

# Road Inventory Workshop

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BIA Civil Engineer  
Planning Group

Greg

# Funding and Inventory are Connected

- Inventory drives 80% of road funding allocations to reservations (50% cost to construct and 30% vehicle miles traveled) (20% is population)
- The fund distribution to a tribe or reservation is relative to all other tribes and reservations

## Do all Tribes have an existing Inventory?

- Not all tribes have an inventory. 34 villages in Alaska do not have any inventory, including one in the Southeast. Conversely, 5 SE villages are have the most inventory. **The difference is annual budget of almost zero vs. \$2.4 million.**

# THE INVENTORY FILES



Situation in 2002

My job is to  
add inventory

# Road Inventory

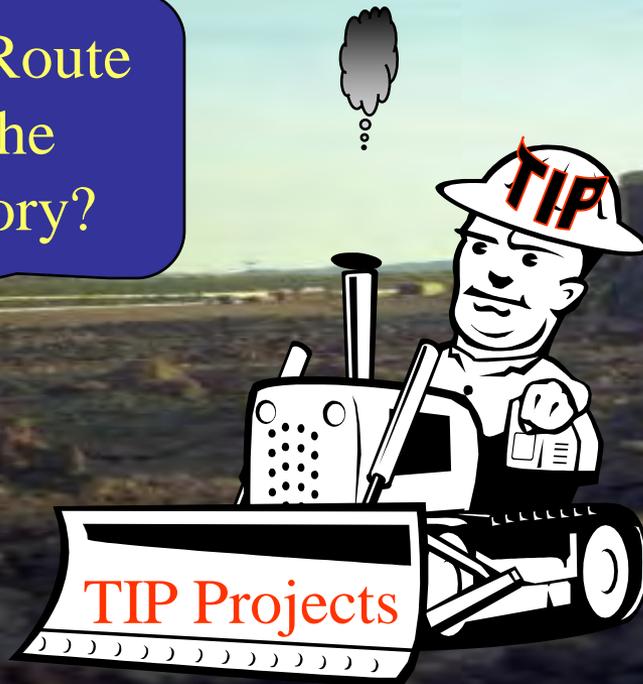
- First inventory completed in 1974 by FHWA. Alaska did not feature in this.
- First inventory for Alaska was in 1990. Very few roads or mileage.
- **Most Alaska inventory was input in a single year: 1993. This was based on the 1993 JATP which typically listed only 1-2 routes for each village. Explain why, and effects on inventory input via Long Range Transportation Plans (LRTP).**
- Result: Most Alaska village streets are still not in the inventory.
- Other inventory additions have occurred only in 1998, 2001, 2002 and 2004. Prior to 2004, annual mileage increase limited to 2% per year. Prior to 2004, there had been little feedback regarding unsuccessful inventory attempts. Most rejections were because of minor errors: insufficient maps, wrong coding. By 2004, we could not merely correct these and resubmit, as the rules had changed.
- Success rate before 2004 had been 6-8%. Process also typified by lack of feedback to the villages. 2004 was +/- 50% nationwide. Still not satisfactory.
- We are still trying to catch up with the States.
- We are under-reported. I would guess the factor is 1/3.
- I have not yet identified a single village which has all inventory reported.
- Presently inventory generates approx. \$33 million/year for Alaska, from an inventory of +/- 2800 miles: Why concentrate on inventory? **\$12,000/mile, \$143,000/village annual budget. The village amount x 3 ≈ \$1/2 million, a sizable budget, coupled with more tribal say-so on spending.**

## **1992 – 1996 Phased in a Relative Need Formula**

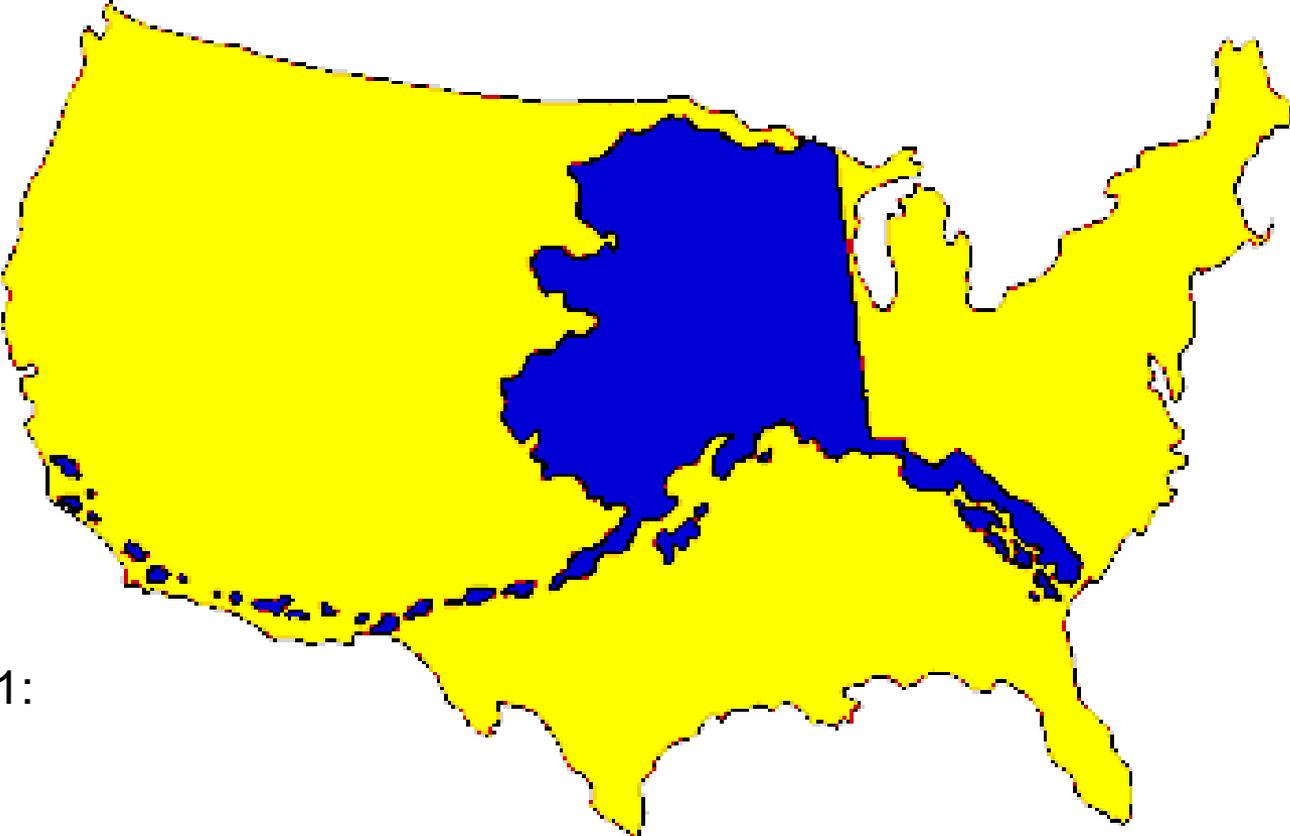
New formula effective date was November 13, 2004 with 25 CFR Part 170

The Road Inventory Field Data System (RIFDS) was implemented June 24, 2004.

Is This Route  
On The  
Inventory?



# Area of Alaska vs. States

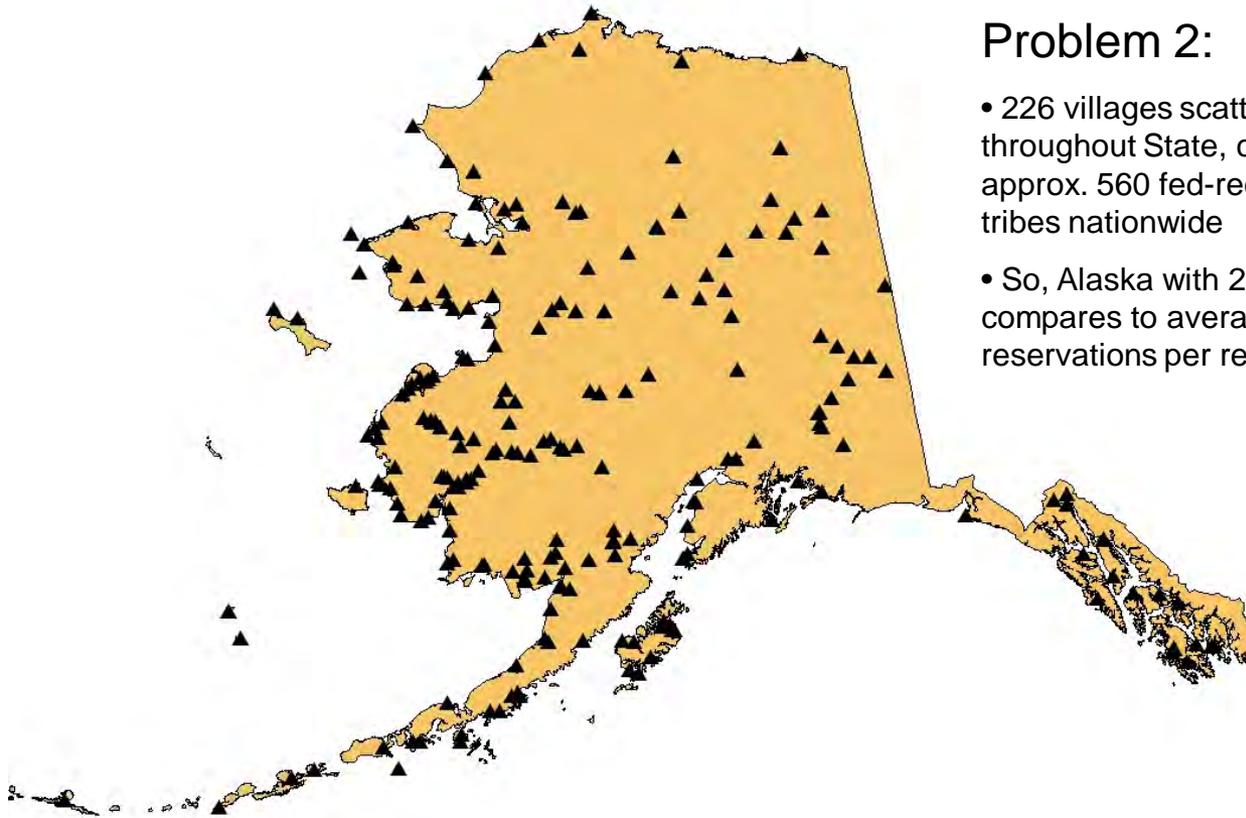


## Problem 1:

- Size

# Alaskan Native Villages

(Federally Recognized)



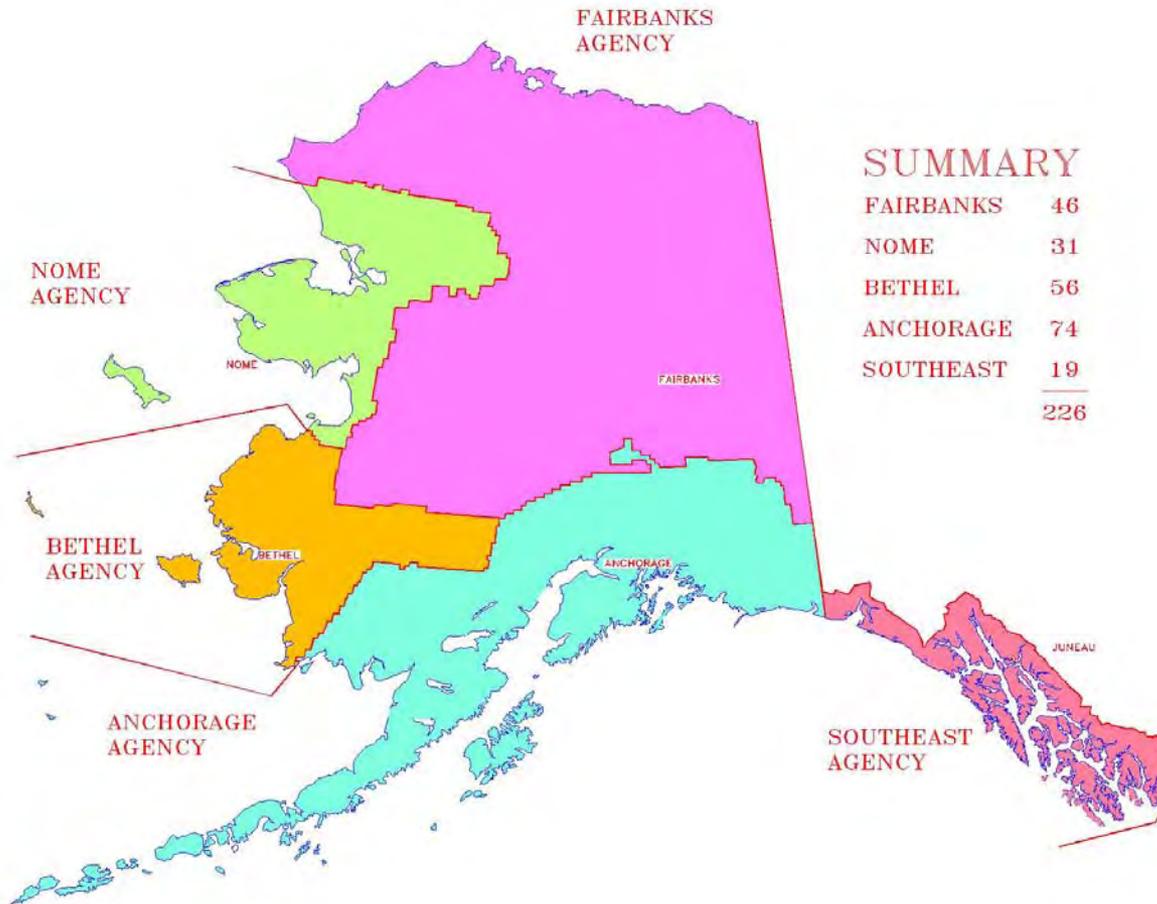
## Problem 2:

- 226 villages scattered throughout State, compares to approx. 560 fed-recognized tribes nationwide
- So, Alaska with 226 villages compares to average  $330/12 = 28$  reservations per region

# By “Agency”

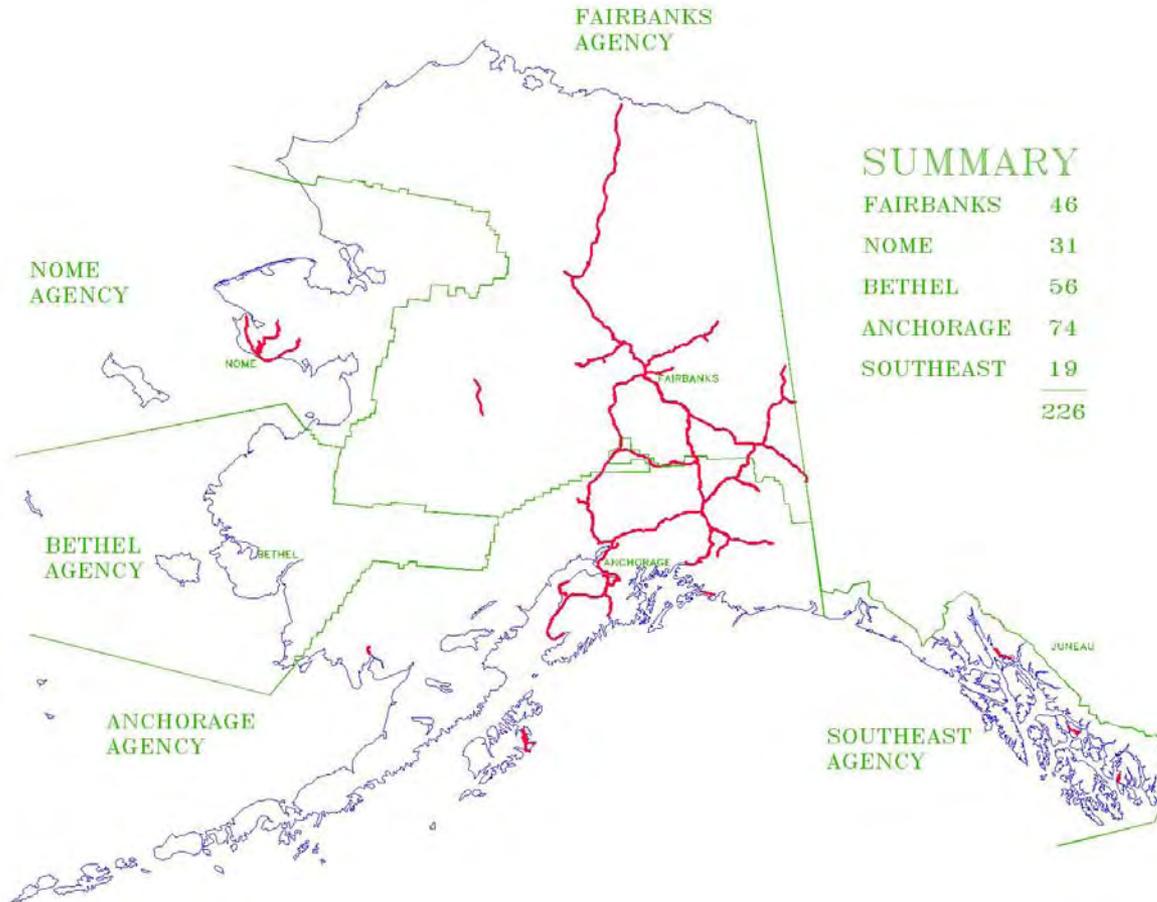
## Problem 3:

- for BIA Transportation, there are no agency-level staff or inputs: all is done in Juneau



# Access

Map showing Federal, State and Local road network



## Problem 4:

- 22 villages are connected to the national grid: all others require sea or air connections
- Avg 4 days out-of-office for one day village visit, x 228 villages = 4 man-years just to visit each village

Compare road network to what the similar grid would be in Lower 48 but development of any such grid is far from our intent



# How does a village update its road inventory?

- “Form 5704” is outdated, but we have shorter forms.
- Tribal Resolution to add routes
- Strip Map
- Long Range Transportation Plan and adopting Resolution or Signature Page to adopt.
- MOA Owner Agreement, if not tribal-owned.
- Route narratives are not required, but are helpful.
- ADT traffic count (optional)

226 villages in Alaska, so:

Goal: Do it once for all village routes; do it right

U.S. DEPARTMENT OF THE INTERIOR  
 BUREAU OF INDIAN AFFAIRS  
 DIVISION OF TRANSPORTATION  
 INDIAN ROADS NEED DATA

FIELD	FIELD DESCRIPTION	COLUMNS	ROUTE NAME _____				DATE _____				INPUT RECORDS				PAGE ____ OF ____	
IDENTIFICATION	1	AREA / AGENCY	1													
	3	RESERVATION	4													
	4	ROUTE NUMBER	7													
	5	SECTION NUMBER	11													
	6	CLASS	14													
	7	LENGTH OF SECTION (MILES)	15													
	8	BRIDGE NUMBER	19													
	9	BRIDGE CONDITION	23													
	10	LENGTH OF BRIDGE (L.F.)	24													
	11	COUNTY	27													
	12	CONGRESSIONAL DISTRICT	30													
	TRAFFIC DATA	13	STATE	32												
14		ADT YEAR	34													
15		ADT (EXISTING)	36													
16		ADT (ESTIMATE ADT YR + 20)	40													
ROADWAY SECTION	17	% TRUCKS	44													
	18	SHOULDER WIDTH	46													
	19	SHOULDER TYPE	48													
	20	SURFACE WIDTH	49													
	21	SURFACE TYPE	51													
	22	FUTURE SURFACE TYPE	52													
	23	ROADWAY WIDTH	53													
INHERENT CONDITION	24	ADEQUACY DESIGN STANDARD	55													
	25	TERRAIN	57													
	26	MAXIMUM GRADE	58													
	27	P.S.D. ALLOWABLE	59													
	28	NO. OF CURVE > MAX. ALLOWABLE	60													
	29	NO. OF STOPPING RESTRICTIONS	62													
ROADWAY CONDITION	30	SAFETY STUDY	64													
	31	FOUNDATION	65													
	32	WEARING SURFACE	66													
	33	DRAINAGE	68													
	34	SHOULDER	69													
	35	NO. R.R. X-INGS	70													
	36	TYPE R.R. X-INGS	71													
EST. COST FOR IMPROVEMENT	37	SNOW & ICE CONTROL	72													
	38	RIGHT OF WAY (M-\$)	73													
	39	INCIDENTAL CONSTR. (M-\$)	75													
	40	GRADE & DRAIN (M-\$)	78													
	41	GRAVEL SURFACING (M-\$)	81													
ACCOUNTABILITY	42	BITUMINOUS SURFACING (M-\$)	84													
	43	BRIDGES (M-\$)	87													
	44	LEVEL OF MAINTENANCE	90													
	45	OWNERSHIP	91													
	46	CONSTRUCTION NEED	92													
	47	ROAD CATEGORY	93													
	48	OWNER NUMBER	97													
	49	R/W STATUS	102													
	50	R/W WIDTH	104													
ENTRY STATUS	51	DATE OF CONSTR. CHANGE	107													
	52	DATE OF UPDATE	109													
	53	ATLAS MAP NUMBER	111													
	54	TERMINAL REASON	113													
	55	END OF ROUTE	114													

**FORM 5704**

You can still use this to send to BIA Juneau, but fields/codes have been scrambled in RFDIS. Use coding from old manual reference, if you have one.

No new manual has been developed, but it's perhaps easier just to work with BIA on this requirement than to learn from an outdated large manual.



# Indian Reservation Roads Program

## Inventory Data Sheet

E04269 - KOTZEBUE

FY 2005 Inventory

For construction costs see  
the Greenbook Report

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

4	Route Number	0007	1004	1005	1006
5	Section Number	10	10	10	10
6	Class	4	4	4	4
7	Section Length (mi)	1.0	2.8	4.4	8.0
8	Bridge Number				
9	Bridge Condition				
10	Bridge Length (ft)				
11	County	140	140	140	140
12	Congressional District	01	01	01	01
13	State	02	02	02	02
14	Ownership	7	2	2	2
15	Construction Need	2	0	0	2
16	Terrain	1	2	2	2
17	Foundation / Roadbed Condition	0	2	1	1
18	Wearing Surface Condition (SCI)	0	0	0	0
19	Surface Width (ft)	0	22	22	22
20	Surface Type	0	3	9	9
21	Federal Aid Category	1	1		
22	ROW Status Code	0	1	0	0
23	ROW Width (ft)	0	120	0	0
24	CTC Percent Eligible				
25	% Incidental Cost				
26	Shoulder Width (ft)	0	0	0	0
27	Shoulder Type				
28	ADT		34		
29	ADT Year		2001		
30	% Trucks	0	25	25	25
31	Owner Route Number	KOTZ7	KOTZ4	KOTZ5	KOTZ6
32	Roadway Width (ft)	10	22	22	22
33	Est ADT for ADT Year+20 (EADT)	74	50	74	74
34	ADS	10	11	11	11
35	Future Surface Type	G	G	G	G
41	Drainage Condition	0	0	0	0
42	Shoulder Condition	0	0	0	0
43	# RR Xing	0	0	0	0
44	RR Xing Type				
45	ROW Utility Code	0	0	0	0
46	Estimated ROW Cost (\$1000/m)	0	0	0	0
47	Level Of Maintenance			1	1
48	Snow & Ice Control		3		
49	Begin Latitude (deg)				
49	End Latitude (deg)				
49	Begin Longitude (deg)				
49	End Longitude (deg)				
50	Atlas Map Number	01	01	01	01
51	Grade Deficiencies	6	7	7	7
52	Sight Deficiencies	5	5	5	5
53	Curve Deficiencies	8	0	0	0
54	Stopping Deficiencies	8	0	0	0
55	Safety Study	9	9	9	9
56	Road Purpose Code	A	A	A	A
57	Construction Change Year		1999		
58	Record Update Year	1993	2003	2003	1993
	Status	OFFICIAL	OFFICIAL	OFFICIAL	OFFICIAL

RFDIS Output

Note: no longer  
matches 5704

# Road Inventory Field Data System

Database

User

Role

Fiscal Year

Region

Agency

Reservation

BIA Route Number

Section Number

Status Code

Last Validation Result

Last Update Date

Last Status Change Date

Last Approval Date

- Reviewed 1
- Reviewed 2
- Unreviewed
- Controls
- BIADOT
- Region
- FIELD

*Core*

Road/Bridge Name

13-State  6-Class Code

14-Ownership  16-Terrain Type Code

21-Federal Aid Code  15-Construction Need Code

*Road*

20-Surface Type  7-Length of Section (mi) [999.9]

27-Shoulder Type  19-Surface Width (ft) [99]

28-Shoulder Width (Enter 0 when there is no shoulder)

*Bridge*

8-Bridge Number [A15]

9-Bridge Condition

10-Bridge Length (ft) [9999]

*Traffic*

28-ADT Year [99]

29-Existing ADT [9999]

30-% Trucks [99]

Default ADT

RFDIS Input

# Road Inventory Field Data System

Database  
C.X H

User  
MICHAEL\_NYQUIST

Role  
CRIS\_REGION\_ROL

Fiscal Year  
2005

Region  
E

Agency  
03

Reservation  
028

BIA Route Number  
0002 A

Section Number  
10 A

Status Code  
IN-PROCESS

Last Validation Result  
NOPASS

Last Update Date  
19-APR-2005

Last Status Change Date  
19-APR-2005

Last Approval Date

- Reviewed 1
- Reviewed 2
- Unreviewed
- Controls
- BIADOT
- Region
- FIELD

Condition

18-SCI

17-Roadbed Condition Code

Maintenance

47-Level Of Maintenance

48-Snow & Ice Control

Additional Incidental Percent

- fencing 1%
- landscaping 9%
- structural concrete 9%
- traffic signals 3%
- utilities 3%

25-Additional Incidental Percent

Reviewed ROW data

22-ROW Status

23-ROW Width (ft) [999]

Narrative

THIS ROUTE PROVIDES DIRECT ACCESS TO THE LANDFILL.

RFDIS Input

Abandon All In-Process Changes

# Road Inventory Field Data System

**Database**

**User**

**Role**

- Reviewed 1
- Reviewed 2
- Unreviewed
- Controls
- BIADOT
- Region
- FIELD

**Fiscal Year**

**Region**

**Agency**

**Reservation**

**BIA Route Number**

**Section Number**

**Status Code**

**County Reference**

11-County [999]

12-Congressional District [99]

31-Owner Route Number [AAAAA]

41- Drainage Condition

42-Shoulder Condition

43-Number of R.R. Crossings\* [9]

44-R.R. Crossing Type

45-ROW Utility Code

46-ROW Cost (\$1000/mi) [99]

49a-Begin Latitude (deg) [decimal]

49b-End Latitude (deg) [decimal]

49c-Begin Longitude (deg) [decimal]

49d-End Longitude (deg) [decimal]

50-Atlas Map Number [99]

51-Grade Deficiencies

52-Sight Deficiencies

53-Nbr. of Sharp Curves [99]

54-Nbr. of Stopping Restriction [99]

55-Safety Study

56-Road Category

57-Year of Construction Change [9999]

\* A zero in this field is automatically changed to NULL when the record is saved.

RFDIS Input

# Road Inventory Field Data System

Database  
C.X H

User  
MICHAEL\_NYQUIST

Role  
CRIS\_REGION\_ROL

Fiscal Year  
2005

Region  
E

Agency  
03

Reservation  
028

BIA Route Number  
0002 A

Section Number  
10 A

Status Code  
IN-PROCESS

Last Validation Result  
NOPASS

Last Update Date  
19-APR-2005

Last Status Change Date  
19-APR-2005

Last Approval Date

- Reviewed 1
- Reviewed 2
- Unreviewed
- Controls
- BIADOT
- Region
- FIELD

Derived or Loaded Data (derived values are recalculated only after a Save-to-Process that passes validation)

52. Update Year  TTAM GPR Number  TTAM Future ADT  TTAM Future Surface Type

TTAM ADS Number  VMT

	Incidental	Addtl Incdntl	Grade Drain	Aggregate	Pavement	Bridge
TTAM Percent (%)	<input type="text" value="30"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="100"/>	<input type="text" value="0"/>	<input type="text"/>
TTAM Adj Rate (\$1000/mi)	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	( <input type="text" value="0"/> \$1000/ft)
Work-Specific CTI (\$1000)	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Raw TTAM CTI (\$1000)

BIA Share (%)

BIA TTAM CTI (\$1000)

**Validation Report**

**Other Reports**

- 
- 
- 

Note zero cost.

RFDIS Input

### Road Inventory Field Data System

**Database**

CX

**User**

MICHAEL\_NYQUIST

**Role**

CRIS\_REGION\_ROL

**Fiscal Year**

2005

**Region**

E

**Agency**

03

**Reservation**

028

**BIA Route Number**

0002

**Section Number**

10

**Status Code**

IN-PROCESS

**Last Validation Result**

NOPASS

**Last Update Date**

19-APR-2005

**Last Status Change Date**

19-APR-2005

**Last Approval Date**

Reviewed 1 Reviewed 2 Unreviewed Controls BIADOT Region **FIELD**

**59-Remark**

[Large empty text area for remarks]

**Regional Coordinator** MICHAEL\_NYQUIST

**Inventory Taker** NICOLE\_MCCULLOUGH

RFDIS Input

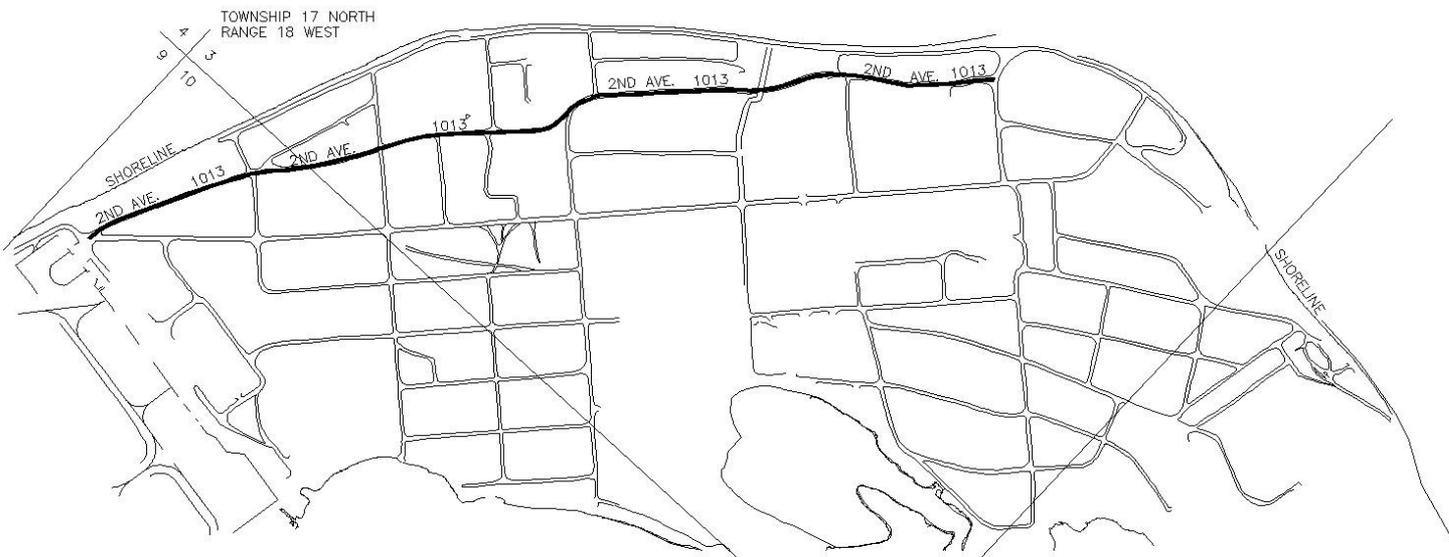


# Map Sample

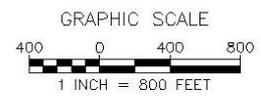
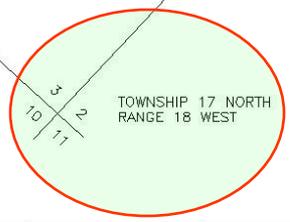
Important 



# KOTZEBUE SOUND



Map Sample



DEPARTMENT OF THE INTERIOR  
BUREAU OF INDIAN AFFAIRS  
ALASKA REGION



NOME  
AGENCY  
DATE: 04-05-05

FIGURE 4-3  
ROUTE 1013  
2nd AVENUE  
KOTZEBUE, AK



Figure 4-5, BIA Route 0070, Long Bay Road

Map Sample

★ Note: Or use latitude/longitude to nearest hundredth for of a degree POB and POE



Organized Village of Kake

P.O. Box 316

Kake, Alaska 99830-0316

Telephone 907-785-6471

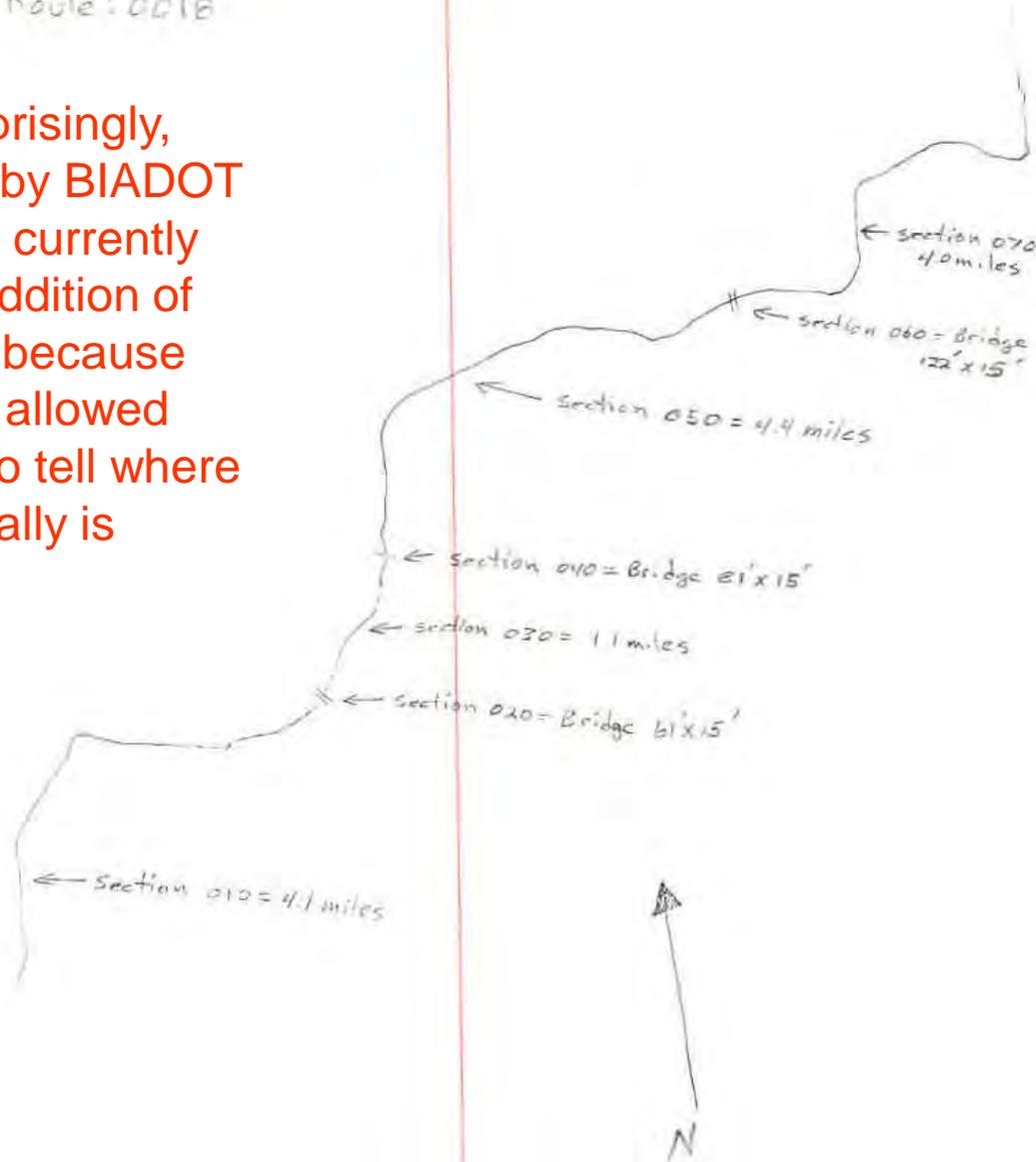
Fax 907-785-4902 / Email ovkgovt@seaknet.alaska.edu

(Federally Recognized Tribal Government serving the Kake, Alaska area)



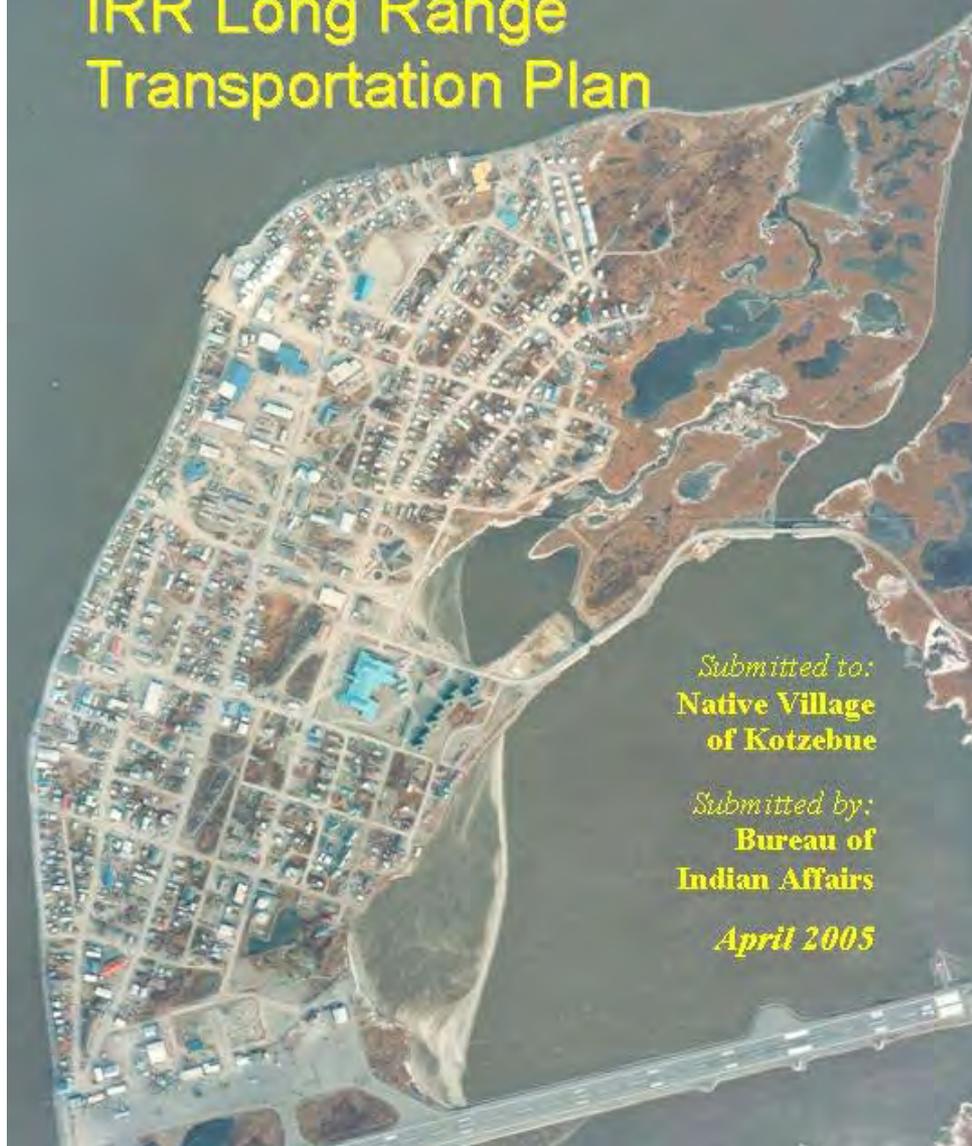
Route: 0018

This map, surprisingly, was accepted by BIADOT in 2001. But it currently prevents the addition of new inventory because duplicates are allowed and it is hard to tell where this route actually is located.



# **Kotzebue**

## **IRR Long Range Transportation Plan**



*Submitted to:*  
**Native Village  
of Kotzebue**

*Submitted by:*  
**Bureau of  
Indian Affairs**

*April 2005*

Long Range  
Transportation  
Plan (LRTP):  
Cover Page

## TRANSPORTATION FACILITY NEEDS

L RTP: List of all inventory routes by priority

### 4.0 1993 JATP and 2005 Updated Road Inventory Priorities

The list below provides a summary of transportation routes for which the village of Pedro Bay desires to receive funding in order to improve or maintain the routes. Figure 4-1 is an aerial photo of Pedro Bay at a scale of 1"=800'. Figure 4-2 is the same aerial photo, but at a closer view of 1"=400'.

The list of existing and proposed roads for Pedro Bay not already in the IRR inventory are presented in the following pages and are hereby requested to be included into the IRR inventory. The Tribe retains the right to change the order of its road priorities if and when construction funds become available; dependent upon village conditions, such as storm damage.

Priority #1: BIA Route 0050, length is 0.3 miles, Knutson Bay Road, beginning at the BIA Route 71LI, then southwesterly to Knutson Bay. See Figure 4-3.

Priority #2: BIA Route 0060, length is 0.3 miles, Big Hill Road, northeasterly to Big Hill Subdivision. See Figure 4-4.

Priority #3: BIA Route 0070, length is 3.2 miles, Long Bay Road, beginning on Route 1002, then southeasterly to Long Bay, crossing a recently constructed 68-foot long bridge. See Figure 4-5.

Priority #4: BIA Route 0080, length is 0.1 miles, Smokehouse Bay Road, short length connecting the majority of Route 1002 to an unconnected portion of Route 1002 at the barge landing, near the water's edge of Pedro Bay to the Village Roads. See Figure 4-6.

Priority #5: BIA Route 0100, length is 10.0 miles, Lonesome Bay Road, from Pedro Bay Village to Pile Bay Village. See Figure 4-7.

Priority #6: BIA Route 0120, length is 3.0 miles, Dumbbell Lake Trail, providing a highland route between East Village Road and milepost 2.5 of Lonesome Bay Road. See Figure 4-8.

Priority #7: BIA Route 0140, length is 14.2 miles, Williamsport-Pile Bay Road, from Pile Bay Village, across the bridge at the Iliamna River, to the barge landing at Williamsport. See Figure 4-9.

Groups seem to work, too, such as High = 1 to 5 years, Medium = 5 to 10 years, and Low = 10 to 20 years.

June  
COPY

Native Village of Gakona  
P.O. Box 102  
Gakona, AK. 99586  
907-822-5777 fax 822-5997

L RTP: Resolution or  
letter accepting L RTP

RESOLUTION 04-18

A RESOLUTION TO ADOPT THE FY 2003 GAKONA TRANSPORTATION PLAN

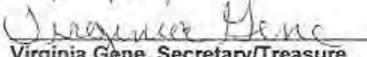
- WHEREAS: the Transportation plays an integral role in serving local infrastructure and community needs; and
- WHEREAS: the Gakona Village Council is the federally recognized governing body of the Tribal members of Gakona, Alaska; and
- WHEREAS: the Gakona Village Council desires to provide adequate transportation facilities to meet the needs of the residents of Gakona, Alaska; and
- WHEREAS: the Gakona Village Council has worked with ASCG Inc. to develop the Gakona Transportation Plan, which contains updated village characteristics and conditions, identifies transportation needs and priorities, and contains mapping with land use updates, planned land use, and planned road priorities; and
- WHEREAS: the Gakona Village Council agrees with the needs and priorities presented in the Gakona Transportation Plan with the following additions that the village elders have identified

- Priority # 3 Route 0200, Mile 4.2 Tok Cut Off, Cemetery Road 7/10 mile
- Priority #4 Route 0300, Mile 13 Tok Cut Off, Lyle Lake 3.1 miles
- Priority # 5 Route 0400, Mile 20.9 Tok Cut Off, Native Allotment hunting and trapping site 2 miles
- Priority # 6 Route 0500, From Beginning of Tok Cut to mile 16.5 on Tok Cut Off, State Highway, 16.5 miles

NOW, THEREFORE BE IT RESOLVED, that the Gakona Village Council adopts the Gakona Transportation Plan.

I HEREBY CERTIFY that this Resolution 04-18 was duly considered and approved by unanimous vote of the Tribal Council of the Native Village of Gakona on the 27th day of December 2004.

  
Darin Gene, Village Council President

  
Virginia Gene, Secretary/Treasure

Date: 12-27-04

Date: 12-27-04



Will this work  
for  
additions???



5/5/2010

Photo: #1001 Dunes Road, Kenaitze

27

# {DRAFT MEMORANDUM OF UNDERSTANDING}

{Logo}

Nunakauyak Traditional Council  
**Memorandum of Understanding**

This Memorandum of understanding is by and between the Route Owner, hereinafter designated OWNER; the Tribe, hereinafter designated TRIBE; and the Bureau of Indian Affairs, hereinafter designated BIA.

WHEREAS, improvements to OWNER Routes:

- Old Harbor Road (BIA Route No. 0003)
- First Street (BIA Route No. 0010)
- 2nd Street (BIA Route No. 0011)
- 3rd Street (BIA Route No. 0012)
- 4th Street (BIA Route No. 0013)

are priorities to the TRIBE because they provide access to housing, connect population centers, promote development of natural resources and contribute to economic development, improve access to employment locations, improve access to the dock, improve access to the airport, contribute to law and order, remove isolation, provide access to schools and clinics, contribute to accident prevention, and provide access for emergency services,

AND WHEREAS, the TRIBE has identified the above-mentioned roads as Priority Routes and has designated the above-mentioned roads as Construction Needs of the BIA Indian Reservation Roads Inventory System,

AND WHEREAS, the said designation of the above-mentioned roads will cause the TRIBE's annual share of Indian Reservation Road (IRR) funds to increase,

AND WHEREAS, improvements to the above-mentioned roads will benefit the TRIBE, the OWNER and the BIA because of the reasons mentioned in the second paragraph above,

NOW, THEREFORE, all parties agree that:

When and if adequate funding for needed improvements becomes available, and the above-mentioned roads have become approved projects for the TRIBE and OWNER, the BIA will construct needed improvements to the above-mentioned roads under a separate cooperative funding agreement.

If needed improvements to the above-mentioned roads are completed under a cooperative agreement between the TRIBE, the OWNER and the BIA and IRR funds participate in the project cost, the OWNER will continue to be responsible for maintenance of the above-mentioned roads.

This agreement is binding upon the signatories hereto not as individuals, but solely in their capacities as officials of their respective organizations, and acknowledges proper action of OWNER, TRIBE and BIA to enter into the same.

This agreement will become effective as of the last date written below.

BUREAU OF INDIAN AFFAIRS

By: \_ Bob Martin \_\_\_\_\_ Date: \_July 28, 2004\_

Bob Martin

Regional Transportation Engineer

OWNER

By: \_\_ Victoria Winfrey \_ Date: \_\_July 16, 2004\_\_

Victoria Winfrey

Nana Corporation

TRIBE

By: \_\_ Jeff Williams \_ Date: \_\_July 12, 2004\_\_

Jeff Williams

Tribal Council President

One MOA for each  
owner. Note  
ADOT has not yet  
approved.

## Narrative (great, but long)

### Atxax Way/Qayax Road (0001)

The existing Atxax Way/Qayax Road is a total of 1.77 miles in length. It is a high priority route identified by the Atka IRA Council as it accesses homes, the airport, school, Post Office, fire station, community center, tribal office, and Village Corporation. The route begins on the south end of town at Pugaankik Road then traverses northeasterly, parallel to Nazan Bay, and terminates at the Airport. It has eight sections (see strip map). The terrain is rolling with no trees. The route, has a gravel surface consisting of cobble, D2, sand and local dirt, has no shoulder and is rutted by potholes. The route is identified as needing improvement to upgrade the foundation and base.

The route has a total of 7 culverts, one is constructed of 55 gallon oil drums dating from WWII, and the remainder are made of 24" and 48" corrugated metal pipes and 6" PVC pipes. All culverts are failing and are in need of replacement.

Currently the route provides access to 14 homes, boat preparation area (for subsistence, commercial and recreational needs), store, Church, cemetery, Post Office, community center, snack bar, tribal office, Atxam Corporation office, Andreanof Electric Corporation, fenced playground, pump house, Atka Pride Seafoods, fuel tank farms, City garage, fire station, Nazan Bay Inn, school and airport. It also provides access to subsistence fishing and hunting areas.

There are existing underground sewer and water lines, and electrical, television and telephone cable lines within the city owned right-of-way. The utilities are city and privately owned.

The Atka IRA Council obtained the existing Average Daily Traffic (ADT) and % Truck ADT counts during August 9 through August 13, 2004, for a total of 60 hours. Methods of counting the ADT and % Truck ADT were by traffic counters. Atka has a population of 92, of which approximately 64 are over the age of 18. The narrative above describes the main part of the community. The Atka subdivision is located about a mile from the village. The subdivision contains 18 homes and is located off of route 0001. The school is also out of town on this same route. The fish plant, which provides employment is, located approximately ½ from the main village on this route. The airport is about a 1½ from town. Approximately a dozen people who live in the main village must travel from town to the subdivision, school, fish plant, airport, to the landfill, dock, or to Korovin (subsistence area) at least twice a day. During the summer and during the fishing season, that amount is multiplied by three to four trips per day. Approximately 41 people who live in the Atka Subdivision must travel from the Subdivision to the main town at least two round trips a day to check their mail, go to the store, clinic, community hall, and City office or to the Corporation office.

NSB Road Inventory  
 Anaktuvuk Pass Traffic Counts  
 24-Hour Count

Site Code: 24  
 Summer St.  
 Date Start: 14-Sep-04  
 Date End: 15-Sep-04

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	24	17	0	21	0	1	0	1	0	0	0	0	66
Percent	3.0%	36.4%	25.8%	0.0%	31.8%	0.0%	1.5%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	

Automatic  
 ADT Count

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0

05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	11
09:15	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
09:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3
10:15	1	3	2	0	2	1	0	0	0	0	0	0	0	0	9
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	3	4	2	1	2	0	0	1	2	0	0	0	0	0	10
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	1	5	3	1	5	0	0	1	0	0	0	0	0	0	17
11:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
11:45	0	1	2	1	1	0	0	1	0	0	0	0	0	0	6
12:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
12:15	0	1	4	0	2	0	0	0	0	0	0	0	0	0	7
12:30	0	0	6	1	6	0	0	1	0	0	0	0	0	0	19
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	19	13	2	16	2	0	2	0	0	0	0	0	0	59
Percent	8.5%	32.7%	22.0%	3.4%	27.1%	3.4%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

24-Hour Count

Automatic  
ADT Count

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	2	0	0	1	0	0	0	0	0	0	0	4
12:45	1	1	0	0	1	0	0	0	0	0	0	0	0	3
13:00	1	7	5	0	5	1	0	0	0	0	0	0	0	22
13:15	1	0	2	0	0	1	0	0	0	0	0	0	0	4
13:30	1	1	0	0	0	0	0	0	0	0	0	0	0	5
13:45	0	1	4	0	0	0	0	0	0	0	0	0	0	5
14:00	0	2	4	0	1	1	0	0	0	0	0	0	0	8
14:15	2	4	10	0	7	2	0	0	0	0	0	0	0	25
14:30	2	0	2	0	0	0	0	0	0	0	0	0	0	4
14:45	0	2	2	0	1	0	0	0	0	0	0	0	0	5
15:00	1	0	0	0	0	1	0	0	0	0	0	0	0	5
15:15	1	2	1	0	1	0	0	0	0	0	0	0	0	5
15:30	4	4	5	0	5	1	0	0	0	0	0	0	0	19
15:45	0	1	2	0	4	1	0	0	0	0	0	0	0	8
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	1	1	0	1	0	0	0	0	0	0	0	0	4
16:30	1	0	1	0	1	0	0	0	0	0	0	0	0	3
16:45	2	2	4	0	6	1	0	0	0	0	0	0	0	15
17:00	1	1	1	1	3	0	0	0	0	0	0	0	0	7
17:15	0	0	6	0	1	0	0	0	0	0	0	0	0	10
17:30	0	1	2	0	1	0	0	0	0	0	0	0	0	4
17:45	1	5	0	1	5	0	0	0	0	0	0	0	0	21
Total	10	22	36	1	20	5	0	0	0	0	0	0	0	102
Percent	9.8%	21.6%	35.3%	1.0%	27.5%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	17	65	66	3	65	7	1	2	1	0	0	0	0	227
Percent	7.5%	28.6%	29.1%	1.3%	28.6%	3.1%	0.4%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	

Native Village of Selawik

**Traffic Volume Data Collection  
Annual Average Daily Traffic (AADT) Report**

Road name: *Sawmill Street*  
 Name of Counter: *Jeff Williams*  
 Signature of Counter: *Jeff Williams*  
 Date: *July 10, 2004*  
 Describe location of count: *200 feet north of junction with West Tundra Street*  
 Name and Title of Tribal Representative: *Clyde Ramoth, Sr., President*  
 Signature of Tribal Representative: *Clyde Ramoth, Sr.*  
 Date: *7/15/2004*

Day of Count	Tuesday	Wednesday
Date	July 13, 2004	July 14, 2004
From - To		
00:00 - 01:00		
01:00 - 02:00		
02:00 - 03:00		
03:00 - 04:00		
04:00 - 05:00		
05:00 - 06:00		
06:00 - 07:00		
07:00 - 08:00		
08:00 - 09:00		
09:00 - 10:00		
10:00 - 11:00		
11:00 - 12:00		
12:00 - 13:00		
13:00 - 14:00		
14:00 - 15:00		
15:00 - 16:00		
16:00 - 17:00		
17:00 - 18:00		
18:00 - 19:00		
19:00 - 20:00		
20:00 - 21:00		
21:00 - 22:00		
22:00 - 23:00		
23:00 - 24:00		
<b>Total</b>	<b>35</b>	<b>32</b>
<i>Of the above total, indicate number of trucks</i>		
<b>Truck Total</b>		

For BIA/Alaska Use Only		
Road Number:	120	
Section Number:	10	
Day of week Adj. F	109.8	110.1
ADT/Day of week /	32	29
Monthly Adjustm't I		104.5
ADT/Monthly Adjus	31	28
Percent Trucks:	46	41
AADT:		29

Manual ADT  
Count

Manual, or  
automatic, need  
to correct for  
monthly and daily  
fluctuations.  
Possible source:  
ADOT

# Issues for Alaska

- What to add?
  - Village streets
  - State highways (maybe only worth 9% to 20% of the mileage)
  - Forest service roads (did wonders for 4 Southeast tribes)
  - ½ distance: routes between native villages, whole distance to non-Native villages (maybe Sitka tribe does not want a route to Baranof, 20 miles, in the LRTP, or do they?)
- Fair distribution of routes
  - Good cooperation: Chilkat and Chilkoot
  - Four communities on Prince of Wales (divided up 1600 miles)
  - Ketchikan/Saxman
  - Angoon/Hoonah/Sitka
  - Yakutat/Eyak/Chitina/Tatitlek

## Southeast Agency

20	ANGOON	3/9/05	Can't locate IRR roads, could add inventory; needs LRTP
801	CENTRAL COUNCIL, TLINGIT & HAIDA INDIAN TRIBES	3/16/05	needs LRTP, any routes?
259	CHILKAT	3/22/05	Could add inventory; needs LRTP; Wayne working on it
186	CHILKOOT INDIAN ASSOCIATION	3/23/05	Could add inventory; needs LRTP; Wayne working on it
108	CRAIG COMMUNITY ASSOCIATION (TRIBE)	3/18/05	Could add inventory; needs LRTP; how to divide POW Island
188	DOUGLAS INDIAN ASSOCIATION	3/16/05	No map of 1997 inventory
198	HOONAH INDIAN ASSOCIATION	3/17/05	Could add inventory; needs LRTP; Greg working on it
211	HYDABURG COOPERATIVE ASSOCIATION	3/15/05	Could add inventory; needs LRTP; how to divide POW Island
229	KAKE, ORGANIZED VILLAGE OF	3/23/05	Could add inventory; needs LRTP. Has 111 miles, trying to add another +/- 400+
238	KASAAN, ORGANIZED VILLAGE OF	3/15/05	Could add inventory; needs LRTP; how to divide POW Island
248	KETCHIKAN	3/8/05	Reported to be not interested in town roads
257	KLAWOCK COOPERATIVE ASSOCIATION TRIBE	3/9/05	Could add inventory; needs LRTP; how to divide POW Island
380	PETERSBURG INDIAN ASSOCIATION	3/30/05	Muhammad started work with Greg's assistance; one route; needs MOA
427	SAXMAN, VILLAGE OF	3/23/05	Looks like not too much to add
442	SITKA TRIBE OF ALASKA	8/26/04	Work progressing; sent 2nd letter Mar 30 05; needs LRTP; could add ADO1 and
443	SKAGWAY VILLAGE	3/23/05	Has no inventory; needs LRTP
532	WRANGELL, NATIVE COMMUNITY OF	3/28/05	Could add inventory; needs LRTP; several routes ex-2003
533	YAKUTAT	3/18/05	Could add inventory; working on LRTP and forms

These notes are from a good man, Mike Nyquist, ex-BIA

# THE END

BIADOT may update these requirements as necessary based on RIFDS user workgroup feedback, or the need arises to address specific issues, or maybe a newer version of RFDIS will be developed. The Coordination Committie with Sam Thomas from Craig will help.

## QUESTIONS? – COMMENTS?