer of the proposed project, and identify new property lines and right-of-way (ROW). Existing roads and trails within Kotzebue are owned by the State of Alaska or the City of Kotzebue. Most land within the city boundary is privately owned, and most ROW is owned and maintained by the City of Kotzebue. The image below shows a generalized map of the land status in Kotzebue and the Baldwin Peninsula.



General land status map of Kotzebue and the Baldwin Peninsula (DCCED, 2024)

3.9 LOCAL MATERIALS SITES

Knowledge of existing regional construction material sites can be valuable when planning and budgeting transportation projects. Several existing material sources are located in the Kotzebue area. One frequently used source of gravel is Nimiuk Point (pictured), located on the east side of the Baldwin Peninsula, approximately 18 miles southeast of Kotzebue (25 miles by barge). Nimiuk Point is only accessible by ATV trails and the coast. Shallow draft barges are used to transport material from Nimiuk Point to Kotzebue. According to locals, Deering is a good source of bedrock, and riprap is typically barged in from Nome.

Gravel extraction at Nimiuk Point (Alaska DOT&PF)

Table 1 shows known other known material sites near Kotzebue. The table shows information including location, type of material, and potential to produce significant quantities for construction projects, current as of the publish date of this report.

Table 1: Regional Material Sources

Area of Interest	Type(s) of Material	Potential to Produce Significant Quantities
Cape Blossom Beach Sand	Gravel, silt	Poor
Isaac Lake	Gravel	Poor
Northeast Coast	Sand, gravel, silt	Poor
Lower Noatak River	Sand, gravel, bedrock	High
Deering-Candle	Bedrock	High
Candle-Buckland	Bedrock	Moderate to high
Noorvik-Kiana	Sand, gravel, bedrock	High
Lower Baldwin Peninsula	Sand, gravel	Poor to Moderate
Iggy Hill	Unknown	Unknown
Nome	Gravel, riprap	High
Red Dog Mine	Unknown	Unknown
Drake	Unknown	Unknown
Nimuik Point	Gravel	Moderate to high

(Intentionally Blank)

4.0 EXISTING CONDITIONS

Existing conditions of the Kotzebue transportation system were identified to better understand deficiencies, areas of needed improvements, and areas of concern with high priority. All modes of transportation were considered including roads, trails and ice roads, river and coastal transportation, aviation facilities, pedestrian and bicycle facilities, and public transportation.

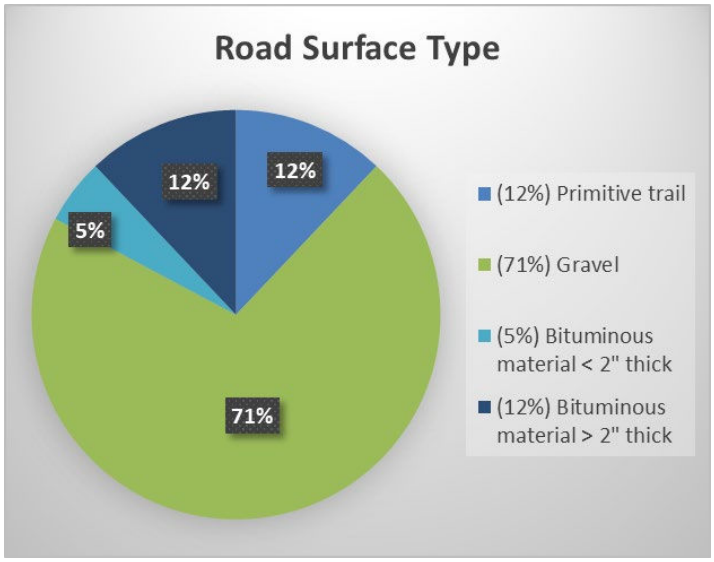
Several methods were used to evaluate the existing conditions. A site inspection was performed in August 2017 by Bristol engineers for all existing roads within the community. Since 2017, road conditions have not significantly improved, although conditions may have worsened in some areas. The inspection collected information such as road dimensions, surface type, drainage conditions, surface irregularities, and safety issues. Vehicle registration data was collected from the Alaska State Department of Motor Vehicles (DMV) to evaluate preferred modes of motorized travel. Public involvement was used to identify the existing conditions of other transportation modes within Kotzebue.

4.1 ROADS

Kotzebue's road system is isolated to the Baldwin Peninsula and only connects to nearby communities through winter trails. During Bristol's site investigation in 2017, 58 existing roads were identified. These roads are shown on Figures 1 and 2 (attached). According to previous LRTPs, the Coordinated Data System (CDS) indicates that Alaska DOT&PF owns and maintains 1.33 miles of roadway in Kotzebue: Third Avenue, Airport Terminal Road, and Airport Lane. Alaska DOT&PF also operates a maintenance station in Kotzebue.

4.1.1 Surface and Drainage

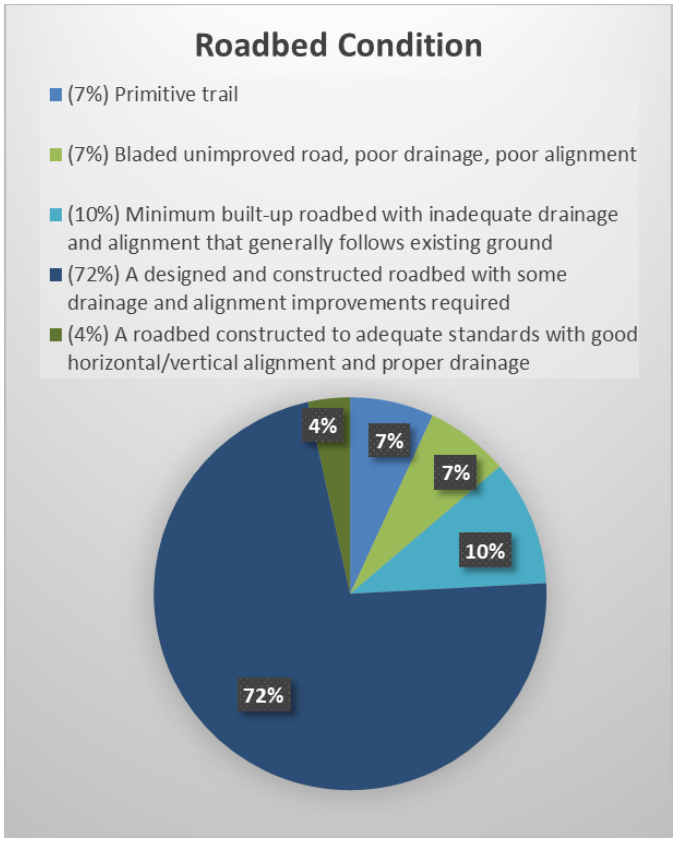
During Bristol's 2017 site investigation, road surface type was identified for every existing road. Some local roads are paved, but most consist of gravel surface course. Out of approximately 58 local roads, 71% are gravel, 24% are paved, and 5% are primitive trails.



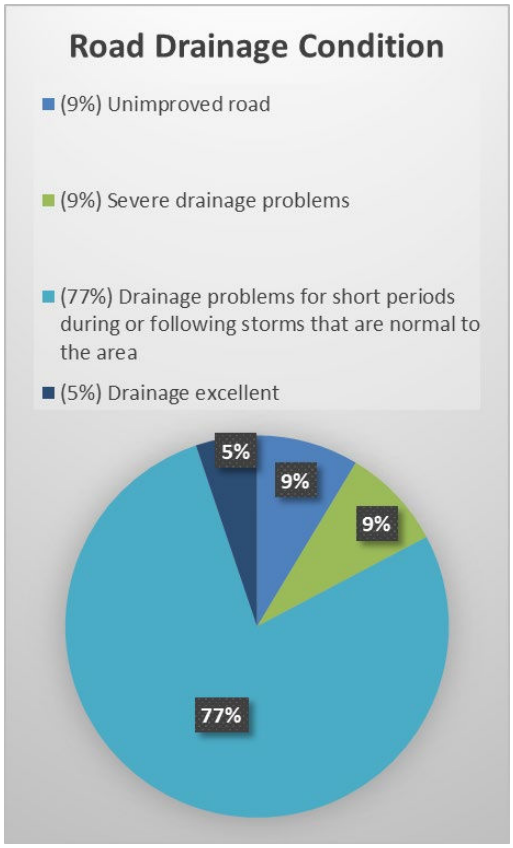
Percent of Kotzebue roads by surface type, Bristol 2017

During the site visit, roadbed condition was also identified. Road conditions were categorized based on the BIA's 2004 "Coding Guide and Instructions for the IRR Inventory." Only two roads in Kotzebue met adequate standards with good horizontal and vertical alignment and proper drainage. The remainder of the roads need some form of improvement, typically associated with potholes or drainage. Common issues associated with gravel roads in Kotzebue include potholes, low spots that collect standing water, inadequate drainage ditches, and dust. Roads that were paved were generally in good condition, though some

spot issues were identified including pavement cracking. Most paved roads in Kotzebue had paved or stabilized gravel shoulders, but some roads had a sidewalk on one side of the street.



Percent of Kotzebue roads by road condition



Percent of Kotzebue roads by drainage

Drainage condition is another important roadway feature that was identified during the site visit. For each road, drainage condition was also categorized based on the BIA coding guidelines. Drainage issues noted during the visit included standing water on roadsides, in ditches, or in low spots that spanned the road width. Additionally, one sloped section of Air Force Road was experiencing significant storm water runoff erosion on the gravel road shoulder. One exposed culvert was observed under the roadway, but otherwise, culverts appeared to be in operational condition.

4.1.2 Bridges

Kotzebue has two bridges, both located along Ted Stevens Way spanning Kotzebue Slough and Swan Lake connections to Kotzebue Lagoon. During Bristol's site visit in 2017, the bridges appeared to be recently improved. The bridge driving surface consists of wooden planks, and sandbags are used to prevent erosion along the water edge under the bridges. The bridges are approximately 40 years old and may be nearing the end of their service life. The bridge abutments are susceptible to waves and erosion.

Ted Stevens Way Bridge over Kotzebue Slough, Bristol 2017

4.1.3 Traffic Data

This section discusses traffic data collected for the Kotzebue area regarding vehicle registration type, and annual daily traffic counts.

The primary mode of travel used by residents in Kotzebue is dependent on the time of year. During the winter months, both passenger vehicles and snow machines are used in Kotzebue. During the short summer season, passenger vehicles and ATVs are the primary modes of travel. Travel by foot is also common in Kotzebue. Table 2 outlines Kotzebue vehicle registrations on record at the Alaska DMV, which shows that most vehicle types driven in Kotzebue are passenger cars (31.1% of registered vehicles), snowmobiles (29.2%), pickup trucks (26.7%), and commercial trucks (9.5%).

Table 2: 2016 Kotzebue Vehicle Registration

Vehicle Type	Passenger	Pickup	Snowmobiles	Motorcycle	Trailer	Bus	Commercial Trailer	Commercial Truck	All Vehicles
# of registered vehicles	396	339	370	7	31	0	4	121	1,268
% of registered vehicles	31.2%	26.7%	29.2%	0.6%	2.4%	0.0%	0.3%	9.5%	100%

Traffic volume data is an important aspect to roadway planning because it portrays roadway use and is needed for traffic engineering and analysis. Average annual daily traffic (AADT) count studies are performed by the Alaska DOT&PF each year. AADT data is limited because many streets are not included in the study. Traffic counts for year 2022 are displayed in Table 3. The data shows 3rd Avenue, 5th Avenue, Airport Lane, Wolverine Street, and Bison Street are among the busiest roads within the community. Appendix B provides a map of local traffic count stations.

Table 3: Alaska DOT&PF 2022 AADT Counts

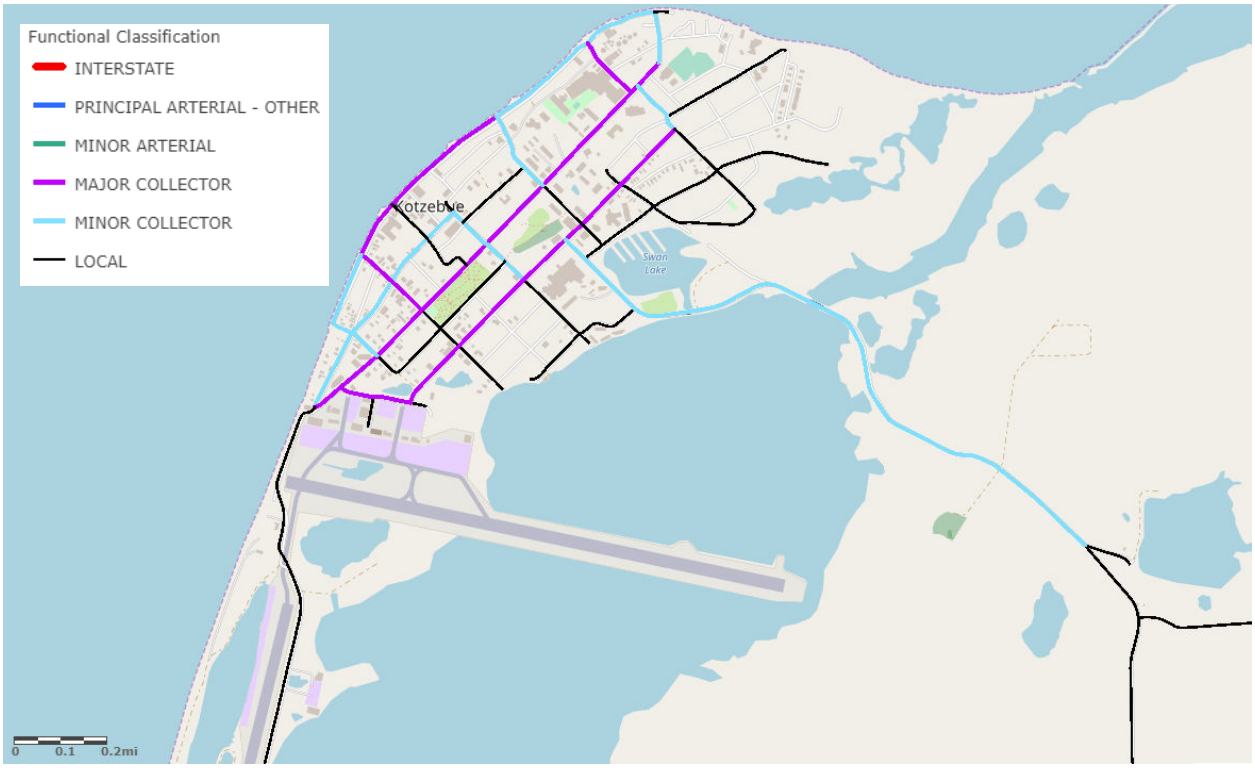
Station Description	2022
2nd Ave North of Lake St	530
2nd Ave South Of Lake St	540
2nd Ave South Of Ralph Wien Memorial	650
3rd Ave North Of Bison St	2,340
3rd Ave North Of Mission St	2,380
4th Ave West Of Mission St	170
5th Ave South Of Ted Stevens Way	1,460
Airport Ln East Of 3rd Ave	1,260
Bison St West Of 3rd Ave	1,370
Caribou Dr West Of Ptarmigan Way	730
Crowley Dock Rd West Of 2nd Ave	650
Eighth Ave South Of Mission St	180
Friends Way East Of Mission St	590
Lagoon St East Of Second Ave	510
Mission St East Of Friends Way	1,140
Shore Ave @ Nullagvik Hotel	760
Shore Ave @ School Complex	690
Shore Ave North Of Lake St	390
Shore Ln Southeast Of Shore Ave	1,000
Ted Stevens Way East Of Eighth Ave	340
Ted Stevens-Grizzly Way East Of Caribou Dr	690
Tundra Way East Of Shore Ave	290
Wolverine Dr (5th Ave) North Of Salmon St	2,680

Source: Alaska DOT&PF, 2022.

Traffic volume counts are used to determine the functional classification of a roadway. Three general types of functional class are defined below:

- **Arterial:** These roads provide mobility so traffic can move from one place to another quickly and safety, with a low degree of access.
- **Collector:** These roads link arterials and local roads and perform some duties of each.
- **Local:** These roads provide access to homes, businesses, and other property, with a lower degree of mobility.

Most roads in Kotzebue are local roads, with some collectors. There are no arterial streets in Kotzebue. Streets with relatively high AADT counts in rural areas are classified as rural major collector streets. According to the Alaska DOT&PF functional classification database, rural major collectors in Kotzebue include Shore Avenue, 3rd Avenue, Lagoon Street, Airport Lane, 5th Avenue/Wolverine Street, and Turf Street. Rural minor collectors have less traffic volume but connect to the major collectors. These streets include Lagoon Street, 2nd Avenue, Bison Street, Mission Street, Lake Street, Ted Stevens Way, and Wanda Street. The remaining roads are classified as local streets.

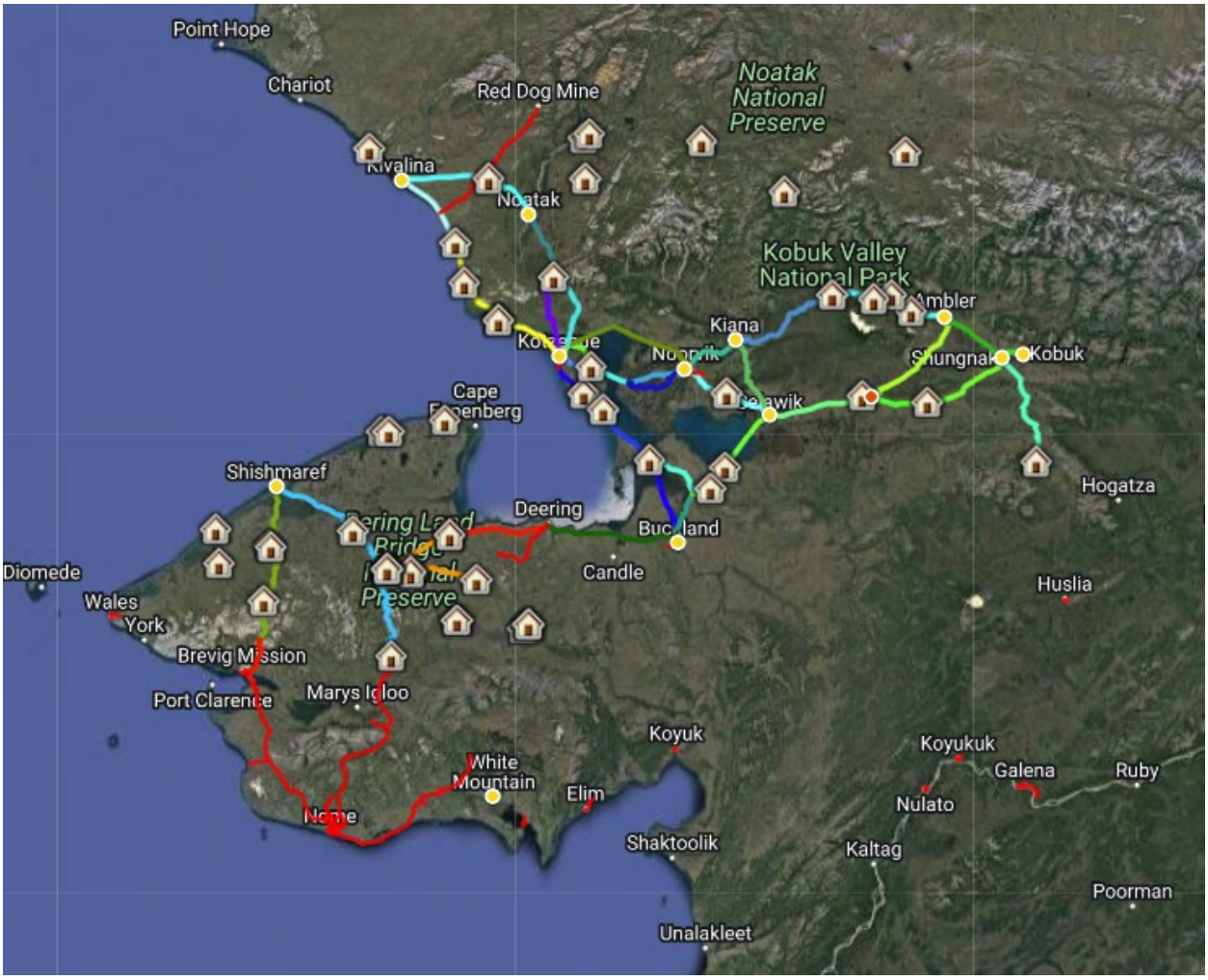


Map of Kotzebue roads by functional classification, Alaska DOT&PF 2015

4.2 TRAILS AND ICE ROADS

The Northwest Arctic Borough (NWAB) maintains a network of winter trails and safety cabins connecting communities between Kivalina and Nome. There is an interactive Google map of the trail system on the NWAB website. NWAB also constructs and maintains some ice roads in the region which are often safer than winter trails. Several trails from Kotzebue extend to various nearby communities including Noorvik, Kiwalik, Candle, Buckland, Deering, Selawik, Kiana, and Noatak as shown on Figure 3 attached.

Trails are used for hunting, subsistence, and travel to other communities. Subsistence is crucial to the culture and economy of Kotzebue. Some trails provide summer access to berries and greens which are stored to feed families year-round.



Map of communities, shelter cabins, and winter trails in the Northwest Arctic region (NWAB, 2022)

Winter trails are an essential means of transportation in Alaska and are used as the road system in many parts of Alaska for much of the year. Inter-community roads are very few, so during the winter, snow machines and sleds are a major means of travel. Winter trails are vital to winter subsistence activities, recreation, and transportation. They link Kotzebue with neighboring communities and from those communities to others throughout the region and provide access to safety cabins for winter travel. Trails are marked across the Sound and Inlet and on rivers with sticks or branches when the ice is thick enough for travel and some land-based trails are marked with tripods and reflectors. Trail markers and GPS coordinates are useful when weather conditions such as winds and blowing snow obscure the trail. The Northwest Alaska Transportation Plan completed by the Alaska DOT&PF and the Northwest Arctic Borough recommend tripods with reflective tape on trails located on land and temporary stakes on trails over water.

4.3 River and Coastal Transportation

Due to Kotzebue's remote location, river and coastal transportation are essential to the community's transportation system. Additionally, Kotzebue serves as the regional distribution center for freight and fuel arriving by barge. Barges originate in Seattle and travel to Kotzebue during the limited shipping season, typically from July to early October. Because the marine waters near Kotzebue are shallow, ships must anchor 12 to 15 miles southwest of Kotzebue and lighter fuel and other cargo to the dock using barges with a draft of no more than 5 feet. The freight is distributed within Kotzebue or to shallow-draft vessels for delivery to outlying villages.

Small boat passing under Ted Stevens Way Bridge, Bristol 2017

Three freight lightering businesses transport goods and supplies to Kotzebue and surrounding communities. Crowley Maritime Corporation provides lightering services to their fuel distribution terminal on Kotzebue which is composed of a small sheet pile dock and beached barge. Two tugs and 4 barges are stationed in the community. Since lightering can be costly and time consuming, the community is working towards developing a deep-water port on Cape Blossom. The Cape Blossom access road is currently undergoing construction. As of February 2024, the entire length (11.2 miles) is built with base material.

Residents use small boats for travel throughout the area in summer and snow machines for travel on frozen river routes during winter. There are 321 registered boats in Kotzebue. Boats play a significant role in getting to and from subsistence camps and to harvest subsistence resources. Private boats anchor at the newly constructed small boat harbor in Swan Lake, which connects to Kotzebue Sound through the Kotzebue Slough.

Kotzebue small boat harbor in Swan Lake, Bristol 2017

4.4 AVIATION FACILITIES

As with many communities in Alaska, aviation provides Kotzebue's main connection to the rest of the State because there are no interconnecting roads. In Kotzebue, a state-owned airport provides scheduled air service, including daily service to Anchorage. Alaska Airlines, Era Aviation, Bering Air, Hageland Aviation Services, Frontier Flying Service, and Warbelow's Air Ventures operate out of Kotzebue's Ralph Wien Memorial Airport. There is a 6,300-foot-long by 150-foot-wide asphalt main runway and a 3,876-foot-long by 90-foot-wide gravel crosswind runway. The main runway was extended 400 feet in 2018. The airport covers 1,480 acres and acts as an important hub for air travel to outlying villages in the area. A seaplane base also operates out of Kotzebue, on the Kotzebue Lagoon.

Plane flying over Kotzebue cemetery, Bristol 2017

NOTE: The TTP cannot fund aviation projects such as runway construction and maintenance but can fund access to aviation facilities.

4.5 PEDESTRIAN AND BICYCLE FACILITIES

Sidewalk on Mission Street, Bristol 2017

While pedestrian and bike trails are increasingly being integrated alongside road facilities, few of these amenities are in place in Kotzebue. However, sidewalks do exist on portions of some streets within the community including 2nd Avenue, Lagoon Street, Mission Avenue, Shore Avenue, 5th Avenue, and Ted Stevens Way. Elsewhere in town, most residents walk in the roadway.

Existing sidewalks in Kotzebue are typically only constructed on one side of the road, approximately 5-feet wide, and with a curb and gutter. Community members have expressed the need for more sidewalks and sidewalks on both sides of the street. Specifically, people would like to see sidewalks on routes that children use to get to school including 5th Avenue and Turf Street.

In 2017, the Tribe was awarded grant money from the Tribal Transportation Safety Funds for construction of a sidewalk along the entire length of 3rd Avenue from the school to the airport. The project was constructed in 2021 and has greatly improved pedestrian safety and access in the community. Other transportation priorities from Kotzebue residents regarding pedestrian and

bicycle facilities are discussed in Section 5.0, including installing more streetlights, improving mobility of elders and people with disabilities, and enhancing school zone safety.

4.6 PUBLIC TRANSPORTATION

Public transit is not available in Kotzebue, but two taxi companies are in operation with a typical cost of $6.00 per person per ride. There is a school bus that provides transportation for students to-and-from school. Additionally, Friend's Church has a free food delivery service for elders.

The community has expressed the need for more public transportation options, which is especially needed by elders and during inclement weather. If housing expands to the Hillside, public transportation may become even more of a priority. The most recent study evaluating the feasibility of public transportation in Kotzebue was completed in 1981. The Transit Development Study concluded that the fees would be nearly as high as those charged for taxis. Since this study is out of date, the Tribe desires developing a new study.

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5.0 PUBLIC INVOLVEMENT

Public involvement is a key aspect to the development of this plan and is required by the 25 CFR Part 170 to assist in the decision-making process. Public involvement was used an opportunity to capture the community's transportation values and perceived needs, establish consensus, and identify issues and concerns. Strategies utilized by the Tribe to solicit public involvement included stakeholder coordination, Kotzebue IRA Council coordination, and public meetings.

A public meeting was hosted by Bristol on February 9, 2024 from approximately 11:00am to 12:30pm at the City Youth Center building in Kotzebue. The meeting was advertised 15 days prior to the meeting via the locally preferred method of posting flyers in public spaces. The meeting included a PowerPoint presentation, lunch, door prizes, and hard copies of the draft LRTP available for review. Public meeting documentation is provided in Appendix A including the announcement, sign-in sheet, handout, slides, and meeting minutes. At the meeting, people were encouraged to share their concerns about transportation issues within the community. Table 4 shows a list of transportation issues that were voted as having a high priority by attendees of the public meeting.

Table 4: Community Transportation Priorities 2017

Transportation Issue or Priority	Number of Votes	Priority Rank (Top 3)
Complete construction of Cape Blossom Road.	4	1
Secure funding for development of Cape Blossom Deep-Water Port.	4	
Install sidewalks and pavement all around town.	4	
Conduct Road Safety Audit for new elementary school.	4	
Complete roadway improvements in core Kotzebue (Include hydrology, soils, and design studies).	3	2
Rehabilitate erosion and areas of poor drainage on Ted Stevens Way.	2	3
Prepare a Bicycle and Pedestrian Plan for the community.	2	
Update the Tribe's Tribal Transportation Safety Plan.	2	
Acquire maintenance equipment and maintenance facility.	2	
Develop a comprehensive trail network plan coordinated with Borough.	2	
Develop a multi-jurisdictional hazard mitigation plan coordinated with Tribe, City, and Borough.	1	
Conduct a feasibility study for developing an asphalt plant in Kotzebue.	0	
Develop a new Public Transit Plan.	0	
Install streetlight in needed areas.	0	
Rehabilitate aging bridges.	0	
Continue staff training to increase knowledge of tribal transportation resources and funding.	0	

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6.0 TRANSPORTATION STRATEGY

This section evaluates the data, community feedback, and existing conditions presented in the previous sections to understand the transportation needs of the community. This information helped develop goals, objectives, and strategies to address existing issues. These are defined as follows:

- ***Goals*** are broad statements that describe long-term desired outcomes.
- ***Objectives*** provide more specific information of what can be done to achieve a goal.
- ***Strategies*** describe specific actions that will be taken to reach an objective.

The recommended 20-year transportation priorities for Kotzebue consist of an integrated set of strategies and projects needed to meet current projected economic development, housing, health and safety, preservation, and program management goals within the community. The Native Village of Kotzebue has identified five broad goals:

1. Planning and Program Management
2. Maintenance and Preservation
3. Reconstruction and Rehabilitation
4. Public Health and Safety
5. Community Growth and Economic Development

This section describes these goals in more detail as well as provides a list of recommended objectives and strategies that can be implemented to achieve the goals.

6.1 PLANNING AND PROGRAM MANAGEMENT

On-going planning programs are essential to the overall program and efficiency of the transportation network. Annual appropriations of these activities should remain a high priority in the overall funding strategy. The Tribe may use its transportation planning funds to continue to update is its inventory and LRTP, to attend transportation planning training events and other eligible planning activities. Attendance at the annual BIA Providers Conference and other transportation conferences is recommended so that Tribal members can stay informed on program updates and transportation resources.

Specific objectives and strategies to meet planning and program management goals are listed in Table 5.

Table 5: Goal 1 – Planning and Program Management

Goal 1: Planning & Program Management *Provide effective strategies to keep transportation planning organized, current, and relevant to the needs of the community.*		
Objectives	**#**	**Strategies**
1. Manage transportation plans, capital improvement plans, and inventory	a.	Review the LRTP annually, update plan as changes occur or when project objectives are accomplished, perform a comprehensive update in 5 years.
	b.	Update the TTIP annually to include high priority projects to reflect the changing needs of the community.
	c.	Update the NTFFI as needed to reflect current conditions of transportation facilities and continue to add new roads, bridges, parking lots, maintenance buildings, etc.
	d.	Update Kotzebue's Tribal Transportation Safety Plan to identify data-driven safety improvements to reduce the risk of fatalities and injuries on local roads.
	e.	Develop a Bicycle and Pedestrian Plan to identify needed improvements around the community to enhance safety, recreation, and access.
	f.	Develop a Public Transit Plan to evaluate community transit needs and potential service options and routes such as a bus system spanning 3rd Avenue and 5th Avenue.
2. Ensure funding availability for proposed projects and maintenance activities	a.	Manage Tribal Shares for maintenance activities and high priority projects listed in this plan by developing cost estimates for proposed projects, creating budgets, updating budgets as needed, and adding new road mileage to the NTTFI.
	b.	Diversify transportation funding by actively seeking other funding sources. Target funding for road improvements including resurfacing and dust control.
3. Train personnel to manage the transportation program	a.	Attend Tribal Transportation events such as the BIA Tribal Providers Conference and the National Transportation in Indian Country Conference.
	b.	Teach new employees how to update the LRTP, TTIP, and NTTFI, and delegate tasks to tribal employees to keep the transportation program running smoothly.
	c.	Hold trainings for transportation maintenance workers annually, or as needed.
4. Coordinate planning efforts with local and regional planning entities	a.	Maintain close contact with local and regional planning entities including the City of Kotzebue, BIA, FHWA, and Alaska DOT&PF by scheduling regular meetings, or providing updates of the Tribe's transportation planning activies, as needed.
	b.	Review new planning efforts by other entities annually and coordinate Tribal transportation planning with the City of Kotzebue Comprehensive Plan, the Alaska STIP, and the Northwest Arctic Borough Strategic Plan, among others.
	c.	Coordinate proposed projects with local landowners including KIC, NANA, KEA, the City of Kotzebue, and the NWAB, among others, and develop land use agreement documents as needed for public access.

6.2 MAINTENANCE AND PRESERVATION

The Tribe is exercising its right to use a portion of its funds for road maintenance, turning these funds over to the City of Kotzebue, who performs the road maintenance. In the winter, the roads should receive proper snow removal, and in the summer, roads should be graded, and potholes repaired. Selected gravel roads should be graded and receive a dust palliative prior to dry periods. Other maintenance items that may be needed include training for maintenance personnel, drainage improvements, gravel spot resurfacing, brush removal, and purchase of road maintenance equipment.

An on-going program to maintain the existing transportation system and reduce the deferred maintenance is recommended. Timing of investments is important to achieve lowest life-cycle costs, while an inventory of the current system is required to determine the condition of the system. The information from this inventory will be used to develop a plan to prioritize chip seals and hot-mix asphalt overlays. Examples of preservation projects include chip seal, hot-mix asphalt, drainage improvements, and culvert replacement.

Culverts carry water under and along roadways. Culverts can fail due to corrosion and roadway settlement. Roadway culverts also need to be inventoried and their current condition surveyed to help determine the level of future investment necessary to prevent roadways from deteriorating due to drainage issues.

It is also recommended that the City and State be encouraged to examine potential weight restrictions during the spring months when the substrate becomes saturated to prevent road damage.

Improvements to Shore Avenue including pavement, cultural placards, and a scenic viewing area, Bristol 2017

Specific objectives and strategies to meet the Tribe's maintenance and preservation goals are listed in Table 6 .

Table 6: Goal 2 – Maintenance and Preservation

Goal 2: Maintenance & Preservation *Maintain roads and existing transportation facilities for the convenience and safety of the public, and to increase design life and reduce life-cycle costs.*		
Objectives	**#**	**Strategies**
1. Work with the City to maintain and preserve roads	a.	Continue to provide funding to the City for road maintenance through Tribal Shares.
	b.	Work closely with the City and Alaska DOT&PF to support timely and effective maintenance of transportation routes to improve driving surface and extend design life. Maintenance activities include road grading, pavement mitigation, snow plowing, dust control, bridge repair, and clearing debris from culverts and ditches.
	c.	Conduct hydrology studies to understand how to improve drainage on and around gravel roads.
	d.	Consider setting weight restrictions during spring-breakup to reduce road damage, or construct roads to handle vehicle loads.
2. Invest in Tribal transportation maintenance equipment and material sources	a.	Procure maintenance equipment for the Tribe to perform maintenance in support of City efforts and implement training programs to maintain and operate the equipment. Current equipment required includes 2 loaders and 2-3 dump trucks.
	b.	Investigation options for a tribal transportation maintenance facility and storage building to house maintenance equipment, and consider location of the facility, size and type of facility, and funding options.
	c.	Evaluate the feasibility, requirements, and cost of developing a year-round asphalt plant in Kotzebue for the region.

6.3 Reconstruction and Rehabilitation

A regular schedule of reconstruction and rehabilitation is needed to keep system elements (bridges, culverts, roadway surfaces) usable, reduce long term maintenance costs, and to address changes in design and performance needs. Changes in design and performance needs include changes in land use (such as a housing development), increase traffic volumes (such as a new business), or increase in vehicle loads (such as industrial port development). Whenever there is a change in design or performance needs of the route or connector routes, the existing road should be improved to current American Association of State Highway and Transportation Officials (AASHTO) standards. The plan recommends reviewing the need for improvements on a regular basis and prioritizing these road projects.

Haul truck on Air Force Road, Bristol 2017

Objectives and strategies to meet reconstruction and rehabilitation goals are listed in Table 7.

Table 7: Goal 3 – Reconstruction and Rehabilitation

Goal 3: Reconstruction & Rehabilitation *Perform major improvement activities for high priority projects.*		
Objectives	**#**	**Strategies**
1. Prioritize and plan high priority projects for reconstruction and rehabilitation	a.	Rehabilitate community streets that are experiencing significant potholes, rutting, and drainage issues, particularly gravel roads. This includes roadbed and surface course replacement and drainage improvements.
	b.	Rehabilitate Ted Stevens Way, which is experiencing shoulder erosion, guardrail damage, differential settlement, spring breakup flooding, and washouts.
	c.	Rehabilitate the two bridges in town which are aging and experiencing erosion at the abutments and other issues.
	d.	Identify environmental hazards impacting transportation facilities including rain, wind, erosion, permafrost, flooding, and storm surge. Coordinate mitigation efforts with City's Local Hazard Mitigation Plan and proposed Multi-Jurisdictional Hazard Mitigation Plan between City, Tribe, and Borough.
	e.	Continue to identify other priority routes and parking facilities that require rehabilitation and identify potential funding sources for these projects.

6.4 Public Health and Safety

Residents and Council members are concerned about public safety on system roadways. An annual Safety Improvement Program is recommended to develop a systematic approach for safety improvements on all routes. A Road Safety Audit is recommended as a first step in identifying safety improvements in areas with known issues. The exact nature of the improvements would be determined with completion of this study, but it is assumed that key components of the safety program would including the following:

Street signs on Lake Street 2, Bristol 2017

- *Signing* – An annual signing program should be established to enhance on-road and roadside safety and to regulate, warn or guide motorists. The program would include installing new signs as well as replacing signs as needed due to damage, wear, or faded reflectivity.
- *Illumination* – Many intersections in Kotzebue remain unlit. This part of the program will include energy efficient lighting to illuminate major intersections and high traffic pedestrian pathways. Due to increased energy costs, it is important that maintenance costs are considered.
- *Pedestrian/Bicycle Facilities Program* – The community wishes to pursue accommodation of pedestrians and bicyclists along major residential and employment centers.

Objectives and strategies to meet maintenance and preservation goals are listed in Table 8.

Table 8: Goal 4 – Public Health and Safety

Goal 4: Public Health & Safety *Enhance safety of public transportation facilities for all modes of travel including ATVs, trucks, and boats, and for all users including drivers, bicyclists, pedestrians, elders, students, and people with disabilities.*		
Objectives	**#**	**Strategies**
1. Enhance school zone safety	a.	Replace digital speed limit radar signs and other signs within the school zones.
	b.	Develop new school zone after opening of the proposed Nikaitchuat School to be located at the corner of 2nd Avenue and Lagoon Street.
2. Improve pedestrian and bicyclist safety	a.	Identify and prioritize streets that need sidewalks including high traffic routes that children, workers, and elders use to walk to school, work, church, the store, and other essential services. Pedestrian facilities are needed in the north end of town such as on Turf Street.
	b.	Install streetlights as needed to provide illumination for children walking to school and other pedestrians walking at night or during winter. Areas needing improved lighting were identified on a City lighting plan. This includes roadways in the north end of town such as Grayling Street.
3. Improve winter trail safety	a.	Coordinate with the Northwest Arctic Borough Trail Program to coordinate improvements of winter trail staking and safety cabins if needed.
	b.	Improve public awareness about winter trails and safety cabins.

6.5 Community Growth and Economic Development

The plan recommends an on-going investment in providing or improving transportation to encourage expansion of existing or new developments such as providing access to housing, businesses, port development, airport, jobs, energy projects, etc. Additional transportation enhancement projects could be identified to include installing Inupiat street signs as well as interpretive displays with cultural signage and picnic areas, such as those being developed along Shore Avenue. The plan also recommends investigating options for public transit, student transportation, and a wheelchair accessible on demand transportation service.

Objectives and strategies to meet reconstruction and rehabilitation goals are listed in Table 9.

Table 9: Goal 5 – Community Growth and Economic Development

Goal 5: Community Growth & Economic Development *Support the growth and development of the Kotzebue community by providing access to natural resources, subsistence areas, housing development, new businesses, and other economic opportunities.*		
Objectives	**#**	**Strategies**
1. Improve access to gravel resources	a.	Assist in coordination between stakeholders such as Alaska DOT&PF, NANA, and KIC to develop Material Sales Agreements for local borrow sites including Nimiuk Point and Iggy Hill.
2. Develop a deep-water port	a.	Complete construction of Cape Blossom Road and bridge to Cape Blossom.
	b.	Identify funding to complete design and construct of a deep-water port at Cape Blossom. Build upon previous feasibility studies to identify a location less susceptible to erosion.
	c.	Consider alternatives for construction of a deep-water port at Cape Blossom through a feasibility study or preliminary engineering report, and secure funding for these activities.
3. Improve access to subsistence and cultural areas	a.	Consider potential new trails to improve access to popular subsistence areas through public involvement.
	b.	Coordinate with potential stakeholders to develop ownership agreements for the proposed parking lot at the cemetery on Cemetery Hill Road.
4. Improve regional connectivity	a.	Investigate feasibility of a road connecting Kotzebue, Kiana, and Selawik.
	b.	Coordinate with City and Borough to obtain equipment to improve construction and maintenance of ice roads.
5. Improve access to housing	a.	Consider long-term relocation of the airport to free up land for housing in core Kotzebue.
	b.	Develop right-of-way and plans for roadways connecting to proposed new subdivisions outside core Kotzebue, as needed.

KEA Wind Farm off Kotz7 Road, Bristol 2017

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7.0 PRIORITIES AND RECOMMENDATIONS

One of the most critical steps of this plan is the prioritization of projects. Three different methods were used to prioritize transportation projects for the Tribe's 20-year planning horizon:

1. Selecting priority projects for the short, medium, and long-term – This helps determine a timeline to achieve the highest priority projects for all modes of transportation. These projects may or may not be listed in the NTTFI.

2. Organizing the NTTFI projects into high, medium, and low priorities – This helps determine which projects will be the first to be funded based on the Tribe's needs, but only includes roads and facilities that are listed in the NTTFI.

3. Selecting proposed priorities – This helps ensure that proposed projects are included in this plan and the Tribe's list of priority projects.

7.1 SHORT, MEDIUM, AND LONG-TERM PRIORITIES

After evaluation of transportation needs within Kotzebue, transportation projects were identified and prioritized in the short-, medium-, and long-term planning horizons. These projects are all-encompassing, multimodal, and include even facilities that are not listed in Kotzebue's NTTFI list. The projects are listed in Table 10 (short-term), Table 11 (medium-term), Table 12 (long-term), Table 13 (ongoing) and are categorized by the project types explained in Section 6.0. The tables also display additional project information including project type, name, description, purpose, and potential funding sources.

Table 10: Short Term (0-5 Years) Transportation Priorities

Type of Project	Project Name	Description	Purpose	Potential Funding Sources
Planning	Bicyle and Pedestrian Plan	Prepare a Bicycle and Pedestrian Plan for the community	Improve bicycle and pedestrian transportation	TAP, SS4A, TTPSF
Planning	LRTP Update	Update the LRTP in 5 years	Ensure transportation planning is current	Tribal Shares
Planning	Multi-Jurisdictional Hazard Mitigation Plan	Develop a hazard mitigation plan through collaboration with the Tribe, City, and Borough	Identify environmental hazards impacting transportation facilities and proposed mitigation strategies	FEMA PDM
Planning	Community Hydrology Study	Conduct a hydrology study for roadways in core Kotzebue	Understand how to improve drainage on and around gravel roads	Tribal Shares, BIA TCR, Denali Commission
Planning	Community Geotechnical Investigation	Conduct a geotechnical investigation along roadways in core Kotzebue	Determine subsurface conditions to inform roadway improvements	Tribal Shares, BIA TCR, Denali Commission
Planning	Community Roadway Improvements Design	Develop a design study report and design plans for core Kotzebue roadway improvements based on results of hydrology study and geotechnical investigation	Improve condition of gravel roads and overall access throughout the community	Tribal Shares, BIA TCR, Denali Commission
Safety	Tribal Transportation Safety Plan Update	Update the Tribe's Tribal Transportation Safety Plan	Improve safety of the Kotzebue transportation system	TTSPF
Community Development	Cape Blossom Road	Complete construction of Cape Blossom Road	Provide access to the proposed deep-water port	RAISE, Denali Commission
Community Development	Asphalt Plant Feasibility Study	Conduct a feasibility study for developing an asphalt plant in Kotzebue	Identify costs, operations, and other requirements for development	RAISE, Denali Commission
Community Development	Transit Plan Update	Update 1981 Transit Plan Feasibility Study	Improve public transportation within the city	Tribal Shares, FTA, City

Table 11: Medium Term (5-10 Years) Transportation Priorities

Type of Project	Project Name	Description	Purpose	Potential Funding Sources
Safety	Implement Bicycle and Pedestrian Plan	Implement recommendations identified in Bicyle and Pedestrian Plan	Improve pedestrian safety, access, and recreation	TAP, SS4A, TTPSF
Safety	Implement TTSP	Implement safety improvements identified in the TTSP	Improve transportation safety	TTPSF
Safety	Nikaitchuat School Zone	Install school zone signs near the new Nikaitchuat School	Designate a school zone to improve student safety	TTPSF
Safety	Streetlight Upgrades	Install new streetlights along select roadways	Improve visibility and safety	TTPSF
Community Development	Kotzebue-Kiana-Selawik Road Feasibility Study	Investigate feasibility of a road connecting Kotzebue, Kiana, and Selawik	Improve transportation and access to neighboring villages	City, BIA, Alaska DOT&PF, RAISE
Reconstruction	Ted Stevens Way Rehabilitation	Rehabilitate eroded shoulders, road washouts, and damaged guardrails and improve drainage	Repair roadbed and prevent further deterioration	BIA TCR, PROTECT
Maintenance	Tribal Maintenance Equipment	Procure tribal maintenance equipment such as loaders and dump trucks	Assist City with roadway maintenance	Tribal Shares, Denali Commission
Maintenance	Tribal Maintenance Facility	Procure land and funding to develop a tribal maintenance facility	House and maintain new tribal maintenance equipment	Denali Commission

Table 12: Long Term (10-20 Years) Transportation Priorities

Type of Project	Project Name	Description	Purpose	Potential Funding Sources
Maintenance	Iggy Hill Borrow Source	Coordinate Material Sale Agreements and other requirements to open Iggy Hill Borrow Source	Improve local access to gravel for reduced construction and maintenance costs	NANA, KIC, Denali Commission
Community Development	Cape Blossom Deep Water Port	Coordinate planning, design, and funding for Cape Blossom Deep-Water Port	Reduce regional freight costs	PIDP, RAISE, MPDG, Denali Commission
Community Development	Airport Relocation	Consider long-term relocation of the airport	Free up land for housing in core Kotzebue	Alaska DOT&PF
Maintenance	Asphalt Plant	Construct proposed asphalt plant based on recommendations from the feasibility study	Provide year-round access to asphalt for the region	RAISE, MPDG, Denali Commission

Table 13: Ongoing (0-20 Years) Transportation Priorities

Type of Project	Project Name	Description	Purpose	Potential Funding Sources
Maintenance	Annual Maintenance	Apply dust palliative to local gravel roads, snow removal, gravel resurfacing and other eligible routine maintenance activities	Reduce dust, improve health and safety	City, Tribal Shares
Reconstruction	Pave Gravel Roads	Continue to expand the dust abatement program by surfacing gravel roads	Improve the health and safety of residents by reducing dust, and to increase the design life of roadways	City, Tribal Shares
Safety	Winter Trails	Continue to support winter trail staking and ice road construction	Improve safety of winter transportation between Kotzebue and neighboring communities	City, Borough

7.2 NTTFI PRIORITIES

The Native Village of Kotzebue has 57 roads and 2 bridges listed in their NTTFI for a total of 116.8 miles. The Tribe's complete inventory is provided in Appendix C. The routes were categorized into high, medium, or low priorities based on the existing condition of the facilities and public involvement, as shown in Table 14. These priorities will be updated in the Final LRTP after public comment and Tribal Council feedback.

Table 14: Kotzebue's NTTFI Priorities

Route Name	Route No.	Section No.	Length (mi)	OWN Code[1]	CN Code[2]	RC Code[3]	ST Code[4]
High Priorities							
Kotz6 (Cape Blossom Rd.)	1006	010	8.0	2	2	1	9
5th Ave.	1016	010	0.5	4	2	4	5
8th Ave.	1019	010	0.3	4	2	4	3
Tundra Way	1036	010	0.5	4	2	4	3
Ted Stevens Way	1039	020		4	2		
Ted Stevens Way	1039	030	0.2	4	2	5	5
Ted Stevens Way	1039	040		4	2		
Ted Stevens Way	1039	050	2.1	4	2	5	5
Shore Ln.	1040	010	0.1	4	2	4	3
Whittier St.	1057	010	0.1	4	2	4	3
Cemetery Hill Rd.	1062	010	0.1	4	2	4	3
KBS Rd.	1070	010	62.8	5	2	1	1
Kotz-Noorvik Rd.	1071	010	9.2	5	2	1	1
Kotz Connector	1072	010	6.9	5	2	1	1
Air Force Rd.	1073	010	3.8	2	2	3	1
Medium Priorities							
Kotz7	0007	010	1.0	7	2	0	0
Kotz4	1004	010	2.8	2	0	2	3
Kotz5	1005	010	4.4	2	0	1	9
2nd Ave.	1013	010	1.0	4	2	5	5
3rd Ave.	1014	010	1.0	4	2	5	5
4th Ave.	1015	010	0.3	4	2	4	3
6th Ave.	1017	010	0.2	4	2	4	3
7th Ave.	1018	010	0.3	4	2	4	3
George Fox Way	1022	010	0.2	4	2	4	3
Friends Way	1023	010	0.2	4	2	4	3
Grayling St.	1024	010	0.3	4	2	4	3
6th St.	1025	010	0.5	4	2	4	3
Caribou Dr.	1026	010	0.5	4	2	4	3
Otter St.	1027	010	0.3	4	2	4	3
Alice St.	1031	010	0.2	4	2	4	3
4th St.	1032	010	0.3	4	2	4	3
5th St.	1033	010	0.3	4	2	4	3
Mission Way	1038	010	0.1	4	2	4	3
Ted Stevens Way	1039	010	0.3	4	2	5	5
Bison St.	1041	010	0.3	4	2	4	5

Table 14 (Cont'd): Kotzebue's NTTFI Priorities

Route Name	Route No.	Section No.	Length (mi)	OWN Code[1]	CN Code[2]	RC Code[3]	ST Code[4]
Medium Priorities							
Ptarmigan Way	1042	010	0.4	4	2	4	3
3rd St.	1049	010	0.1	4	2	5	5
Seasok St.	1051	010	0.1	4	2	4	3
Minnie St.	1054	010	0.1	4	2	4	3
Tower St.	1056	010	0.1	4	2	4	3
Crowley Dock Rd.	1058	010	0.1	4	2	4	3
Low Priorities							
Betty St.	1020	010	0.1	4	2	4	3
Mark St.	1021	010	0.1	4	2	4	3
2nd St.	1028	010	0.1	4	2	4	3
Sand St.	1029	010	0.1	4	2	4	3
Lake St. 2	1030	010	0.2	4	2	4	3
Lake St.	1034	010	0.2	4	2	4	3
Lagoon St.	1035	010	0.4	4	2	5	5
Mission St.	1037	010	0.4	4	2	5	5
Ocean Ln.	1043	010	0.1	4	2	4	3
Turf St.	1044	010	0.3	4	2	4	3
Garden St.	1045	010	0.1	4	2	4	3
Wanda St.	1046	010	0.1	4	2	4	3
Edna St.	1047	010	0.1	4	2	4	3
Rurik Way	1048	010	0.1	4	2	4	3
Roy St.	1050	010	0.1	4	2	4	3
Wolverine St.	1052	010	0.3	4	2	4	3
Minerva St.	1053	010	0.1	4	2	3	3
Tent City Rd.	1055	010	0.2	4	2	4	3
Adams St.	1059	010	0.2	4	2	4	3
Shore Ave.	1060	010	1.2	4	2	4	3
Salmon St.	1061	010	0.1	4	2	4	3
Beach Rd.	1074	010	2.2	2	2	4	3

Refer to the "Coding Guide and Instructions for IRR Inventory" for the following codes:

[1] OWN Code = Ownership Code; Field 14
[2] CN Code = Construction Need Code; Field 15
[3] RC Code = Roadbed Condition Code; Field 17
[4] ST Code = Surface Type Code; Field 20

7.3 Proposed High Priority Routes

After evaluation of existing road conditions and the community's transportation priorities, some routes were selected as high priorities. These priorities are based on construction needs expressed by the community. Additionally, routes were included if they were given an inventory rating less than or equal to 3 for road condition, or less than 2 for drainage condition. These routes are listed in Table 15 below, with a brief description of their construction need. This table will be updated in the Final LRTP after public comment and Tribal Council feedback.

Table 15: Proposed High Priority Routes

Route Name	Route No.	Construction Need
2nd Avenue	1013	Significant alignment and ROW issues, potholes and standing water
3rd Avenue	1014	School zone improvements and sidewalk construction
3rd Street	1049	Significant drainage issues, standing water in low spots, and potholes
4th Avenue	1015	Heavily strewn with potholes
5th Street	1033	Some standing water on road shoulders, potholes
Air Force Road	1073	Shoulder erosion due to runoff, exposed culvert under road surface, other drainage issues
Alice Street	1031	Significant drainage issues, standing water in low spots, and potholes
Beach Road	1074	A minimum built-up road with alignment issues and potholes
Cape Blossom Rd.	1006	Proposed road to access Cape Blossom, future deep water port site
Cemetery Hill Rd.	1062	Rehabilitation including new gravel surface, vertical alignment, and drainage features, parking area for cemetery
Kotz 7	0007	A minimum built-up road with potholes and standing water
Minerva Street	1053	Significant drainage issues, standing water in low spots, and potholes
Mission Way	1038	Heavily strewn with potholes
Ptarmigan Way	1042	Standing water on road shoulders and potholes
Roy Street	1050	A minimum built-up road with alignment issues
Rurik Way	1048	Significant drainage issues, standing water in low spots, and potholes
Sand Street	1029	Significant drainage issues, standing water in low spots, and potholes
Ted Stevens Way	1039	Reconstruction including pavement surface and sidewalks for pedestrians
Tower Street	1056	A minimum built-up road with poor alignment and some potholes

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8.0 FINANCING

The financing section presents potential funding options for transportation improvement projects, cost estimates for identified improvements, and plan to re-assessment of identified improvements based upon financial constraints.

8.1 FUNDING SOURCES

The vast majority of funding for transportation projects arises from federal highway acts, which are authorized by Congress and determine transportation policy and spending levels for a set period of time. These acts determine funding for BIA, individual states, and independent federal agencies such as the Denali Commission. The primary governing highway act is the Infrastructure Investment Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). On November 15, 2021, President Biden signed the IIJA into law which authorizes $1.2 trillion for transportation and infrastructure spending with $550 billion of that going toward "new" investments and programs. The bill provides funding for roads, bridges, and major projects; passenger and freight rail; highway and pedestrian safety; public transit; broadband; ports and waterways; airports; water infrastructure; power and grid reliability and resiliency; resiliency, including funding for coastal resiliency, ecosystem restoration, and weatherization; clean school buses and ferries; electric vehicle charging; addressing legacy pollution by cleaning up Brownfield and Superfund sites and reclaiming abandoned mines; and Western Water Infrastructure.

This section discusses potential funding sources for Kotzebue's prioritized transportation projects, types of projects eligible for funding, and the funding process for each funding agency. Potential transportation funding sources include funds from the BIA TTP, Alaska DOT&PF, Public Lands Highway, Scenic Byways, the Denali Commission, and the RAISE Grant, among others, as explained in further detail below.

8.1.1 Tribal Transportation Program

The Tribe's primary transportation funding source is the Tribal Transportation Program (TTP). The program is receiving $516 million in in fiscal year 2022 with yearly increases as established by the IIJA to address transportation needs of Tribal governments throughout the United States. The purpose of the TTP is provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.

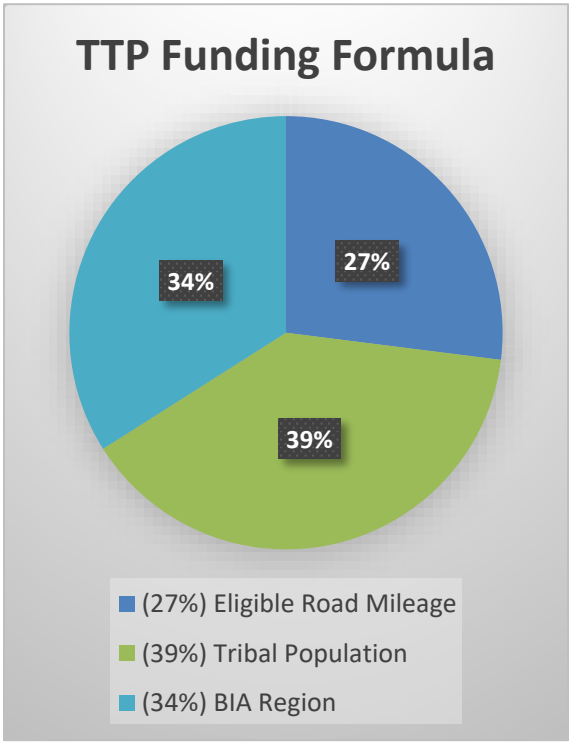
The TTP is funded by contract authority from the Highway Trust Fund and is subject to the overall Federal-aid obligation limitation. TTP funds, also known as "tribal shares," are a single annual lump sum payment, subject to the availability of funding, allocated among Tribes using a statutory formula, as outlined in the IIJA. The formula is depicted in the chart and described briefly below, per 25 CFR 170.201:

- *27 Percent* – Ratio of the Tribe's total eligible miles to the total eligible road mileage of all American Indians and Alaskan Natives. Eligible road mileage is computed using only facilities included in the inventory described below:
    - Were included in the BIA System Inventory prior to October 1, 2004.

- Are owned by an Indian Tribal Government.
- Are owned by the BIA.

- *39 Percent* – Ratio of the Tribe's total population to the total population of all American Indians and Alaskan Natives, as computed under the Native American Housing Assistance and Self-Determination Act of 1996 (NAHASDA).

- *34 Percent* – Initially divided equally among each BIA region. The share of funds will be distributed to each Indian Tribe within the BIA region based on the ratio of the average total relative need distribution factors and population adjustment factors from fiscal years 2005 through 2011 for a Tribe to that of the region.



This funding formula remains in effect but may be subject to change in future years. Kotzebue's current tribal shares through FY 2023 are listed in Table 16.

Table 16: Native Village of Kotzebue Authorized Tribal Shares

Fiscal Year	Authorized Total Tribal Shares (Adjusted)	Authorized Total 2% Planning (Adjusted)
FY 2018	$ 295,724.82	$ 6,721.02
FY 2019	$ 300,111.60	$ 6,820.72
FY 2020	$ 305,802.01	$ 6,950.05
FY 2021	$ 303,597.01	$ 6,899.93
FY 2022	$ 367,520.55	$ 8,405.84
FY 2023	$ 378,558.99	$ 8,655.30
Average	$ 325,219.16	$ 7,408.81

Other programs exist under the TTP, which are funding resources available to Tribe's for specific types of transportation improvement projects. These are listed and described briefly below. More information can be found on the TTP website.

- *Bridge Funds* – Under the IIJA, up to 3% of TTP funds are available each year for improving deficient bridges. Federally recognized Indian tribes may submit an application at any time for eligible tribal transportation bridges for planning, design, engineering,

preconstruction, construction, and inspection, or to replace, rehabilitate, seismically retrofit, or paint. Funds may also be used for anti-icing, de-icing, or to implement countermeasures (including multiple-pipe culverts). To be eligible, a bridge must have an opening of at least 20 feet, be classified as a tribal transportation facility, and be structurally deficient or functionally obsolete.

- *Safety Funds* – Each year under the IIJA, 2% of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally recognized Indian tribes through a competitive, discretionary program. Projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes. FHWA advocates the development of strategic Transportation Safety Plans as a means for tribes to determine how transportation safety needs will be addressed in and around tribal communities. Eligible projects for the TTP Safety Fund under the IIJA include development and revision of transportation safety plans, crash data improvement, road safety audits, and other activities, primarily infrastructure improvements, as listed in 23 U.S.C. 148(a)(4).

8.1.2 Alaska Department of Transportation

The Alaska Department of Transportation and Public Facilities (DOT&PF) provides services to Alaskans and visitors by designing, constructing, operating and maintaining the state's transportation infrastructure systems, buildings and other facilities. These included more than 5,000 miles of paved and gravel highways, more than 300 aviation facilities including 260 airports, 43 small harbors, and a ferry system covering 3,500 nautical miles serving 33 coastal communities. The department is divided into three regions, along with the Alaska Marine Highway System. The Native Village of Kotzebue falls within jurisdiction of the Alaska DOT&PF Northern Region, Fairbanks office.

There are several funding options available through the Alaska DOT&PF for transportation related projects, which are established by and subject to the IIJA funding allocation. These are listed and described briefly below. More information can be found on the Alaska DOT&PF website.

- *STIP* – The Statewide Transportation Improvements Program (STIP) is funded by the FHWA, FTA, and matching funds from the state and/or local sources. The STIP is Alaska DOT&PF's four-year program for transportation system preservation and development. The Needs List is the foundation of the STIP and includes all the air, land and water transportation projects in Alaska that have been formally proposed by residents, elected officials, and transportation professionals every four years.

- *Public Transit Funding* – The State of Alaska maintains various public transit programs to aid in funding across the state. These include the Non-Urban Formula Grants, Rural Transportation Assistance Program (RTAP), American Recovery and Reinvestment Act of 2009 (ARRA) Funding Distribution, and the Tribal Transit Program Funds.

8.1.3 Other Funding Sources

Apart from the TTP and Alaska DOT&PF, additional funding sources are available for transportation projects, as listed and described briefly below.

- *Grants.gov* – www.grants.gov is a public website where all federal agency discretionary funding opportunities are posted for grantees to find and apply to them. The search function can be used to sort out transportation related grants. Some grant postings close after only two weeks, so it is important to check for opportunities frequently.

- *The Denali Commission* – The Denali Commission is an independent federal agency designed to provide critical utilities, infrastructure, and economic support throughout Alaska. Various funding opportunities are available through their Energy Program, Transportation Program, Health Facilities Program, and Training Program. Visit the Denali Commission website for more information.

- *RAISE Grants* – The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program is a highly competitive program through the U.S. DOT that supports innovative road, rail, transit, and port projects to improve safety and economic opportunity in the United States. The grant program, which began in 2009, was previously known as BUILD and TIGER. The Biden-Harris Administration announced $1.5 billion available through the 2024 RAISE grant program. Both planning and construction funds are available. Half of the funding will go to projects in rural areas.

8.2 FINANCIAL CONSTRAINTS

To assist with transportation planning, it is recommended that the Tribe generates cost estimates for short-term high priority projects selected during the public involvement process. Having cost estimates on hand will aid in procuring funding by showing preparedness, as well as assist the Tribe's planning efforts for future transportation projects and budget allocation.

In the event that funding falls short or requires amendment, the Tribe may use the following recommended procedure to determine the best course of action:

1. Determine the new funding requirement.
2. Evaluate current available funding.
3. Evaluate additional funding options.
4. Hold a meeting with council members to re-evaluate the transportation budget and make amendments as needed, while utilizing the priority list to ensure other priority projects stay on track.
5. Adjust the project schedule as needed.
6. Update the LRTP.

9.0 IMPLEMENTATION AND MONITORING

This section describes the process for making revisions to this LRTP, the Tribal Transportation Improvement Program (TTIP), and the NTTFI.

9.1 REVISIONS TO THE LRTP

This LRTP reflects the current requirements for transportation facilities to satisfy the community's needs and is based on existing conditions, anticipated future development, and tribal priorities. The plan should not be thought of as a static document. It should be viewed as a dynamic document which can be modified to meet changing social and economic demands.

It is recommended that the Native Village of Kotzebue adopt this plan and use it as the basis for programming and budgeting road construction funds. The plan should be reviewed by the Tribe and the BIA regional office on an annual basis to keep up with changes in community development that may warrant a change in the project listing and/or a change in a project's priority. Whenever an update occurs to the plan, documentation of the amendments should be compiled and attached to this document in Appendix F. Keeping all future updates to this plan in one place will help eliminate confusion of multiple drafts and updates.

In addition to annual spot updates/reviews, the overall LRTP should be undergo a comprehensive update every five years, or when there are major changes in the Tribe's land use plans. The next full plan update should occur in 2029. Changes in the project listing should be coordinated with, and accomplished within the time frames established by the funding agency so as not to hamper the implementation of the agency's road improvement program in the community.

9.2 REVISIONS TO THE TTIP

The short term priority projects identified in the LRTP may be included in Kotzebue's Tribal Transportation Improvement Program (TTIP). The TTIP is a multi-year, financially constrained list of proposed transportation projects to be implemented within or provided access to Indian country during the next three to five years. The TTIP only contains TTP-funded projects. It may also contain information regarding other federal, state, township, municipal, and tribal transportation projects initiated by or developed in cooperation with the Indian Tribal Government. Only those projects approved for funding by the sponsoring governmental entity may be included in the TTIP. It is reviewed annually and updated as necessary. The only entity that can change the TTIP is the Indian Tribal Government.

The TTIP identifies the implementation year of each project. It is also a useful tool for keeping track of transportation projects programmed by other agencies and coordinating land use plans with the Tribe's TTP projects. By developing a TTIP, the Indian Tribal Government is taking a proactive role in the transportation planning process and exercising its sovereignty in controlling the programming of transportation projects on tribal land.

The TTIP is also connected to the Regional BIA Transportation Improvement Program (TIP), and Alaska's State Transportation Improvement Plan (STIP). The Regional BIA-TIP is prepared by the Regional BIA Office, and must include all TTP projects identified in the TTIP and programmed

for construction in the next three to five years. The Regional BIA-TIP is then included in the STIP developed by each state transportation agency. The timeframe of the annual update of the BIA-TIP for each state in a BIA region service area should be coordinated with the state transportation agencies within the service area. This will ensure that approved Regional BIA-TIP updates are included in the STIP upon publication.

9.3 REVISIONS TO THE NTTFI

The Native Village of Kotzebue NTTFI list should be updated at least every five years to reflect current conditions of the transportation system. Fields that typically require review and correction include the functional classification, road ownership, construction need, and surface type, as these features are likely to change over time with development of the community. Descriptions of these fields is provided in the 2004 "Coding guide and Instructions of the IRR Inventory."

When a change occurs for a route listed in the inventory, the error must be changed in the inventory, strip maps must be revised, and a resolution to make the changes must be completed. These documents need to be received by the BIA by March 15 each year, as needed, to be seen on the next year's updated inventory list. Should the Tribe decided to develop any additional roads or transportation facilities, the new routes/facilities should be added to the inventory, which will allow the Tribe to expend funds on these routes.

The Tribe is submitting the following additions to the NTTFI with the 2024 LRTP update. Locations of these routes are shown on the attached figures. Inventory addition packets will be provided with the Final LRTP (Appendix E).

Table 17: Regional Material Sources

Route / Facility	Route No.	Section No.	Length (Miles)
Cape Blossom Road	1007	10	2.2
Cape Blossom Bridge	1007	20	240 (feet)
Cape Blossom Road	1007	30	7.0
Alternate Noorvik Winter Trail	1008	10	24.5
Alternate Buckland Winter Trail	1009	10	42.2
Sheshalik Winter Trail	1010	10	9.2
Airport Access Road	1011	10	0.3
Kotzebue Way	1012	10	0.1
Beach Road	1074	20	0.5
Beach Road	1074	30	1.0
Beach Access Road	1075	10	0.3
Seaview Estates Road	1076	10	0.3
Devil's Lake Road	1077	10	1.0
Boat Harbor	5000	10	N/A

9.4 ADOPTION

A Tribal Resolution formally adopting this LRTP update is provided in Appendix D.

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10.0 REFERENCES

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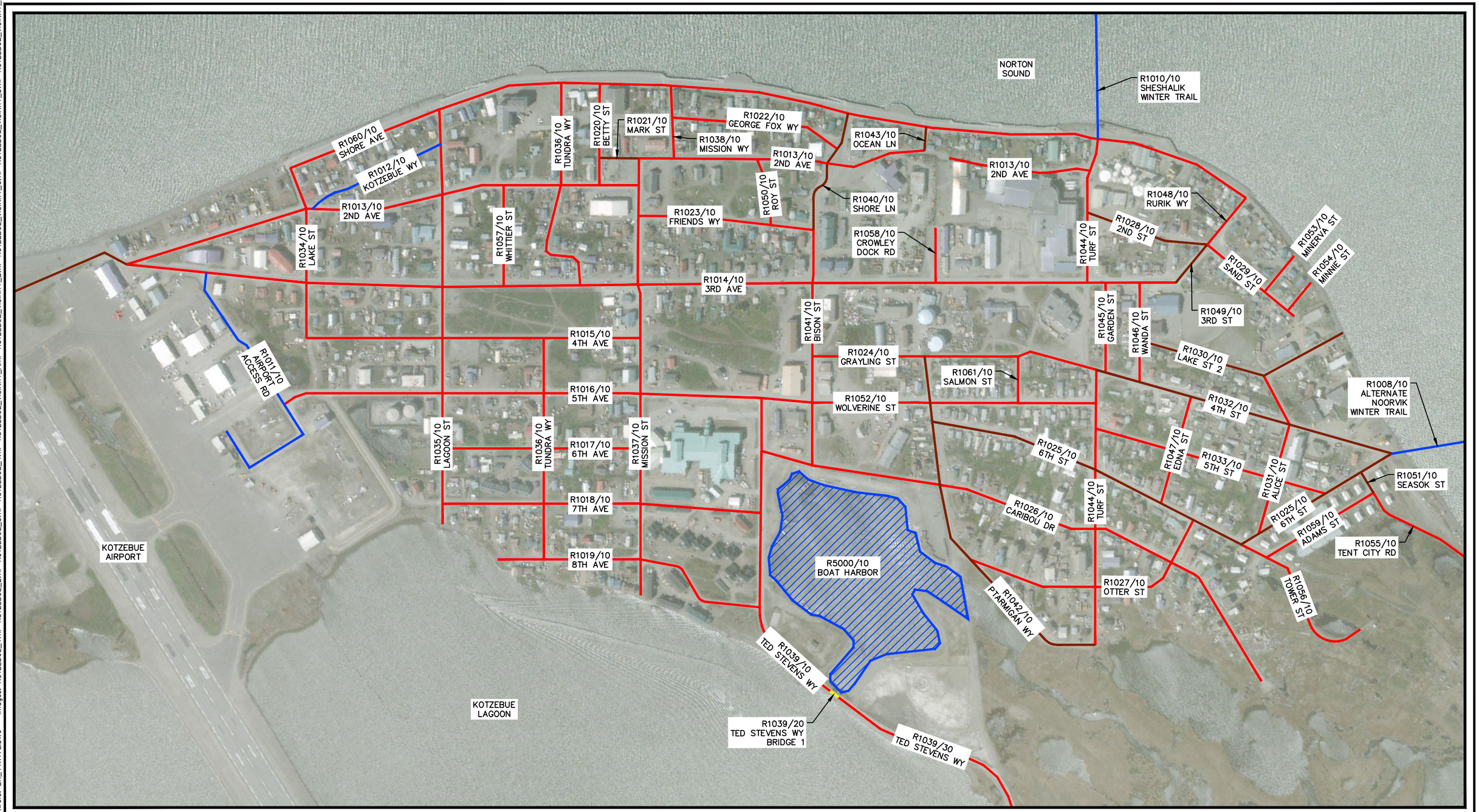
FIGURES



NOTES:

1. IMAGE SOURCE: MICROSOFT BING, DATE UNKNOWN (ESTIMATED BETWEEN 2019–2022).
2. ROUTE NAMES SHOWN ARE BASED ON INVENTORY NAMING CONVENTION AND DO NOT NECESSARILY REFLECT EXISTING STREET SIGNS.
3. NTTFI NUMBERING IS AS FOLLOWS:

R1001/10
- 10 — SECTION ID
- R1001 — ROUTE ID

LEGEND:

- OFFICIAL NTTFI ROUTES
- OFFICIAL NTTFI BRIDGES
- UNOFFICIAL ROUTES PROPOSED FOR NTTFI ADDITION 2024
- UNOFFICIAL FACILITIES PROPOSED FOR NTTFI ADDITION 2024

(COLOR VARIES FOR CLARITY)

0 250 500
SCALE IN FEET

FIGURE 1
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
INVENTORY MAP: CITY OF KOTZEBUE

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32240038
DATE	03/2024
DWN.	JDH
SCALE	SHOWN
APPRVD.	IPP
SHEET	1 of 4

Drawing: C:\USERS\JWANDER\ONEDRIVE - BRISTOL INDUSTRIES, LLC\00_JOB SHORTCUTS\32240038 KOTZ LRTP\ACAD-DESIGN\LRTP FIGURES\32240038_LRTP ROUTE MAPS_FIG 1-3.DWG - Layout: FIG1
User: JWANDER Mar 14, 2024 - 6:20pm Xrefs: BR_11X17L.DWG - Images: KOTZEBUE_1.TIF KOTZEBUE_2.TIF KOTZEBUE_3.TIF KOTZEBUE_4.TIF KOTZEBUE_VICINITY_A.TIF KOTZEBUE_VICINITY_B.TIF KOTZEBUE_VICINITY_C.TIF KOTZEBUE_VICINITY_D.TIF KOTZEBUE_VICINITY_E.TIF W

NOTES:

1. IMAGE SOURCE: MICROSOFT BING, DATE UNKNOWN (ESTIMATED BETWEEN 2019–2022).
2. ROUTE NAMES SHOWN ARE BASED ON INVENTORY NAMING CONVENTION AND DO NOT NECESSARILY REFLECT EXISTING STREET SIGNS.
3. NTTFI NUMBERING IS AS FOLLOWS:

R1001/10
- R1001 = ROUTE ID
- 10 = SECTION ID

LEGEND:

- OFFICIAL NTTFI ROUTES
- OFFICIAL NTTFI BRIDGES
- UNOFFICIAL ROUTES PROPOSED FOR NTTFI ADDITION 2024

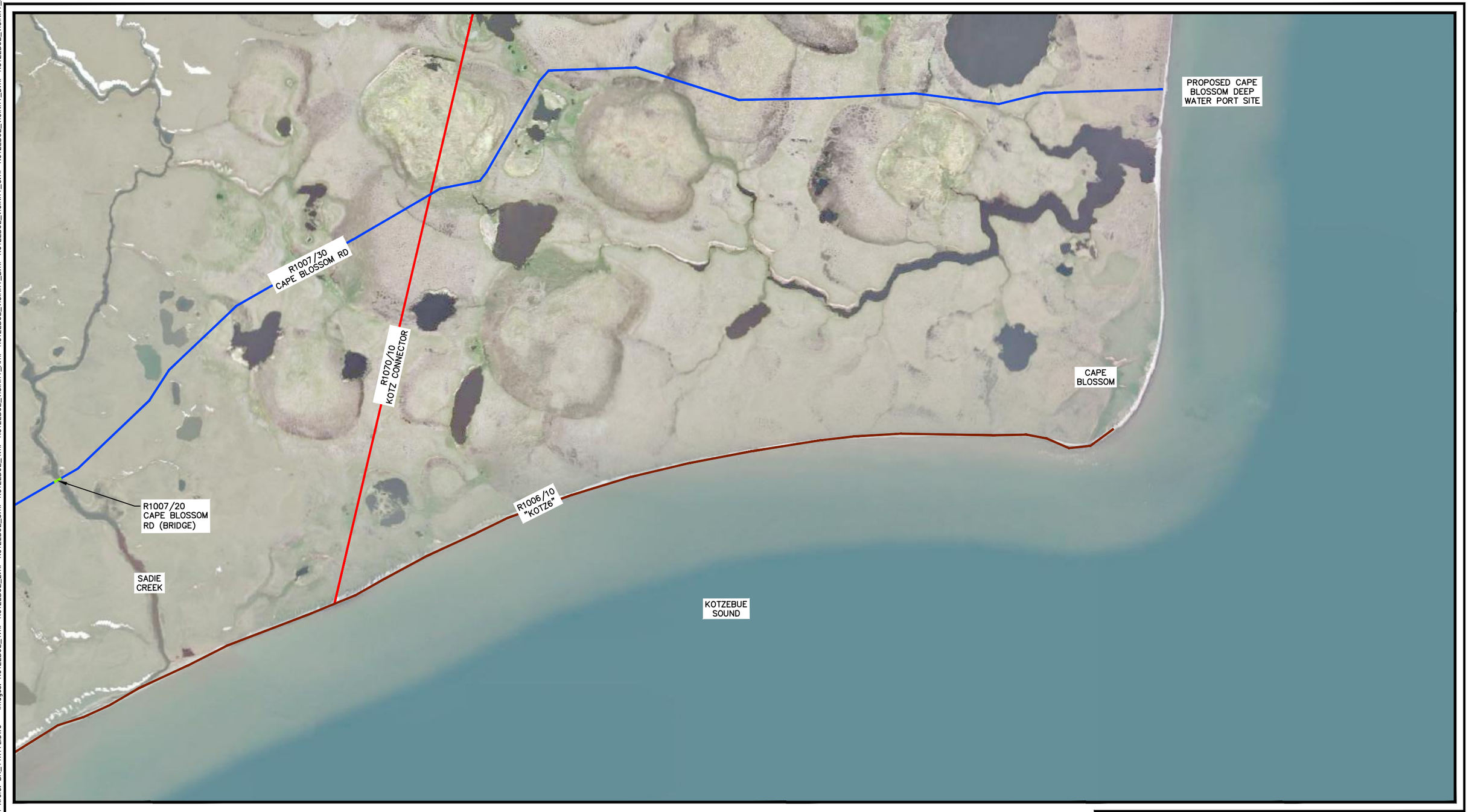
(COLOR VARIES FOR CLARITY)

0 1/4 1/2
SCALE IN MILES

FIGURE 2
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
INVENTORY MAP: CITY OUTER LIMITS

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM: -	DATE	03/2024	SHEET 2 of 4
PROJECTION: -	DWN.	JDH	
	SCALE	SHOWN	
PROJECT No. 32240038	APPRVD.	IPP	



NOTES:

1. IMAGE SOURCE: MICROSOFT BING, DATE UNKNOWN (ESTIMATED BETWEEN 2019–2022).
2. ROUTE NAMES SHOWN ARE BASED ON INVENTORY NAMING CONVENTION AND DO NOT NECESSARILY REFLECT EXISTING STREET SIGNS.
3. NTTFI NUMBERING IS AS FOLLOWS:

R1001/10
- SECTION ID
- ROUTE ID

LEGEND:

- OFFICIAL NTTFI ROUTES
- OFFICIAL NTTFI BRIDGES
- UNOFFICIAL ROUTES PROPOSED FOR NTTFI ADDITION 2024
- UNOFFICIAL BRIDGES PROPOSED FOR NTTFI ADDITION 2024

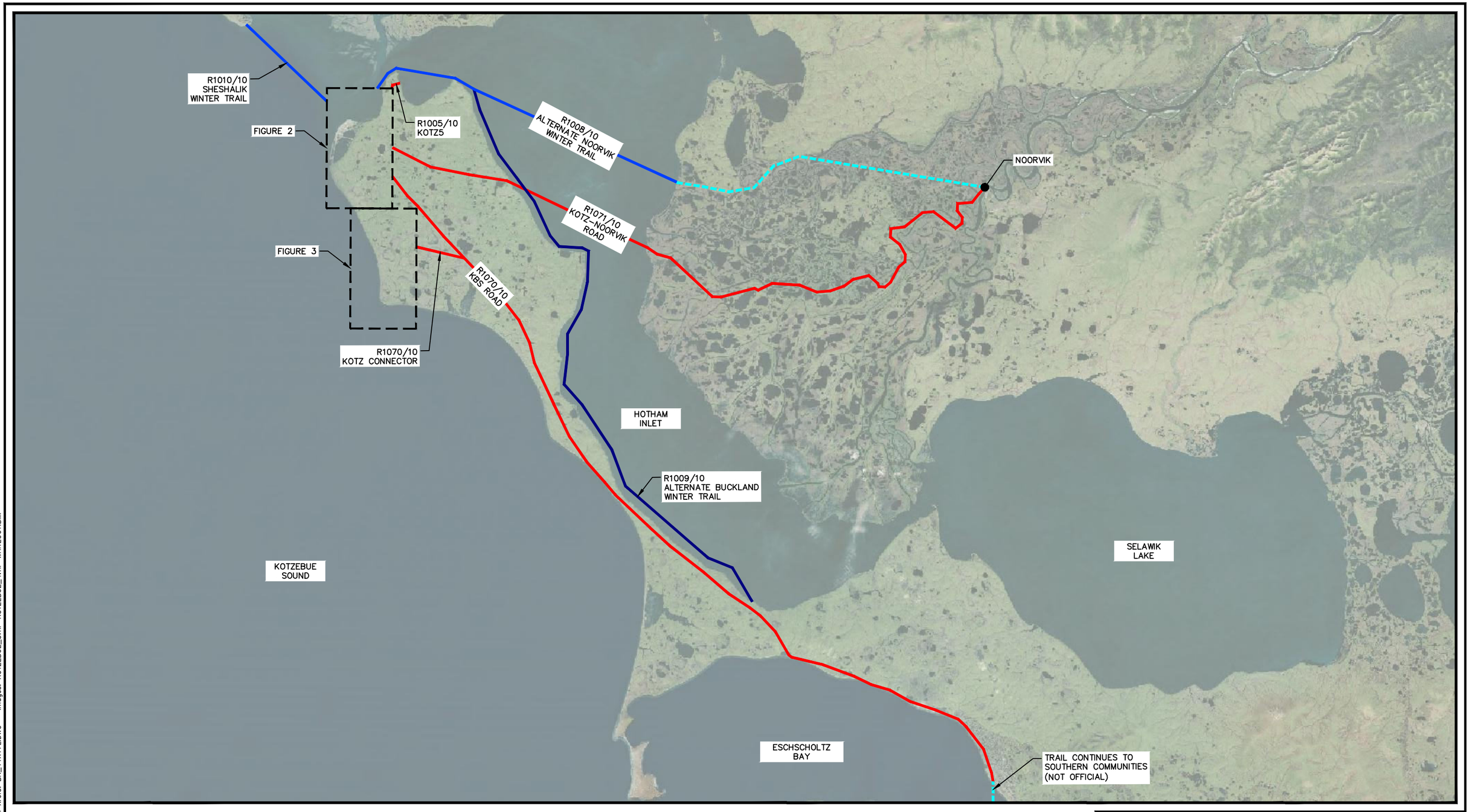
(COLOR VARIES FOR CLARITY)

0 1/4 1/2
SCALE IN MILES

FIGURE 3
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
INVENTORY MAP: CAPE BLOSSOM

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32240038
DATE	03/2024
DWN.	JDH
SCALE	SHOWN
APPRVD.	IPP
SHEET	3 of 4



NOTES:

1. IMAGE SOURCE: MICROSOFT BING, DATE UNKNOWN (ESTIMATED BETWEEN 2019–2022).
2. TRAIL ROUTES SHOWN ARE APPROXIMATE.
3. NTTFI NUMBERING IS AS FOLLOWS:

R1001/10
- SECTION ID
- ROUTE ID

LEGEND:

- OFFICIAL NTTFI ROUTES
- UNOFFICIAL ROUTES PROPOSED FOR NTTFI ADDITION 2024
- OTHER EXISTING TRAILS (UNOFFICIAL)

(COLOR VARIES FOR CLARITY)

0 3 6
SCALE IN MILES

FIGURE 4
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
INVENTORY MAP: TRAIL SYSTEM

Bristol ENGINEERING SERVICES COMPANY, LLC

DATUM:	-
PROJECTION:	-
PROJECT No.	32240038
DATE	03/2024
DWN.	JDH
SCALE	SHOWN
APPRVD.	IPP
SHEET	4 of 4

APPENDIX A
PUBLIC INVOLVEMENT

Bristol
ENGINEERING SERVICES COMPANY, LLC

111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
phone (907) 563-0013
fax (907) 563-6713
www.bristol-companies.com

Public Meeting & Trip Report

Project: **OTZ LRTP (#32240038)**
Subject: **Public Meeting & Trip Report**

Date of Visit: **February 8-9, 2024**
Prepared By: **Jayme Perkins (Bristol)**

INTRODUCTION

This trip report summarizes the site visit and public meeting held in Kotzebue (OTZ) for the project involving updates to the Native Village of Kotzebue's Long-Range Transportation Plan (LRTP). The purpose of the site visit was to collect representative photos of routes and facilities that will be submitted to the Bureau of Indian Affairs (BIA) for addition to the Tribe's official inventory. The purpose of the meeting was to provide the public an opportunity to comment on the draft LRTP prepared by Bristol Engineering Services Company (Bristol) for the Native Village of Kotzebue (Tribe). Bristol also collected feedback from the public and council members regarding transportation needs and priorities within the community.

Bristol engineers Isaac Pearson, PE and Jayme Perkins, EIT arrived in Kotzebue at approximately 6:45pm on Thursday, February 8, 2024. They checked in at the hotel for an overnight stay. The public meeting was held on Friday, February 9, 2024 from approximately 11:00am to 12:30pm at the City Youth Center building. After the public meeting, the Tribe's Transportation Director, Carl Jennings, escorted them around the community to take photos of routes and facilities that will be added to the inventory in the 2024 LRTP Update. Isaac and Jayme departed Kotzebue the evening of Friday, February 9, 2024 at approximately 7:45pm.

PUBLIC MEETING

Isaac and Jayme hosted a public meeting on Friday morning where people were encouraged to share their concerns about transportation issues within the community. Community feedback and other information collected during this meeting will be used to help develop the 2024 LRTP Update which is currently in the Draft phase. The meeting was advertised 15 days prior to the meeting via the locally preferred method of posting flyers in public spaces. The meeting included a PowerPoint presentation, lunch, door prizes, and hard copies of the draft LRTP available for review. Based on these issues, a list of proposed improvement projects was generated for people to vote on their highest priorities.

Date/Time of Meeting: Friday, February 09, 2024; 11:15 AM -12:15 PM (Alaska Time)
Location of Meeting: Microsoft Teams Teleconference or City Youth Center in Kotzebue, Alaska
Call in Option (Microsoft Teams): **907-313-2185**; Conference ID: **774 561 691#**
Participants:

- Isaac Pearson (Bristol)
- Jayme Perkins (Bristol)
- Jackie Hebnes (Bristol) (Call-in)
- NVK Council and Community members
    - See attached sign-in sheet.

Meeting Purpose:

- Review 2024 Draft LRTP Update
- Identify community's current transportation projects and long-term transportation goals
- Collect public feedback

Meeting Notes:

1. Members expressed interest in adding the following list of routes and facilities to the inventory:
    a. Cape Blossom Road Bridge.
    b. Cape Blossom Road Bridge from Sadie Creek to Cape Blossom.
    c. Jones Trail
        i. There are Tribal members on the oceanside of Jones Trail at camp.
    d. Nimiuk Point Trail
        i. There are communications and natural gas facilities at Nimiuk Point.
        ii. Boats travel to the Nimiuk Point gravel pit.
        iii. There is an existing 16-mile trail (Alternate Buckland Winter Trail) that is not yet official.
    e. New Nikaitchuat Iḷisaġviat (Iñupiaq language immersion) school parking lot (this would be a school for children up to 8 years of age).
    f. Seaview Estates Trail (this trail travels along Ted Stevens Way towards Seaview Estates neighborhood.
    g. Alternate Noorvik Winter Trail
    h. Road by Airport to Lagoon (section of existing road that extends from 5th Avenue).
    i. Sisualik Winter Trail
2. The community would like to continue developing Ted Stevens Way north of Cemetery Road.
    a. The City has an existing plan for this.
    b. There are infrastructure needs and water and storage needs along this route.
3. The City is arranging for a hydrology study this year, Carl may coordinate with them on this matter.
4. Members want to keep targeting Tribal funding opportunities.
5. The meeting attendees were presented a list of previously identified priorities and were encouraged to add priorities to the list if applicable. Each attendee then voted for their top 3 priorities. The list of priority projects, corresponding number of votes each priority received

during the meeting, and the priority ranking (based on the greatest number of votes received) for top three priorities are listed in Table 1.

Table 1 – Transportation Priorities Voted by Public

Transportation Issue or Priority	Number of Votes	Priority Rank (Top 3)
Complete construction of Cape Blossom Road.	4	1
Secure funding for development of Cape Blossom Deep-Water Port.	4	
Install sidewalks and pavement all around town.	4	
Conduct Road Safety Audit for new elementary school.	4	
Complete roadway improvements in core Kotzebue (Include hydrology, soils, and design studies).	3	2
Rehabilitate erosion and areas of poor drainage on Ted Stevens Way.	2	3
Prepare a Bicycle and Pedestrian Plan for the community.	2	
Update the Tribe's Tribal Transportation Safety Plan.	2	
Acquire maintenance equipment and maintenance facility.	2	
Develop a comprehensive trail network plan coordinated with Borough.	2	
Develop a multi-jurisdictional hazard mitigation plan coordinated with Tribe, City, and Borough.	1	
Conduct a feasibility study for developing an asphalt plant in Kotzebue.	0	
Develop a new Public Transit Plan.	0	
Install streetlight in needed areas.	0	
Rehabilitate aging bridges.	0	
Continue staff training to increase knowledge of tribal transportation resources and funding.	0	

Public meeting documentation is attached to this trip report.

SITE VISIT

After the public meeting was held, Carl drove Isaac and Jayme around Kotzebue to take photos of route/facility additions to be included with the inventory addition packets. These photos will be used in the route packets, an appendix to the LRTP, that are used to submit route/facility inventory additions to the Bureau of Indian Affairs (BIA).

The routes and facilities that were photographed are listed below. These routes/facilities were identified prior to the public meeting and updated at the public meeting. It is important to note that any route/facility numbers and sections in this list are proposed. Routes/facilities that will be added to the inventory but were not photographed are *italicized.*

- New Nikaitchuat Iḷisaġviat (Iñupiaq language immersion) school parking lot
- Cape Blossom Road (R1007/S10)
- Cape Blossom Bridge (R1007/S20)
- *Cape Blossom Road (R1007/S30)*
- *Kotzebue Way (R1012/S10)*

- *Seaview Estates Road (R1076/S10)*
- Devils Lake Road (R1077/S10)
- *Airport Access Road (R1011/S10)*
    - *Section of road from 5th Avenue to 3rd Avenue*
- Airport Access Road (R1011/S20)
    - Section of road extending from 5th Avenue
- Beach Road (R1074/S20)
    - From Air Force Road to Beach Road
- *Beach Trail (R1075/S10)*
- Seaview Estates Trail (R1078/S10)
- Sisualik Winter Trail (R1079/S10)
- *Jones Winter Trail*
- *Nimiuk Point Winter Trail*
- *Boat Harbor (R5000/10)*

Attachments:

- Meeting Flyer
- Sign-in Sheet
- Handout
- Presentation PowerPoint

Cc: Native Village of Kotzebue, File

Meeting Flyer

NATIVE VILLAGE OF KOTZEBUE

LONG-RANGE TRANSPORTATION PLAN COMMUNITY MEETING

Come provide your input on the draft 2024 Long-Range Transportation Plan (LRTP) update for the Native Village of Kotzebue. This plan covers future road improvements, project priorities and expansion of transportation infrastructure. The plan can be viewed at the City Youth Center during the meeting, or by request from the Tribe. The entire community is encouraged to come and learn about the plan and provide valuable insight for the future transportation projects and strategies for our community.

Lunch, refreshments, and a chance to win door prizes will be provided for those that attend. Invite your friends and family so more of the community is represented.

Posted: 1/25/2024

Friday
February 9, 2024
11:00am-1:00pm

City Youth Center

Help our community by providing your input

Lunch and Refreshments Provided

Door Prizes

For more information:

Engineer
Jackie Hebnes, P.E.
(907) 743-9314
jhebnes@bristol-companies.com

Tribe
Carl Jennings
(907) 442-3467
carl.jennings@qira.org

NATIVE VILLAGE OF KOTZEBUE
KOTZEBUE IRA

Bristol
ENGINEERING SERVICES COMPANY, LLC

Sign-in Sheet

Native Village of Kotzebue

Long Range Transportation Plan - 2024 Update Public Meeting

Friday, February 9, 2024, 11:00 AM @ City Youth Center

Sign In Sheet

Number	Name
1	Cindy Fields
2	Mike Scott ACWS
3	Carl Jennings NVOK Transportation Director
4	[illegible] NVOK
5	Helena Stalker NVOK
6	
7	
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25	

Handout

Bristol
ENGINEERING
SERVICES COMPANY, LLC

111 W. 16th Avenue, Third Floor
Anchorage, AK 99501-5169
phone (907) 563-0013
fax (907) 563-6713
www.bristol-companies.com

Public Meeting Informational Handout
Native Village of Kotzebue Long-Range Transportation Plan
2024 Update

February 9, 2024

Thank you for your interest in transportation planning in Kotzebue, Alaska. Bristol Engineering, on behalf of the Native Village of Kotzebue, is updating the Tribe's Long-Range Transportation Plan (LRTP) to evaluate local transportation resources and outline short- and long-term goals and projects over the next 20 years. The LRTP provides a comprehensive evaluation of Kotzebue's multi-modal transportation system which consists of roads, bridges, pedestrian pathways, trails, and ports. The purpose of this meeting is to discuss the LRTP, which is currently at the Draft report stage, and collect public feedback prior to finalizing the plan. Public engagement is crucial to successful transportation planning. Personal accounts help paint a better picture of road conditions, safety needs, and community priorities. Your feedback can help influence future transportation improvement projects in Kotzebue.

An electronic version of the DRAFT LRTP and attachments can be request from Native Village of Kotzebue's Transportation Director, Carl Jennings, at carl.jennings@qira.org. Hard copies are also available at the Tribal Office. For comments or questions on the DRAFT LRTP, you may contact Carl, or Bristol's Project Manager, Jackie Hebnes at 907-563-0013 or jhebnes@bristol-companies.com. Please submit comments by March 11, 2024.

For the 2024 LRTP update, the Tribe has identified the following priorities:

1. Develop a multi-jurisdictional hazard mitigation plan with the Tribe, City, and Borough
2. Conduct hydrology, soils, & design studies needed for roadway improvements in core Kotzebue
3. Rehabilitate erosion and areas of poor drainage on Ted Stevens Way
4. Prepare a Bicycle and Pedestrian Plan for the community
5. Update the Tribe's Tribal Transportation Safety Plan
6. Complete construction of Cape Blossom Road
7. Conduct a feasibility study for developing an asphalt plant in Kotzebue
8. Develop a new Public Transit Plan
9. Install streetlights in needed areas
10. Rehabilitate aging bridges
11. Continue staff training to increase knowledge of tribal transportation resources and funding

Additionally, the Tribe has identified the following routes and facilities to add to the BIA inventory:

1. Remainder of Cape Blossom Road
2. Devil's Lake Road
3. Two unnamed roads between Air force Road and Beach Road
4. Alternate Noorvik Winter Trail
5. Alternate Buckland Winter Trail
6. Winter Trail to southern communities extending from KBS Road

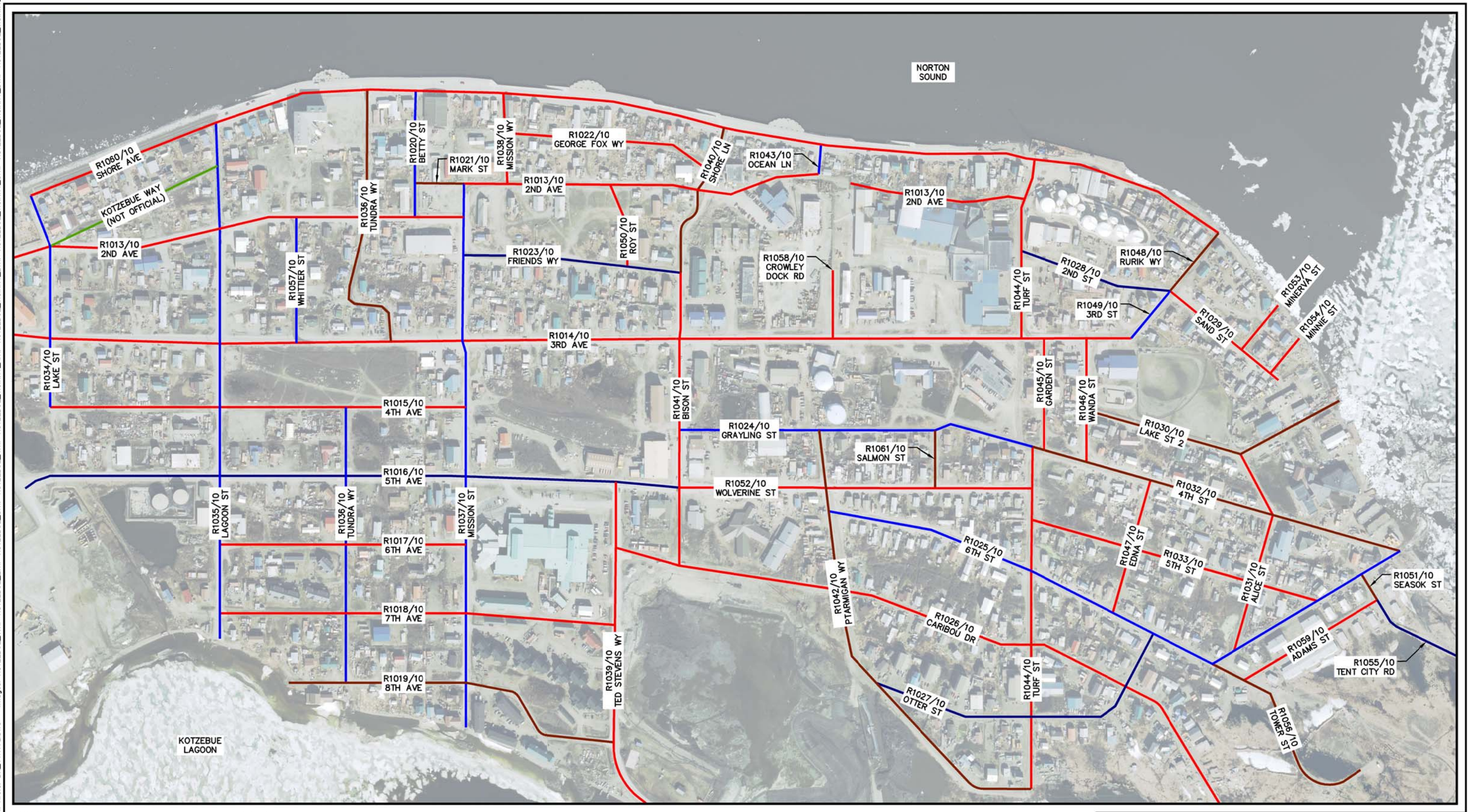
These routes are shown on the attached figures.

Attachments
Figure 1 – Route Map (City of Kotzebue)
Figure 2 – Route Map (City Outer Limits)
Figure 3 – Route Map (Trails)

Sincerely,

Bristol Engineering Services Company, LLC

Jackie Hebnes, PE, Senior Civil Engineer
907-563-0013
jhebnes@bristol-companies.com



NOTES:

1. IMAGE SOURCE – DCCED, 2013
2. ROUTE NAMES SHOWN ARE BASED ON INVENTORY NAMING CONVENTION AND DO NOT NECESSARILY REFLECT EXISTING STREET SIGNS.

LEGEND:

- OFFICIAL OTZ ROUTES
- OFFICIAL OTZ ROUTES
- EXISTING ROAD NOT LISTED IN INVENTORY (NOT OFFICIAL)

(COLOR VARIES WITH SECTIONS)

200 0 100 200
HORIZONTAL SCALE IN FEET

FIGURE 1
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
ROUTE MAP (CITY OF KOTZEBUE)

Bristol ENGINEERING SERVICES CORPORATION

DATUM: -	DATE MAR 2018	SHEET 1 of 3
PROJECTION: -	DWN. JDW	
PROJECT No. 32170068	SCALE SHOWN	
	APPRVD. IPP	

Drawing: K:\JOBS\32170068 OTZ LRTP\ACAD-DESIGN\LRTP MAPS\32170068_LRTP MAPS.DWG – Layout: FIG1
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NOTES:

1. IMAGE SOURCE – DCCED, 2013
2. ROUTE NAMES SHOWN ARE BASED ON INVENTORY NAMING CONVENTION AND DO NOT NECESSARILY REFLECT EXISTING STREET SIGNS.

LEGEND:

- OFFICIAL OTZ ROUTES
- OFFICIAL OTZ ROUTES
- OFFICIAL OTZ BRIDGES
- EXISTING ROAD NOT LISTED IN INVENTORY (NOT OFFICIAL)

(COLOR VARIES WITH SECTIONS)

800 0 400 800
HORIZONTAL SCALE IN FEET

FIGURE 2
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
ROUTE MAP (CITY OUTER LIMITS)

Bristol ENGINEERING SERVICES CORPORATION

DATUM:	-
PROJECTION:	-
PROJECT No.	32170068
DATE	MAR 2018
DWN.	JDW
SCALE	SHOWN
APPRVD.	IPP

SHEET 2 of 3

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R1005/10
KOTZ5

CITY OF KOTZEBUE
(SEE FIGURE 2)

ALTERNATE NOORVIK
WINTER TRAIL
(NOT OFFICIAL)

NOORVIK

R1071/10
KOTZ–NOORVIK
ROAD

R1006/10
KOTZ6

R1070/10
KOTZ CONNECTOR

R1070/10
KBS ROAD

CAPE
BLOSSOM

HOTHAM
INLET

ALTERNATE BUCKLAND
WINTER TRAIL
(NOT OFFICIAL)

SELAWIK
LAKE

KOTZEBUE
SOUND

ESCHSCHOLTZ
BAY

TRAIL CONTINUES TO
SOUTHERN COMMUNITIES
(NOT OFFICIAL)

NOTES:

1. IMAGE SOURCE – AUTOCAD GEOMAP IMAGE © 2018 MICROSOFT CORPORATION EARTHSTAR GEOGRAPHICS.
2. TRAIL ROUTES SHOWN ARE APPROXIMATE.

LEGEND:

- OFFICIAL OTZ ROUTES
- EXISTING WINTER TRAILS USED BY LOCALS (NOT OFFICIAL INVENTORY ROUTES)

0 3 6
SCALE IN MILES

FIGURE 3
KOTZEBUE, ALASKA
LONG RANGE TRANSPORTATION PLAN
ROUTE MAP (TRAILS)

Bristol
ENGINEERING
SERVICES CORPORATION

DATUM: -	DATE	MAR 2018	SHEET 3 of 3
PROJECTION: -	DWN.	JDW	
	SCALE	SHOWN	
PROJECT No. 32170068	APPRVD.	IPP	

Drawing: K:\JOBS\32170068 OTZ LRTP\ACAD-DESIGN\LRTP MAPS\32170068_LRTP MAPS_FIG3.DWG – Layout: FIG3
User: JWANDER Mar 22, 2018 – 12:37pm Xrefs: BR_11X17L.DWG – Images: KOTZEBUE_3.TIF KOTZEBUE_4.TIF WHITEOUT.BMP

Presentation PowerPoint

Bristol
ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Native Village of Kotzebue Long Range Transportation Plan

Bristol Engineering Services Company
Jayme Perkins, EIT
Isaac Pearson, PE

1

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Public Meeting
February 9, 2024

Safety Minute

2

2

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Public Meeting
February 9, 2024

Presentation Overview

- Project Background
- Tribal Transportation Program (TTP)
- Funding
- Long Range Transportation Plan (LRTP)
  - Electronic and hard copies available
  - Public comment period ends March 11, 2024.
    - Submit to Jackie (e-mail on presentation handouts)
- Inventory (NTTFI)
- Transportation Priorities Discussion
- Door Prizes

3

3

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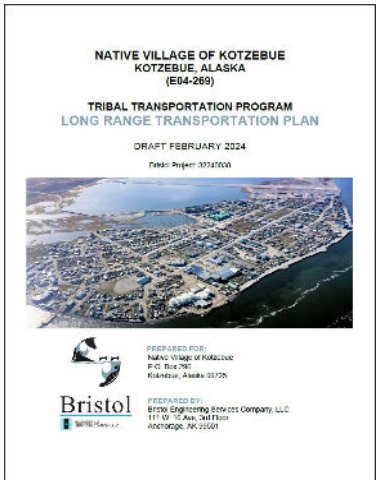
Public Meeting
February 9, 2024

Project Background

- Current 2024 Long Range Transportation Plan (LRTP) Update
  - Comprehensive update of the 2018 LRTP
  - Community information
  - Review all existing inventory
  - Make recommendations
    - Adjust route characteristics
    - Add routes/facilities
- Identify community transportation priorities and goals



4

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Public Meeting
February 9, 2024

Tribal Transportation Program (TTP) Formerly IRR

- Provides funding for
  - Planning
  - Design
  - Construction
  - Maintenance
- Applies to the following transportation modes
  - Vehicular Facilities (Roads/Trails)
  - Ports and Harbors
  - Pedestrian Facilities
  - Transit Facilities
- Funds may only be expended for projects contained in the LRTP and NTTFI

5

5

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Funding

- Infrastructure Investment and Jobs Act (IIJA)
  - Also known as Bipartisan Infrastructure Law (BIL)
  - Replaced the FAST Act
  - Authorized by Congress
  - Determines transportation policy and spending levels for set period
  - Determines funding for BIA Transportation
  - NVK Tribal Shares (fiscal year 2023): $378,559

Photo Source: Google Images

6

6

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Long Range Transportation Plan (LRTP)

- Evaluates
  - Existing transportation conditions
  - Tribe's current inventory
- Demonstrates
  - Tribe's transportation needs & priorities
- Creates
  - Transportation goals based on priorities
    - Short Range: 0-5 years
    - Medium Range: 5-10 years
    - Long Range: 10-20 years
- Develops
  - Strategies to meet these needs
- Provides
  - Inventory updates
- Discusses
  - Funding options for prioritized projects

7

7

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Current Official Inventory

- Official inventory maps in LRTP
  - Routes: 57
  - Miles: 116.8

8

8

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Public Meeting
February 9, 2024

Inventory Modifications, Deletions, Additions

- Modifications
  - Changes being made to the current official inventory
    - None with this update
- Deletions
  - Official inventory that needs to be removed
    - None with this update
- Additions
  - Routes that are recommended to be added to inventory
    - Listed on next slide

9

9

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Inventory Additions

- Remainder of Cape Blossom Road
- Devil's Lake Road
- Two unnamed roads between Airforce Road and Beach Road
- Alternate Noorvik Winter Trail
- Alternate Buckland Winter Trail
- Winter Trail to southern communities extending from KBS Road

10

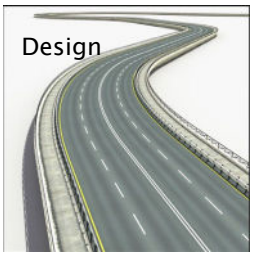
10

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Priorities

- Categories
  - Planning
  - Design
  - Construction
  - Maintenance
- Updated 2018 priority list



11

11

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Public Meeting
February 9, 2024

Priorities - Planning

- Multi-Jurisdictional Hazard Mitigation Plan
  - Tribe, City, Borough
- Community Bicycle and Pedestrian Plan
- Tribal Transportation Plan Update
- Public Transit Plan
- Asphalt plant feasibility study
- Staff training for Tribal transportation resources and funding knowledge
- Feasibility study for road connecting Kotzebue, Kiana, and Selawik

Photo Source: Google Images

12

12

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Public Meeting
February 9, 2024

Priorities - Design

- Roadway improvements in core Kotzebue
  - Studies:
    - Hydrology
    - Soils
    - Design

13

13

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Public Meeting
February 9, 2024

Priorities - Construction

- Cape Blossom Road
- Secure funding for development of Cape Blossom Deep-Water Port
- Install streetlights
  - North side of town
- Develop agreements for local borrow sites including Nimiuk Point and Iggy Hill.

14

14

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Priorities - Maintenance

- Rehabilitate areas of Ted Stevens Way
  - Poor drainage
  - Erosion
- Bridge Rehabilitation
- Obtain Tribal maintenance equipment
  - Loaders and dump trucks
  - Develop a maintenance facility for new equipment

15

15

Bristol ENGINEERING SERVICES COMPANY, LLC

Public Meeting
February 9, 2024

Priority Discussion & Voting

- What are your concerns and priorities?
- Use stickers to vote on priority list.

16

16

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Public Meeting
February 9, 2024

Questions or Comments

17

17

Bristol
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Public Meeting
February 9, 2024

Thank you!

Photo Source: Google Images

18

18

APPENDIX B
KOTZEBUE AADT MAP


+
−
690
650
1,000
2,680
1,32,340
590
760
290
1,142,380
730
510
390
1,460
690
530
170
340
540
180
1,260
650
Kotzebue
Alaska Technical Center
Ralph Wien Memorial Airport
Shore Ave
2nd Ave
Betty
3rd Ave
4th Ave
5th Ave
Lake St
Lagoon St
Mission St
Turf St
6th St
Swan Dr
Ted Stevens Way
Airport Access Rd
On All
On CCS Active
On CCS Inactive
On WIM Active
On WIM Inactive
On ST Active
On Turning Movements
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

APPENDIX C
KOTZEBUE INVENTORY LIST

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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

Location ID	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name				
4-IRR Route Number	0007	0007	1004	1005
5-Section Number	10	10	10	10
10-Class	5	4	4	4
15-Length of Section	1.0	1.0	2.8	4.4
18-Bridge Number				
19-Bridge Condition				
20-Bridge Length				
32-County	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK
8-Ownership	7	7	2	2
12-Construction Need	2	2	0	0
11-Terrain	1	1	2	2
25-Roadbed Condition	4	0	2	1
24-Surface Condition Index	80	0	0	0
16-Surface Width	10	0	22	22
13-Surface Type	3	0	3	9
9-Federal Aid Category	1	1	1	
28-Right of Way Status	*0*	*0*	*1*	*0*
29-Right of Way Width	*0*	*0*	*120*	*0*
TTAM BIA Share	100	100	100	100
30-Additional Incidental Percent				
17-Shoulder Width	0	0	0	0
14-Shoulder Type				
22-Existing ADT				
21-ADT Year			2001	
23-Percent Trucks		0	25	25
34-Owner Route Number	KOTZ7	KOTZ7	KOTZ4	KOTZ5
Roadway Width	**10**	**10**	**22**	**22**
TTAM Future ADT	**74**	**74**	**74**	**74**
TTAM ADS Number	**13**	**10**	**11**	**11**
TTAM Future Surface Type	**G**	**G**	**G**	**G**
35-Drainage Condition	*2*	*0*	*0*	*0*
36-Shoulder Condition	*2*	*0*	*0*	*0*
37/38 # RR X I NG/RR XING TYPE	*0*	*0*	*0*	*0*
39-Right of Way Utility	*0*	*0*	*0*	*0*
40-Right of Way Cost	*0*	*0*	*0*	*0*
26-Level of Maintenance				*1*
27-Snow & Ice Control			*3*	
41-Begin Latitude				
42-End Latitude				
43-Begin Longitude				
44-End Longitude				
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*6 5 8 8*	*6 5 8 8 9*	*7 5 0 0 9*	*7 5 0 0 9*
51-Road Category	*A*	*A*	*A*	*A*
52-Year of Construction Change	*1989*		*1999*	
Update Year	**2017**	**1993**	**2003**	**2003**
Status	**IN-PROCESS**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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

Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Cape Blo	2nd Aven	3rd Aven	4th Aven	5th Aven	6th Aven	7th Aven	8th Aven
4-IRR Route Number	1006	1013	1014	1015	1016	1017	1018	1019
5-Section Number	10	10	10	10	10	10	10	10
10-Class	4	3	3	3	3	3	3	3
15-Length of Section	8.0	1.0	1.0	0.3	0.5	0.2	0.3	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	2	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain	2							
25-Roadbed Condition	1	5	5	4	4	4	4	4
24-Surface Condition Index	0	80	80	60	80	60	60	60
16-Surface Width	22	24	24	24	24	24	24	24
13-Surface Type	9	5	5	3	5	3	3	3
9-Federal Aid Category		1	1	1	1	1	1	1
28-Right of Way Status	*0*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*0*	*40*	*40*	*40*	*40*	*40*	*40*	*40*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	5	0	2	0	0	0
14-Shoulder Type		2	2		2	1	1	1
22-Existing ADT		650	3201					118
21-ADT Year		2002	2002					2002
23-Percent Trucks	25	0	0					0
34-Owner Route Number	KOTZ6	2NDAV	3RDAV	4THAV	5THAV	6THAV	7THAV	8THAV
Roadway Width	**22**	**28**	**34**	**24**	**28**	**24**	**24**	**24**
TTAM Future ADT	**74**	**965**	**4753**	**37**	**37**	**37**	**37**	**175**
TTAM ADS Number	**11**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**G**	**P**	**P**	**E**	**E**	**E**	**E**	**G**
35-Drainage Condition	*0*							
36-Shoulder Condition	*0*							
37/38 # RR X I NG/RR XING TYPE	*0*							
39-Right of Way Utility	*0*							
40-Right of Way Cost	*0*							
26-Level of Maintenance	*1*	*4*	*4*	*4*				
27-Snow & Ice Control		*6*	*6*	*6*				
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe	*7 5 0 0 9*							
51-Road Category	*A*							
52-Year of Construction Change		*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**1993**	**2011**	**2010**	**2006**	**2006**	**2006**	**2006**	**2010**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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

Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Betty St	Mark Str	George F	Friends	Grayling	6th Stre	Caribou	Otter St
4-IRR Route Number	1020	1021	1022	1023	1024	1025	1026	1027
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.2	0.2	0.3	0.5	0.5	0.3
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	60	60	60	60	60	60	60	60
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	3	3	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*40*	*40*	*40*	*40*	*40*	*40*	*40*	*40*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	1	1	1	1	2	2	2	2
22-Existing ADT							793	
21-ADT Year							2002	
23-Percent Trucks							0	
34-Owner Route Number	BETTY	MARK	G FOX	FRNDS	GRLNG	6THST	CARBU	OTTER
Roadway Width	**24**	**24**	**24**	**24**	**24**	**24**	**24**	**24**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**1178**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**P**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2010**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	2nd Stre	Sand Str	Lake Str	Alice St	4th Stre	5th Stre	Lake Str	Lagoon S
4-IRR Route Number	1028	1029	1030	1031	1032	1033	1034	1035
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.2	0.2	0.3	0.3	0.2	0.4
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	4	4	4	4	4	4	4	5
24-Surface Condition Index	60	60	60	60	60	60	60	80
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	3	3	3	3	3	3	3	5
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*40*	*40*	*40*	*40*	*40*	*40*	*40*	*40*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	2	2	2	2	2	2	2	2
22-Existing ADT								1499
21-ADT Year								2002
23-Percent Trucks								0
34-Owner Route Number	2NDST	SAND	LAKE2	ALICE	4TH	5THST	LAKE	LGOON
Roadway Width	**24**	**24**	**24**	**24**	**24**	**24**	**24**	**24**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**2226**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**P**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2010**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Tundra W	Mission	Mission	Ted Stev	Ted Stev	Ted Stev	Ted Stev	Ted Stev
4-IRR Route Number	1036	1037	1038	1039	1039	1039	1039	1039
5-Section Number	10	10	10	10	20	30	40	50
10-Class	3	3	3	4	4	4	4	4
15-Length of Section	0.5	0.4	0.1	0.3		0.2		2.1
18-Bridge Number					E001		E002	
19-Bridge Condition					9		9	
20-Bridge Length					30		120	
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain				2		2		2
25-Roadbed Condition	4	5	4	5		5		5
24-Surface Condition Index	60	80	60	80		80		80
16-Surface Width	24	24	24	24		24		24
13-Surface Type	3	5	3	5		5		5
9-Federal Aid Category	1	1	1	1		1		1
28-Right of Way Status	*4*	*4*	*4*	*4*		*4*		*4*
29-Right of Way Width	*40*	*40*	*40*	*60*		*60*		*60*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	2		2		2
14-Shoulder Type	2	2	2	2		2		2
22-Existing ADT				407				
21-ADT Year				2002				
23-Percent Trucks				0				
34-Owner Route Number	TNDRA	MSNST	MSNWY	TED_S		TED_S		TED_S
Roadway Width	**24**	**24**	**24**	**28**		**28**		**28**
TTAM Future ADT	**37**	**37**	**37**	**604**		**74**		**74**
TTAM ADS Number	**18**	**18**	**18**	**11**		**11**		**11**
TTAM Future Surface Type	**E**	**E**	**E**	**P**		**G**		**G**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*		*1959*		*1959*
Update Year	**2006**	**2006**	**2006**	**2010**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

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Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Shore La	Bison St	Ptarmiga	Ocean La	Turf Str	Garden S	Wanda St	Edna Str
4-IRR Route Number	1040	1041	1042	1043	1044	1045	1046	1047
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.3	0.4	0.1	0.3	0.1	0.1	0.1
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	4	4	4	4	4	4	4	4
24-Surface Condition Index	60	60	60	60	60	60	60	60
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	3	5	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*40*	*40*	*40*	*40*	*40*	*40*	*40*	*40*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	0	0	0	0	0	0
14-Shoulder Type	2	2	2	2	2	2	2	2
22-Existing ADT			440		1458			
21-ADT Year			2002		2002			
23-Percent Trucks			0		0			
34-Owner Route Number	SHORE	BISON	PTARM	OCEAN	TURF	GARDN	WANDA	EDNA
Roadway Width	**24**	**28**	**24**	**24**	**24**	**24**	**24**	**24**
TTAM Future ADT	**37**	**37**	**653**	**37**	**2165**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**P**	**E**	**P**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2010**	**2006**	**2010**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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

Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Rurik Wa	3rd Stre	Roy Stre	Seasok S	Wolverin	Minerva	Minnie S	Tent Cit
4-IRR Route Number	1048	1049	1050	1051	1052	1053	1054	1055
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	3
15-Length of Section	0.1	0.1	0.1	0.1	0.3	0.1	0.1	0.2
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	4
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								
25-Roadbed Condition	4	5	4	4	4	3	4	4
24-Surface Condition Index	60	80	60	60	60	60	60	60
16-Surface Width	24	24	24	24	24	24	24	24
13-Surface Type	3	5	3	3	3	3	3	3
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*4*
29-Right of Way Width	*40*	*40*	*40*	*40*	*40*	*40*	*40*	*40*
TTAM BIA Share	100	100	100	100	100	100	100	100
30-Additional Incidental Percent								
17-Shoulder Width	0	2	0	0	0	0	0	0
14-Shoulder Type	2	2	2	2	2	2	2	2
22-Existing ADT								
21-ADT Year								
23-Percent Trucks								
34-Owner Route Number	RURIK	3RDST	ROY	SESOK	WOLVR	MNRVA	MINN	TENT
Roadway Width	**24**	**28**	**24**	**24**	**24**	**24**	**24**	**24**
TTAM Future ADT	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**18**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**E**	**E**	**E**	**E**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								
40-Right of Way Cost								
26-Level of Maintenance								
27-Snow & Ice Control								
41-Begin Latitude								
42-End Latitude								
43-Begin Longitude								
44-End Longitude								
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*
Update Year	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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

Location ID	E04269	E04269	E04269	E04269	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Tower St	Whittier	Crowley	Adams St	Sikiaqru	Salmon S	Cemetery	Kbs Road
4-IRR Route Number	1056	1057	1058	1059	1060	1061	1062	1070
5-Section Number	10	10	10	10	10	10	10	10
10-Class	3	3	3	3	3	3	3	2
15-Length of Section	0.1	0.1	0.1	0.2	1.2	0.1	0.1	62.8
18-Bridge Number								
19-Bridge Condition								
20-Bridge Length								
32-County	*140*	*140*	*140*	*140*	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK	AK	AK	AK	AK
8-Ownership	4	4	4	4	4	4	4	5
12-Construction Need	2	2	2	2	2	2	2	2
11-Terrain								2
25-Roadbed Condition	4	4	4	4	4	4	4	1
24-Surface Condition Index	60	60	60	60	60	60	60	0
16-Surface Width	24	24	24	24	24	24	24	6
13-Surface Type	3	3	3	3	3	3	3	1
9-Federal Aid Category	1	1	1	1	1	1	1	1
28-Right of Way Status	*4*	*4*	*4*	*4*	*4*	*4*	*4*	*0*
29-Right of Way Width	*40*	*40*	*40*	*40*	*40*	*40*	*40*	*0*
TTAM BIA Share	100	100	100	100	100	100	100	9.03
30-Additional Incidental Percent								
17-Shoulder Width	0	0	0	0	0	0	0	0
14-Shoulder Type	2	2	2	2	2	2	2	
22-Existing ADT					1707			
21-ADT Year					2002			
23-Percent Trucks					0			
34-Owner Route Number	TOWER	WHITR	CRWLY	ADAMS	SHRAV	SALMN	CMTRY	KSB70
Roadway Width	**24**	**24**	**24**	**24**	**24**	**24**	**24**	**6**
TTAM Future ADT	**37**	**37**	**37**	**37**	**2535**	**37**	**37**	**149**
TTAM ADS Number	**18**	**18**	**18**	**18**	**18**	**18**	**18**	**8**
TTAM Future Surface Type	**E**	**E**	**E**	**E**	**P**	**E**	**E**	**P**
35-Drainage Condition								
36-Shoulder Condition								
37/38 # RR X I NG/RR XING TYPE								
39-Right of Way Utility								*0*
40-Right of Way Cost								
26-Level of Maintenance								*4*
27-Snow & Ice Control								*6*
41-Begin Latitude								*66.88000000*
42-End Latitude								*66.25000000*
43-Begin Longitude								*162.52000000*
44-End Longitude								*161.00000000*
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe								
51-Road Category								*A*
52-Year of Construction Change	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	*1959*	
Update Year	**2006**	**2006**	**2006**	**2006**	**2010**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

Indian Reservation Roads Program
Inventory Data Sheet (ver2)
FY 2024 Inventory

Filter Criteria				
E	2024	04		

For construction costs use the Greenbook Report

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

Location ID	E04269	E04269	E04269	E04269
Region	Alaska	Alaska	Alaska	Alaska
Agency	Nome	Nome	Nome	Nome
Reservation	Kotzebue	Kotzebue	Kotzebue	Kotzebue
Road Name	Kn Road	Kotzebue	Air Forc	Beach Ro
4-IRR Route Number	1071	1072	1073	1074
5-Section Number	10	10	10	10
10-Class	2	5	5	5
15-Length of Section	9.2	6.9	3.8	2.2
18-Bridge Number				
19-Bridge Condition				
20-Bridge Length				
32-County	*140*	*140*	*140*	*140*
33-Congressional District	*01*	*01*	*01*	*01*
7-State	AK	AK	AK	AK
8-Ownership	5	5	2	2
12-Construction Need	2	2	2	2
11-Terrain	2	2	1	1
25-Roadbed Condition	1	1	3	4
24-Surface Condition Index	0	0	0	60
16-Surface Width	6	6	20	24
13-Surface Type	1	1	1	3
9-Federal Aid Category	1	1	1	1
28-Right of Way Status	*0*	*0*	*0*	*0*
29-Right of Way Width	*0*	*0*	*0*	*0*
TTAM BIA Share	9.03	100	100	100
30-Additional Incidental Percent				
17-Shoulder Width	0	0	0	0
14-Shoulder Type			1	2
22-Existing ADT				
21-ADT Year				
23-Percent Trucks				
34-Owner Route Number	KN-71	KBS72	ARFRC	BEACH
Roadway Width	**6**	**6**	**20**	**24**
TTAM Future ADT	**149**	**74**	**74**	**74**
TTAM ADS Number	**8**	**14**	**13**	**13**
TTAM Future Surface Type	**P**	**G**	**G**	**G**
35-Drainage Condition				
36-Shoulder Condition				
37/38 # RR X I NG/RR XING TYPE				
39-Right of Way Utility	*0*	*0*		
40-Right of Way Cost				
26-Level of Maintenance				
27-Snow & Ice Control				
41-Begin Latitude	*66.88330000*	*66.80000000*		*66.86670000*
42-End Latitude	*66.85000000*	*66.77000000*		*66.83330000*
43-Begin Longitude	*162.51670000*	*162.53000000*		*162.61670000*
44-End Longitude	*162.18330000*	*162.29000000*		*162.60000000*
45-Atlas Map Number [99]	*01*	*01*	*01*	*01*
46-50 Grade/Sight/Curve/Stop / Safe				
51-Road Category	*A*	*A*		
52-Year of Construction Change				*1959*
Update Year	**2006**	**2006**	**2006**	**2006**
Status	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**	**OFFICIAL**

APPENDIX D
TRIBAL RESOLUTION
(To be added in Final LRTP)

APPENDIX E
ROUTE PACKETS
(To be added in Final LRTP)

APPENDIX F
ANNUAL LRTP UPDATES
(To be added as updates occur)