

**Roads and Highways Advisory Board Meeting**  
**August 9, 2019 – 10:30 AM – 4:00PM**  
**Via Teleconference**

Anchorage: 4111 Aviation Road, Main Conference Room, Top Floor

Call in Number: 1-800-315-6338

Access Code: 39051

<p><u>Board Members:</u> John Baker, Scott Eickholt, Donna Gardino, Daniel Hall, Anton Johansen, Howard Thies, Aves Thompson</p>
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1. Call to Order
2. Board Roll Call to Establish Quorum
  - a. Welcome and Introduction of other participants
3. Phone Roll Call and Introduction of Those Present
4. Approval of Agenda
5. Approval of Minutes
6. Public Comments (3 minutes per speaker)
7. Chair's Remarks
8. FHWA Presentation – Sandra Gracia-Aline
9. State of Alaska Owned Material Sites – DNR
10. Status of the Ad-Hoc Transportation Advisory Board
11. Capital Budget
12. Freight Program Funding Allocation Process (Sterling Highway) DOT&PF
13. Reinstate the Alaska Exemption – DOT&PF
14. Board Comments
15. Next Meeting – TBD (teleconference)
16. Adjourn

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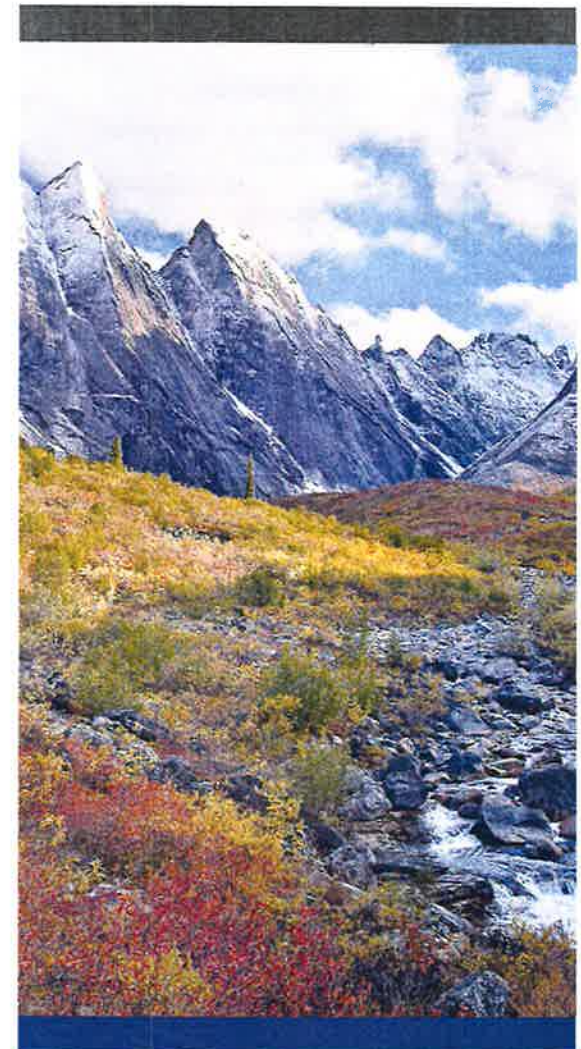


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Organization as of June 2019



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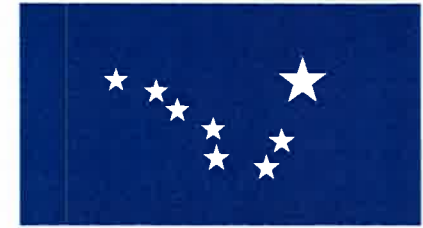


# Program Objective: Workforce Development (506)



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Vacant  
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Tenor Galambush  
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# FHWA Strategic Framework

## Mission

Enable and empower the strengthening of a world-class highway system that promotes safety, mobility, and economic growth, while enhancing the quality of life of all Americans.

## Values

Public Service



Integrity



Respect



Collaboration



Family



Personal Development



## Strategic Goals

### Safety

Reduce transportation-related fatalities and serious injuries across the transportation system.



### Infrastructure

Invest in infrastructure to ensure mobility and accessibility and to stimulate economic growth, productivity, and competitiveness for American workers and businesses.



### Innovation

Lead in the development and deployment of innovative practices and technologies to improve the safety and performance of the Nation's transportation system.



### Accountability

Serve the Nation with reduced regulatory burden and greater efficiency, effectiveness and accountability.



## Strategic Objectives

Save lives by expanding the use of data-driven systemic safety management systems and increasing the adoption of proven safety solutions by all road owners.

1

Improve program and project decision-making by using a data-driven approach, asset management principles, and a performance-based program that leads to better conditions and more efficient operations.

2

Increase freight and people mobility and reliability by building effective partnerships and encouraging targeted investments.

3

Enhance the safety and performance of the Nation's transportation system through research and by accelerating the development and deployment of promising innovative technologies and practices.

4

Modernize or eliminate obsolete, unnecessary, or duplicative policies and regulations to accelerate all phases of project delivery, stimulate innovation, and reduce administrative burdens.

5

Transform the workforce and resource management approach to ensure the agency is properly structured, skilled, and equipped to deliver outstanding customer service to our partners and the traveling public.

6

# ROADS AND HIGHWAYS ADVISORY BOARD

## MATERIAL SITES QUESTIONS

DNR/DMLW RESPONSE TO QUESTIONS – AUGUST 9, 2019

### **BACKGROUND - ALASKA LAND ACT**

The Statehood Act authorizes the State of Alaska to select and accept conveyance of the new state's land entitlement, pursuant to Pub. L. No.85-508. The Alaska Constitution acknowledges that the legislature may authorize different state agencies to manage certain state lands or perform certain duties pursuant to different statutes.

The Alaska Land Act was drafted and passed by the first state legislature under Chapter 169, SLA 1959, titled "An Act Relating to Alaska Lands and Resources." The Alaska Land Act created and established the Division of Land, as well as the Director of Lands, within the Alaska Department of Natural Resources (DNR). Under the Alaska Land Act, the legislature prescribed the duties and powers of DNR for the selection, acquisition, management and disposal of Alaska lands and resources received as a result of the numerous state's land grants and entitlement.

The Alaska Land Act drafted Alaska Statute 38.05 with the DNR delegated the authority to acquire and manage the surface and subsurface of state-owned lands, including the designation of material sites and sale of materials (Alaska Statute 38.05.550-565). DNR was also delegated with the responsibility under state law to manage state lands consistent with the principles of multiple purpose use consistent with the public interest (Alaska Statute 38.05.285). This authority is delegated down to the Division of Mining, Land & Water (DMLW) within DNR (DNR/DMLW).

### **DNR MANAGEMENT & RESPONSIBILITIES PERTAINING TO MATERIAL SITES/RESOURCES**

- Multiple use/public use management of Material Sites:
  - DNR provides a vital role in private and industry economic development for needs beyond transportation and public facilities projects. As the legislatively designated agency responsible for accepting title to lands in the name of the state, and as an agency with multiple-use constitutional and statutory mandate, DNR/DMLW can and does provide access to needed material by approving material site development and sales to industry and private citizens.<sup>1</sup>
  - DNR manages other activities which may take place in material site, such as non-DOT&PF construction/man camps staging from pits, reserved access trails which may cross through pit areas, public access to river systems which may co-exist at certain pit sites. DNR/DMLW endeavors to coordinate with DOT&PF on these issues.

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<sup>1</sup> It should be noted that DOT&PF does not have the statutory authority to sell gravel from DNR/DMLW managed land to 3<sup>rd</sup> parties.



- Sale of materials to DOT&PF:
  - DNR/DMLW issues material sale contracts to DOT&PF directly for highway transportation projects (depending on DOT&PF regional variations) as well as for DOT&PF maintenance and operations projects.
    - DNR/DMLW also issues material sale contracts to DOT&PF contractors for highway transportation projects (depending on DOT&PF regional variations).
  - DNR/DMLW authorizes new material site development and expansion of existing sites in response to DOT&PF applications.
  - Where multiple use of material sites is proposed to take place DNR/DMLW consults with DOT&PF prior to approving the additional use.
    - Within the DNR/DMLW Northern Regional Land Office the staff share pit field inspection information with DOT&PF staff.

## **INVENTORY OF DOT&PF MATERIAL SITES UNDER THE JURISDICTION OF DNR/DMLW**

### DNR/DMLW Northern Regional Land Office (NRO) in Fairbanks

- DOT&PF holds a DNR/DMLW material sale contract or other form of extraction authorization in a total of 107 material sites within NRO's area;
- Of these 107 sites, there are 26 of these which appear to be authorized under the old Free Use Permits (FUP) originally issued by the Bureau of Land Management (BLM) which have no expiration;
- Of these remaining 81 sites, one is a pending material site expansion designation application;
- Of these remaining 80 sites, three sites have expiring contracts, which if not renewed will leave DOT&PF without a current contract in the site. If expiration occurs, this would leave 77 sites in which DOT&PF has a current contract interest. DOT&PF and NRO work closely together to identify, prioritize, and timely address new contract needs.

### DNR/DMLW Southcentral Regional Land Office (SCRO) in Anchorage

- DOT&PF has an interest in a total of 102 of SCRO's designated material sites;
- Of these 102 sites, 15 sites are BLM FUP sites and 33 are Interagency Land Management Assignment or Transfer (ILMA/ILMT) sites which range in authorized volume and/or terms, some of which have no expiration;
- Of these remaining 52 sites, 49 sites have an active contract with one contract expiring, which if not renewed will leave ADOT&PF with no interest in the site. If this occurred, this would leave 48 sites in which ADOT&PF has an interest.

### DNR/DMLW Southeast Regional Land Office (SERO) in Juneau

- DOT&PF does not have any material sites or contracts with SERO.



## **MATERIAL SALE PRICES (FOR CONTRACTS NOT ASSOCIATED WITH FUPS<sup>2</sup>)**

DNR/DMLW regulations provide that DOT&PF direct contracts for “Public & Charitable” projects receive the first 5,000cy/per project/per year are free. Thereafter the administrative base price of \$0.50/cy applies (11 AAC 05.130 (e)(1)(2)).

### DNR/DMLW NRO:

- Industry/private contracts – Northern regional representative sales prices:
  - Sand, gravel
    - \$3.00/cy interior road system/North Slope
    - \$2.00/cy Northwest AK/Seward Peninsula
    - \$1.50/cy remote upland/river community/non-road accessible
    - \$7.50/cy for rip-rap (all locations)
- Personal use contracts (up to 200 cy/person/year) - first 2 cy/year free, all subsequent material charged at NRO regional representative sales prices noted above.

### DNR/DMLW SCRO

- Industry/private contracts – Regional representative sales prices:
  - Sand, gravel
    - \$3.00/cy Parks Highway
    - \$3.00/cy Glenn Highway
    - \$3.00/cy Mat-Su Borough
    - \$3.25/cy Kenai Peninsula – South of Portage Creek, unless specified below
    - \$2.50/cy Seldovia & English Bay
    - \$1.50/cy Valdez
    - \$1.50/cy Richardson Highway
    - \$3.00/cy Kodiak Island
    - \$1.50/cy Lake Clark shorelands (Port Alsworth)
    - \$1.50/cy Bristol Bay area
    - \$2.50/cy Aleutians
    - \$1.50/cy Kuskokwim/Yukon area
    - \$5.00/cy Cordova
    - \$11.33/cy Shale rock – Hope Tidelands
    - \$3.00/cy Rock in Southcentral Region
- Personal use contracts (up to 200 cy/person/year) - first 2 cy/year free, all subsequent material charged at SCRO regional representative sales prices noted above.

### DNR/DMLW SERO

- Industry/private contracts – Regional representative sales prices:
  - Sand, gravel (in place)
    - \$2.00/cy Hyder
    - \$1.15/cy Petersburg
    - \$2.00/cy Thorne Bay

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<sup>2</sup> Prices noted herein do not address peat.

- \$1.90/cy Skagway
- \$2.00/cy Wrangell - McCormick Creek
- \$1.00/cy Wrangell - Stikine River
- \$1.50/cy Wrangell - Pat Creek
- \$1.50/cy Whale Pass
- \$1.50/cy Hollis
- \$1.50/cy Naukati
- Personal use contracts (up to 200 cy/person/year) - first 2 cy/year free, all subsequent material charged at SERO regional representative sales prices noted above.

## **RELATIONSHIP BETWEEN DNR/DMLW AND DOT&PF**

- Meetings being held between the DNR and DOT&PF Deputy Commissioners and Directors Office to discuss issues and find resolutions to areas of concern.
- Yearly meetings being held between DNR/DMLW and DOT&PF working staff to provide updates, coordinate project work, etc.
  - In addition to more structured annual meetings, NRO staff and DOT&PF Northern staff communicate routinely – usually at least once a week, often more frequently.
  - The same applies to SCRO staff & DOT&PF Central staff, these meetings generally take place every 3-4 months.
- Prior to issuing new material sale contracts, use permits, etc., to others within a material site used/of interest to DOT&PF staff with DNR/DMLW strives to reach out to DOT&PF staff.
  - It should be noted that DNR/DMLW NRO and SCRO systematically contacts DOT&PF Northern or Central staff for comments and coordination, to reduce potential for unreasonable interference with DOT&PF projects. This coordination has been positive and successful in keeping lines of communication open, facilitating both DOT&PF work as well as industry/public material resource needs and public use. DOT&PF M&O staff are an invaluable resource to DNR/DMLW regarding the condition of the pits and upcoming needs for public projects.
    - Note: In sensitive sites with Alaska Pollutant Discharge Elimination System (APDES) issues in the NRO, this coordination has resulted in timing constraints for new/non-DOT&PF contracts, special stipulations or in some cases working with new contract applicants look to other sites besides ones with current DOT&PF APDES sensitivities, or intensive use during a particular timeframe.
- NRO includes the following stipulations on all non-DOT&PF contracts issued in multi-use pits, to ensure that other operators coordinate with DOT&PF:
  - *Coordination. The buyer shall coordinate all operations with the Department of Transportation and Public Facilities (DOT&PF) and other contractors in the site prior to and during mobilization to ensure access and safety is maintained for all users. If necessary to support the continuation of public or private projects, DNR may provide additional guidance or limitations related to the location and/or timing of extraction activities during the construction season.*
- NRO staff share the results of DNR/DMLW material site field inspections with DOT&PF staff. This information, when combined with DOT&PF's own site visit/project oversight

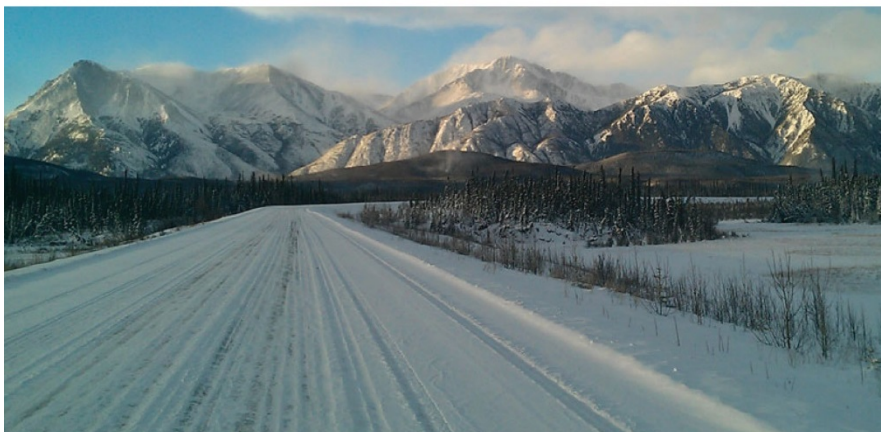
information, has helped DOT&PF and DNR/DMLW to jointly address environmental compliance problems, identify which parties are responsible, and better manage contractor operations within sites.



Alaska Statewide Long-Range Transportation Plan

# LET'S KEEP MOVING 2036: Freight Element Implementation Guidance

December 2017



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Appendix A: Alaska LRTP Freight Element Summary



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## ABOUT THE ALASKA STATEWIDE FREIGHT PLAN

This document – Alaska LRTP Freight Element Implementation Guidance – is a companion document to the 2016 Alaska Long Range Transportation Plan (LRTP) Freight Element. Taken together, the LRTP Freight Element and this Implementation Guidance constitute the Alaska Statewide Freight Plan.

Alaska has developed a Statewide Freight Plan consistent with federal guidance as specified in the Fixing America’s Surface Transportation (FAST) Act. Most of the elements required for a Statewide Freight Plan are contained in the Freight Element. However, some required elements – like the designation of specific projects and investments – are not consistent with the 2016 LRTP policies-not-projects framework. Other elements – like the designation of critical urban and rural freight connectors and the implementation of performance measures – may change periodically during the lifespan of the LRTP. For both reasons, it is desirable and necessary to provide some freight plan elements in an implementing document separate from the LRTP itself, so that its contents can be adopted and updated as needed to successfully achieve the freight plan goals, policies, and strategies adopted in the LRTP.

### The LRTP Freight Element

The statewide long-range transportation planning process is a policy planning process led by the Alaska Department of Transportation and Public Facilities (DOT&PF). The resulting LRTP is multimodal. The primary focus is planning for the transportation facilities and services that are owned and operated by the State of Alaska.

Multiple public and private stakeholders have a keen interest in the performance of Alaska’s freight transportation system. In general, freight transportation performance is important to all Alaskans because the efficiency of freight transportation affects both the costs of goods and services in Alaska and the ability of the economy to export its products to national and international markets.

The Freight Element of the LRTP was developed by the DOT&PF working with a variety of public and private stakeholders. As a policy plan, the LRTP and this Freight Element provide direction to area plans and other transportation planning agencies in the state on policy and strategies with which to align their plans. They in-turn develop plans with regional, metropolitan, or modal focuses that work toward achieving the goals of the LRTP.

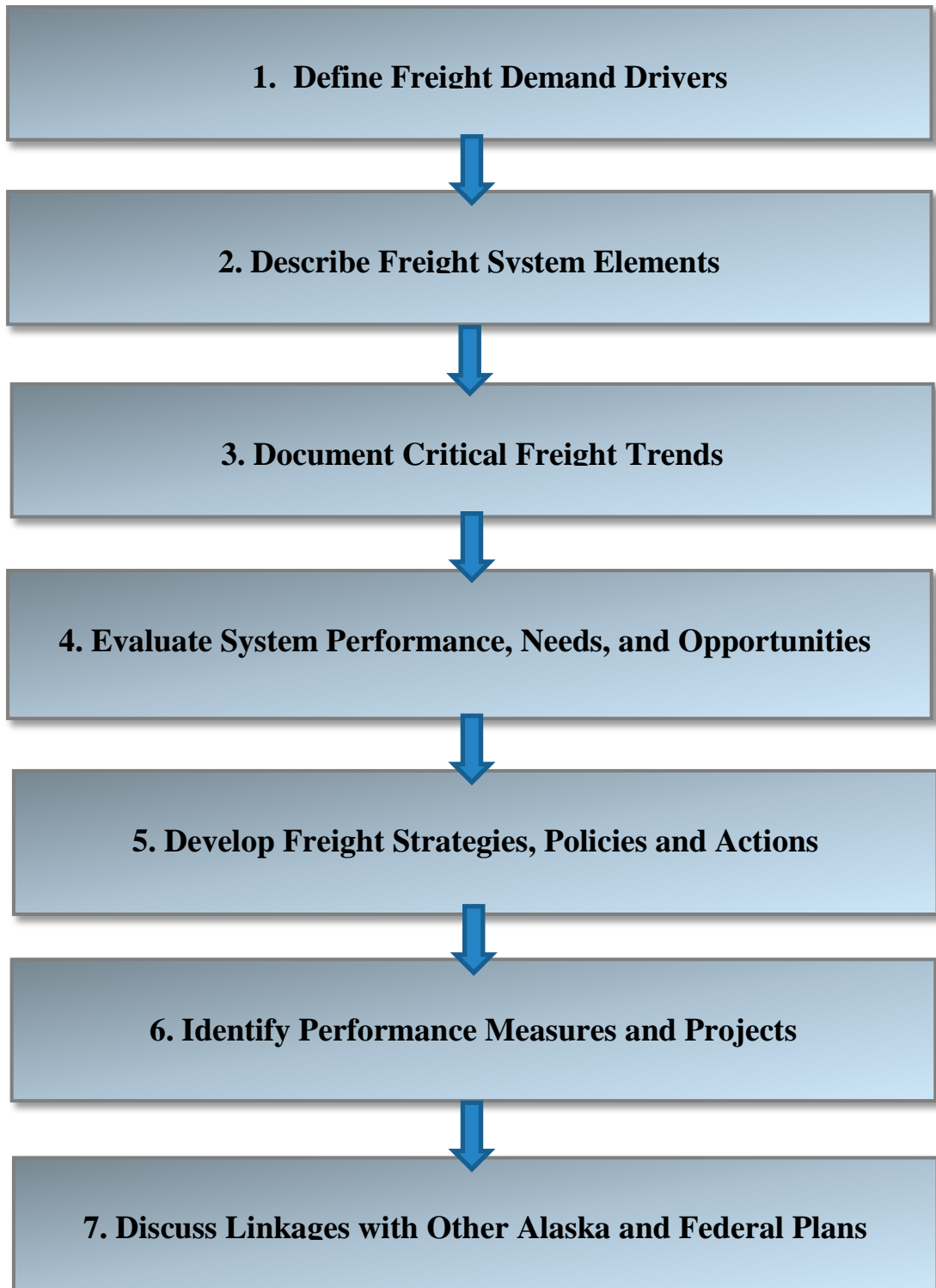
The Freight Element is based on a detailed review of domestic and international commodity flows, economic data, an assessment of Alaska’s freight facility performance, recent freight plans (area and modal), and other information. Stakeholders representing owners, operators, freight service providers, and users of freight facilities were engaged throughout the process, and the public was invited to provide feedback. The Freight Element is based on a systematic data-driven evaluation of the demand for freight transportation and how well it is met today.

The overall structure of the Freight Element is illustrated in Exhibit 1. The primary Freight Element conclusions, which are used as organizing themes for the Freight Element, are summarized in Exhibit 2.



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Exhibit 1: Freight Element Process Diagram



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## Exhibit 2: Primary Freight Element Conclusions

1. **Freight movement in Alaska results from specific demand drivers**, primarily requirements to export natural resources from the state to national and international markets; import consumer goods and industrial supplies from other states and countries; and distribute goods within Alaska over very long supply chains.
2. **Freight demand in Alaska is served by multiple transportation modes: road, air, water, rail, and pipeline**. Each has a critical role in the state’s multi-modal system and must be considered in the context of the entire system.
3. **Alaska’s freight demand drivers are impacted by critical trends**. This plan is based on the high likelihood that the primary trends experienced in recent years impacting freight will continue. These trends include a growing population that is increasingly concentrated in urban areas; rising overall industrial production but high uncertainty regarding future energy production; and increasing seasonal/annual variability in demand due to climate change and other factors. Critical trends, acting on and over Alaska’s freight transportation network, lead to changes in system performance and create both needs and opportunities.
4. **To provide acceptable freight system performance—defined as available, reliable, affordable, timely, safe, and secure—the Freight Element addresses the following needs and opportunities:** bringing more resources efficiently to markets; improving truck access to intermodal facilities (ports, airports, etc.); enhancing freight mobility in growing urbanized areas; maintaining and enhancing critical trade gateway and corridor facilities; maintaining and enhancing critical connections with Alaska’s rural communities; supporting military movements and needs; and doing so with constrained public funds.
5. **The LRTP includes goals, policies, and actions for the freight transportation system**. These align outcomes, plans, and projects based on performance-based resource allocation; manage the system to increase performance and reduce risk; and provide accountability for the expenditure of public funds.
6. **The Freight Element aligns with LRTP goals for performance-based resource allocation** by creating first-generation approaches for freight system performance measurement; freight project prioritization and evaluation; and multi-modal freight investment at a program level.
7. **The Freight Element is a valuable resource** for modal plan development and area/local freight planning, and complies with federal guidance for state freight plans.

## The Alaska LRTP Freight Element Implementation Guidance

This document – the Alaska LRTP Freight Element Implementation Guidance – addresses the following

- Freight Networks and Critical Urban and Rural Connectors
- Freight Projects and Funding Sources
- Ongoing Performance Measurement
- Ongoing Stakeholder Engagement and Plan Refinement
- Appendix A – LRTP Freight Element Executive Summary
- Appendix B – LRTP Freight Element Goals, Policies, and Objectives

As previously noted, the LRTP Freight Element and the Implementation Guidance each satisfy certain elements of Federal guidance for Statewide Freight Plans. The required and recommended components of state freight plans, and where they are addressed, are listed in Exhibit 3.

**Exhibit 3: Federal Guidance and the Alaska Freight Plan (LRTP Freight Element and Implementation Guidance)**

FAST Act Freight Requirements	Where Addressed
1. The Plan shall include an identification of significant freight system trends, needs, and issues with respect to the State.	<i>Freight Element -- Freight Demand Drivers</i> <i>Freight Element -- Freight System Elements</i> <i>Freight Element -- Critical Freight Trends</i> <i>Freight Element -- Performance, Needs and Opportunities</i>
2. The Plan shall include a description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State.	<i>Freight Element -- Goals, Policies, and Actions</i> <i>Freight Element -- Performance Measurement, Prioritization, and Project Evaluation</i>
3. The Plan shall include a listing, when applicable, of: (a) multimodal critical rural freight facilities and corridors designated within the State under section 70103 of this title (b) critical rural and urban freight corridors designated within the State under section 167 of title 23.	<i>Freight Element -- Performance Measurement, Prioritization, and Project Evaluation</i> identifies an Alaska Multimodal Freight Network (AMFN) that includes all major freight facilities that play a significant role in the state’s economy.  <i>Implementation Guidance --</i> Portions of the AMFN corresponding to federal designations defined under FAST are identified and may be periodically updated under separately adopted <i>Alaska Freight Element Implementation Guidance</i> .
4. The Plan shall include a description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of this title and the national highway freight program goals described in section 167 of title 23.	<i>Freight Element -- Relationship with Other Plans and Federal Guidance</i>
5. The Plan shall include a description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of freight movement, were considered.	<i>Freight Element -- Goals, Policies, and Actions</i>

FAST Act Freight Requirements	Where Addressed
<p>6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to substantially deteriorate the condition of the roadways, the Plan shall include a description of improvements that may be required to reduce or impede the deterioration.</p>	<p><i>Freight Element -- Performance, Needs, and Opportunities</i> addresses infrastructure needs and planned improvements associated with natural resource (mineral, oil and gas extraction, timber, etc.) development, including existing roadways as well as potential future roadways.</p> <p><i>Implementation Guidance</i> -- Freight priority projects consistent with this Freight Element, and investment plans to implement them, are identified and may be periodically updated under separately adopted <i>Alaska Freight Element Implementation Guidance</i>.</p>
<p>7. The Plan shall include an inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address the freight mobility issues.</p>	<p><i>Freight Element -- Performance, Needs, and Opportunities</i></p>
<p>8. The Plan shall consider any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay.</p>	<p><i>Freight Element -- Performance, Needs, and Opportunities</i></p> <p><i>Freight Element -- Freight Goals, Policies, and Actions</i></p>
<p>9. The Plan shall include a freight investment plan that, subject to subsection (c)(2), includes a list of priority projects and describes how funds made available to carry out section 167 of title 23 would be invested and matched.</p>	<p><i>Implementation Guidance</i> -- The LRTP does not include projects or investments. Freight priority projects consistent with the LRTP Freight Element, and investment plans to implement them, are identified and may be periodically updated under separately adopted <i>Alaska Freight Element Implementation Guidance</i>.</p>
<p>10. The State Freight Advisory Committee shall be consulted in development of the Plan, if applicable.</p>	<p><i>Implementation Guidance</i> -- The Freight Element was developed with the participation of a Freight Working Group, consisting of diverse public and private sector stakeholders, as part of the larger public involvement process guiding development of the full LRTP. The Freight Working Group will be a continuing resource for freight planning, as outlined in the <i>Alaska Freight Element Implementation Guidance</i>.</p>

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## FREIGHT NETWORKS AND CRITICAL URBAN AND RURAL CONNECTORS

**The LRTP Freight Element identified a recommended Alaska Multimodal Freight Network. Portions of this Freight Network (the interstate highways) have already been designated as part of the National Highway Freight Network (NHFN) by the Federal Highway Administration. Alaska has the opportunity to designate additional NHFN mileage, in the form of critical urban and rural connectors. The Alaska Multimodal Freight Network and Alaska’s NHFN connector designations are designated in this Implementation Guidance, and may be updated in future Guidance.**

As discussed in the LRTP Freight Element, the Alaska Multimodal Freight Network (the Freight Network) emphasizes transportation infrastructure that plays a critical role in supporting the economy of the state, allowing it to export valuable natural resources and import indispensable consumer products that improve quality of life. Links and nodes were selected as part of this network because they handle significant quantities of freight, in tonnages or value, without which large segments of the state’s economy could not operate.

Identifying a Freight Network does not imply that the remainder of the freight infrastructure in the state is unimportant. The Freight Network includes primarily major facilities, corridors, and connectors, but it also recognizes that last-mile deliveries to smaller communities, through small ports and small airport and landing strips, are essential. Issues and needs for smaller facilities will become obvious to their users without the need for ongoing performance monitoring at a system level. The initially defined Freight Network, shown in Exhibit 4 following, is composed of the following:

- Highways
  - Parks Highway; Seward Highway; Sterling Highway; Dalton Highway; Richardson Highway; Glenn Highway; Alaskan Highway; Klondike Highway; Haines Highway
  - Steese Expressway and Airport Way in Fairbanks
  - Minnesota Drive, International Airport Road, C Street, and Ocean Dock Road in Anchorage
- Seaports that handle more than 140,000 tons per year (which represent 98% of all seaports in the state),<sup>1</sup> plus other strategically important seaports
- Airports that handle more than 1,500 tons per year (which represent 88% of all air cargo tons handled in the state)<sup>2</sup>
- Alaska Pipeline
- Alaska Railroad

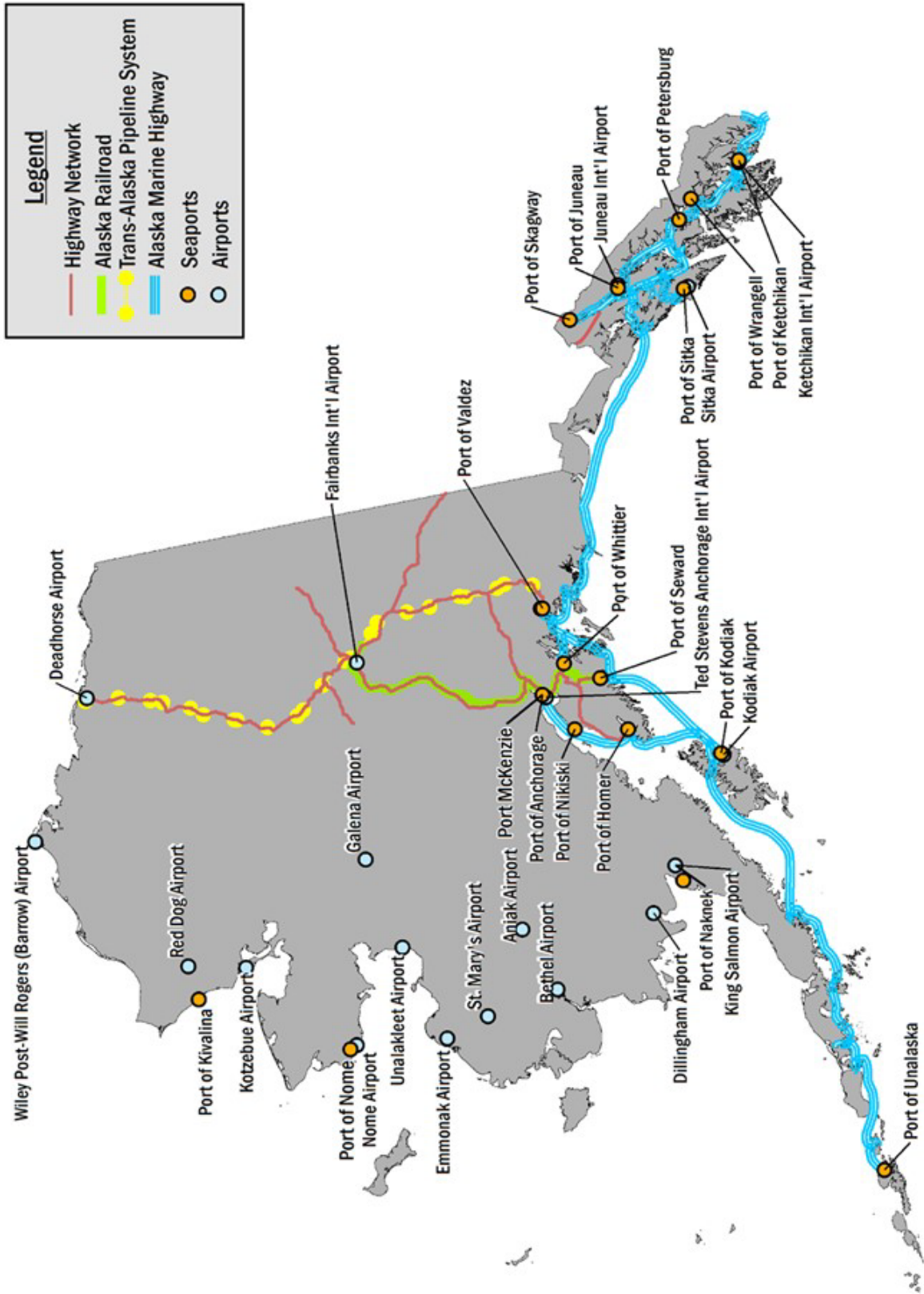
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<sup>1</sup> As reported in the U.S. Army Corps of Engineers Waterway Data

<sup>2</sup> As reported in the Bureau of Transportation Statistic’s T-100 Data

- 
- Alaska Marine Highway, navigable Coastal Corridors, and navigable Inland Waterways

Exhibit 4: Initial Alaska Multimodal Freight Network

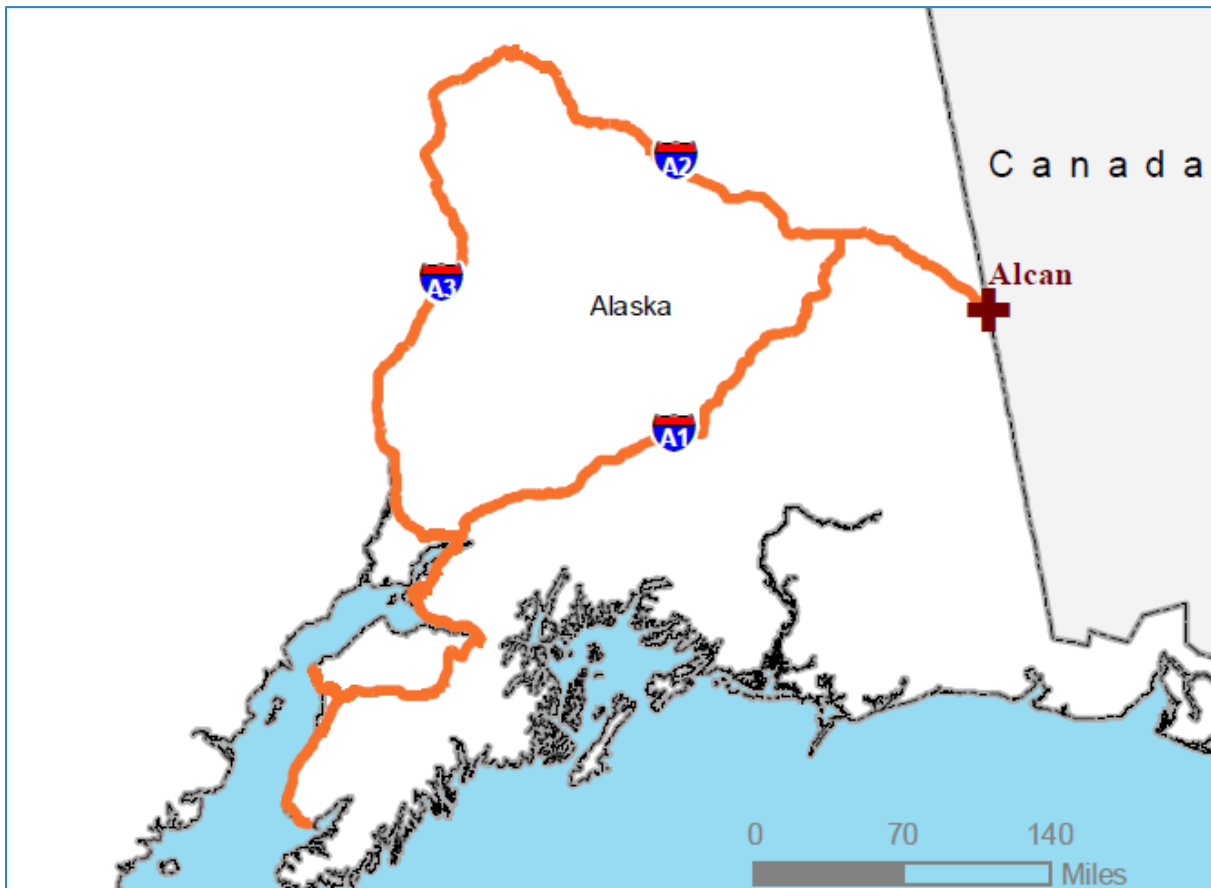


Source: WSP | Parsons Brinckerhoff

The Alaska Multimodal Freight Network is conceived as a “living” system that can be amended as needed, through updates to Freight Element Implementation Guidance or other appropriate mechanisms.

Separately, under the FAST Act, the US Department of Transportation designated a National Highway Freight Network (NHFN) and a National Multimodal Freight Network, shown in Exhibit 5. The NHFN was designed to assist in the targeting of the FAST Act’s National Highway Freight Program (NHFP) funds (\$6.2 billion over 5 years nationally); at least 90% of NHFP funds must be spent on NHFN facilities.

**Exhibit 5: Map of Federally-Designated Portions of Alaska’s National Highway Freight Network**



*Source: US Department of Transportation*

These two networks – the Alaska Multimodal Freight Network and the National Highway Freight Network – are complementary, but serve very different purposes. The Alaska Multimodal Freight Network documents a full “universe” of critical freight infrastructure, including all modes, without mileage restrictions; it depicts, as a whole, the key freight system elements that Alaska’s public and private sectors manage, plan, and (where appropriate) improve. The National Highway Freight Network, on the other hand, is limited to highways and is mileage-restricted; it is intended to depict only the highway system mileage eligible for NHFP funding under the FAST Act. Exhibit 6 provides a tabulation of the Federally-designated portions of the NHFN in Alaska.



**Exhibit 6: Table of Federally-Designated Portions of the National Highway Freight Network in Alaska**

PRIMARY HIGHWAY FREIGHT SYSTEM (PHFS) ROUTES				
State	Route No	Start Point	End Point	Length (Miles)
AK	5th Ave	Glenn Hwy	L St	1.17
AK	6th Ave	L St	Glenn Hwy	1.10
AK	Airport Wy	Parks Hwy	Richardson Hwy	3.92
AK	Geist Rd	Parks Hwy	Johansen Exwy	1.16
AK	I St	Minnesota Dr	5th Ave	1.15
AK	Sterling, Seward, Glenn, Richardson, Tok Cut-off, Alaska Hwys	Kenai Spur Rd	AK/YT Line	554.99
AK	Richardson Hwy	Mitchell Exwy	Tok Cut-off Rd	203.74
AK	Parks Hwy, Mitchell Exwy	Glenn Hwy	Richardson Hwy	322.53
AK	Johansen Exwy	Geist Rd	Steese Hwy	4.39
AK	L St	Minnesota Dr	5th Ave	0.86
AK	Minnesota Dr	Seward Hwy	L St	7.39
AK	Sterling Hwy	Kenai Spur Rd	Homer - Point Lions Ferry	75.62
AK	Gambell St	5 <sup>th</sup> Ave	Seward Hwy	1.63
AK	Steese Hwy	Richardson Hwy	Johansen Exwy	3.05
AK	Tudor Rd, Muldoon Rd	Minnesota Dr	Glenn Hwy	9.09
AK	University Ave	Mitchell Exwy	Airport Wy	0.79
<b>Subtotal</b>				<b>1192.59</b>
PHFS INTERMODAL CONNECTORS				
State	Facility ID	Facility Name	Facility Description	Length (Miles)
AK	AK15P	Port of Nenana	From Parks Hwy via 6th St, Nenana St, Front St, Dock Rd	0.91
AK	AK17A	Kenai Airport	Served indirectly (Proximate Connection) from the Kenai Spur Rd NHS Intermodal Port Connector Route	10.49
AK	AK18P	Port Nikiski – Kenai	From Sterling Hwy via Kenai Spur Rd, Nikisha Beach Rd	12.63
AK	AK1P	Port of Anchorage	From 6th Av via A St/C St couplet, C St, Ocean Dock Rd	1.12
AK	AK2A	Anchorage International Airport	From Minnesota Dr. via International Airport Rd, Airport arrival ramp, Airport departure ramp	2.00
AK	AK3A	Fairbanks International Airport	From Parks Hwy via Airport Way, Wien Rd, Wein NB-Airport Way EB ramp	2.50
<b>Subtotal</b>				<b>29.65</b>
<b>PHFS Total</b>				<b>1222.23</b>
INTERSTATE NOT ON THE PHFS				
State	Route No	Start Point	End Point	Length (Miles)
<b>INTERSTATE NON-PHFS Total</b>				<b>0</b>
CRITICAL RURAL FREIGHT CORRIDORS (CRFC)				
State	Facility ID	Start Point	End Point	Length (Miles)
TBD				TBD
<b>CRFC Total</b>				<b>TBD</b>
CRITICAL URBAN FREIGHT CORRIDORS (CUFC)				
State	Facility ID	Start Point	End Point	Length (Miles)
TBD				TBD
<b>CUFC Total</b>				<b>TBD</b>



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The NHFN consists of not only of the federally-designated components (primary highway freight connectors, intermodal connectors, and remainder of the interstate system), but also two additional components:

- Critical Rural Freight (highway) corridors, which are to be designated by states
- Critical Urban Freight (highway) corridors, which are to be designated by MPOs and states (lead agency based on urban area population)

Alaska has the opportunity to designate 244.45 miles of Critical Rural Freight Connector (CRFC) mileage and 122.22 miles of Critical Urban Freight Connector (CUFC) mileage to the NHFS, and FHWA offers the following guidance<sup>3</sup> for these designations.

#### Exhibit 7: Requirements for Designating a Critical Rural Freight Connector

**Question 1:** What are the requirements for designating a CRFC?

**Answer 1:** 23 U.S.C. 167(e) identifies the requirements for designating CRFCs. A State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area (see Question 3 for more details), and meets one or more of the following seven elements:

(A) is a [rural principal arterial](#) roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks ([Federal Highway Administration vehicle class 8 to 13](#));

(B) provides access to energy exploration, development, installation, or production areas;

(C) connects the PHFS or the Interstate System to facilities that handle more than:

1. 50,000 20-foot equivalent units per year; or
2. 500,000 tons per year of bulk commodities;

(D) provides access to:

1. a grain elevator;
2. an agricultural facility;
3. a mining facility;
4. a forestry facility; or
5. an intermodal facility;

(E) connects to an international port of entry;

(F) provides access to significant air, rail, water, or other freight facilities in the State; or

(G) is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

First and last mile connectivity is essential to an efficiently functioning freight system. These public roads provide immediate links between such freight generators as manufacturers, distribution points, rail intermodal and port facilities and a distribution pathway. FHWA encourages States, when making CRFC designations, to consider first or last mile connector routes from high-volume freight corridors to key rural freight facilities, including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities.

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<sup>3</sup> [https://ops.fhwa.dot.gov/fastact/crfc/sec\\_1116\\_gdnce.htm](https://ops.fhwa.dot.gov/fastact/crfc/sec_1116_gdnce.htm)

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## Exhibit 8: Requirements for Designating a Critical Rural Freight Connector

**Question 2:** What are the requirements for designating a CUFC?

**Answer 2:** 23 U.S.C. 167(f) identifies the requirements for designating CUFCs. In an urbanized area with a population of 500,000 or more individuals, the MPO, in consultation with the State, may designate a CUFC. In an urbanized area with a population of less than 500,000 individuals, the State, in consultation with the MPO, may designate a CUFC.

A public road designated as a CUFC must be in an urbanized area, regardless of whether the population is above or below 500,000 individuals (see Question 3 for more details), and meet one or more of the following four elements:

(A) connects an intermodal facility to:

1. the PHFS;
2. the Interstate System; or
3. an intermodal freight facility;

(B) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

(C) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

(D) is important to the movement of freight within the region, as determined by the MPO or the State.

FHWA encourages States, when making CUFC designations, to consider first or last mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land.

## Exhibit 9: Applicability of Rural and Urban Designations

**Question 3:** How do the rural and urban designations influence how CRFC and CUFC routes are designated?

**Answer 3:** [Urbanized areas](#) with a population of 500,000 or more (For the list of 2010 urban areas visit the [2010 Census Urban and Rural Classification and Urban Area Criteria webpage](#)) define which partner will take the lead in designating the CUFC routes. In an urbanized area with a population of more than 500,000, the MPO, in consultation with the State, is responsible for designating the CUFC. In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating the CUFC.

The minimum population for an urbanized area is 50,000, as defined by the Census Bureau. Being located inside or outside an [adjusted urbanized boundary](#) determines whether the public road can be designated as a CRFC or a CUFC. CUFC routes must be within the adjusted boundaries of an urbanized area. CRFC routes must be outside the adjusted boundaries of any urbanized area.

As designated in the 2010 Census, Alaska has two designated urban areas (population of 50,000 or more) – Anchorage and Fairbanks. Neither has a population greater than 500,000, so “the state in consultation with the MPO” (AMATS and FMATS) is responsible for designating the CUFC mileage. The state is responsible for designating the CRFC mileage.

Given the limitations on mileage, defining the CUFC and CRFC mileage on the basis of quantitative or performance based standards is impractical. Any such standards would have to be calibrated to produce the required number of system miles, leading inevitably to a patchwork of routes and segments without logical connections. The distance from Fairbanks to Prudhoe Bay via the Steese/Elliott/Dalton Highways, by itself, is 500 miles – more than twice the available CRFC mileage. Therefore, the selection of NHFN mileage must be targeted to: a) highway segments with near-term critical needs; and/or b) identified project opportunities where NHFP funding will likely be applied.

In 2017, Alaska intends to establish the connector designations and associated mileages shown in Exhibit 10 and Exhibit 11.

**Exhibit 10: Alaska-Designated Rural Connector Mileage for the National Highway Freight Network**

Mileage	Description
235	Dalton Highway MP 0-235 (proposed)
<b>235 Total Miles</b>	

**Exhibit 11: Alaska-Designated Urban Connector Mileage for the National Highway Freight Network**

Mileage	Description
<b>Fairbanks Urban Area</b>	
	None
<b>Anchorage Urban Area</b>	
<b>0 Total Miles</b>	

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## FREIGHT PROJECTS AND FUNDING SOURCES

**The Alaska LRTP is not designed to identify projects and investments, but as Federal guidance for state freight plans requires an investment element, this Implementation Guidance defines the planned uses of National Highway Freight Program funds, and additionally identifies other project investment opportunities.**

Alaska’s freight system owners and operators – both public and private – have made considerable investments in infrastructure development, expansion, and maintenance, through a combination of federal funds, other public funds, revenue streams, and private capital investment. The FAST Act has provided a new source of freight funding – the National Highway Freight Program.

- The NHFP is funded at \$6.2 billion over five fiscal years, and funds are available for obligation for up to four years (three years after the first day of the fiscal year for which funds are authorized).
- The federal share of NHFP funded projects is generally 80%, except for interstate non-single occupancy improvements, safety improvements, and certain other projects where a higher federal share may be authorized.
- As of December 4, 2017, projects using NHFS funds must be identified on an adopted and approved State Freight Plan. Projects must be identified in the STIP/TIP, and must be consistent with long range state and metropolitan transportation plans.
- Up to 10% of NHFP funds may be spent within the boundaries of ports and rail terminals to “facilitate direct intermodal interchange, transfer, and access.” A minimum of 90% must be spent on facilities that are designated as part of the NHFS; this includes not only highway improvements, but also highway/rail grade separations, information and management systems, etc. Eligible projects and other NHFP program features are described in FAST Act guidance<sup>4</sup> quoted in part below.

***Eligible Projects:*** *Eligible projects shall contribute to the efficient movement of freight on the NHFN, and be identified in a freight investment plan included in a SFP (required in FY 2018 and beyond). NHFP funds may be obligated for one or more of the following:*

1. *Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.*
2. *Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.*
3. *Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.*
4. *Efforts to reduce the environmental impacts of freight movement.*
5. *Environmental and community mitigation for freight movement.*
6. *Railway-highway grade separation.*
7. *Geometric improvements to interchanges and ramps.*
8. *Truck-only lanes.*

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<sup>4</sup> See [https://ops.fhwa.dot.gov/freight/pol\\_plng\\_finance/policy/fastact/s1116nhfpguidance/](https://ops.fhwa.dot.gov/freight/pol_plng_finance/policy/fastact/s1116nhfpguidance/)

9. Climbing and runaway truck lanes.
10. Adding or widening of shoulders.
11. Truck parking facilities eligible for funding under section 1401 of MAP-21
12. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
13. Electronic screening and credentialing systems for vehicles, including weigh-in-motion truck inspection technologies.
14. Traffic signal optimization, including synchronized and adaptive signals.
15. Work zone management and information systems.
16. Highway ramp metering.
17. Electronic cargo and border security technologies that improve truck freight movement.
18. Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
19. Additional road capacity to address highway freight bottlenecks.
20. Physical separation of passenger vehicles from commercial motor freight.
21. Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
22. A highway or bridge project to improve the flow of freight on the NHFN.

*In addition, any surface transportation project to improve the flow of freight into and out of a freight intermodal or freight rail facility is an eligible project. 23 U.S.C. 167(i)(5)(C). In accordance with 23 U.S.C. 167 (i)(5)(B), there is a cap on the use of NHFP apportioned funding for these freight intermodal or freight rail projects: For each fiscal year, a State may obligate not more than 10 percent of the total State apportionment under NHFP for these types of projects. These projects include those within the boundaries of public or private freight rail or water facilities (including ports), and that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.*

*In addition to the eligible projects identified above, a State may use apportioned funds for carrying out diesel retrofit or alternative fuel projects under section 149 for class 8 vehicles; and for the necessary costs of conducting analyses and data collection related to the NHFP, developing and updating freight performance targets, and reporting to the FHWA Administrator to comply with the freight performance targets established pursuant to 23 U.S.C. 150.*

Each state’s allocation of these NHFP funds is proportional to its share of total FAST Act funding. Alaska’s estimated apportionment of FAST Act funds is approximately 1.28% of the national total in each funding year.<sup>5</sup> Applying the apportionment estimate to the program funds in each year yields the following estimate of available NHFP funds for Alaska.

**Exhibit 12: Estimated NHFP Funds for Alaska by Program Year**

	National Total	Alaska Total (1.28%)	Min. for NHFN (90% of )	Max. for Intermodal (10%)
FY 2016	\$1,140,250,003	\$14,599,431	\$13,139,488	\$1,459,943
FY 2017	\$1,090,673,914	\$13,964,673	\$12,568,206	\$1,396,467
FY 2018	\$1,189,826,092	\$15,234,189	\$13,710,770	\$1,523,419
FY 2019	\$1,338,554,353	\$17,138,463	\$15,424,616	\$1,713,846
FY 2020	\$1,487,282,615	\$19,042,736	\$17,138,463	\$1,904,274
<b>TOTAL</b>	<b>\$6,246,586,977</b>	<b>\$79,979,492</b>	<b>\$71,981,543</b>	<b>\$7,997,949</b>

<sup>5</sup> See <https://www.fhwa.dot.gov/fastact/funding.cfm> for apportionment details

Alaska’s freight infrastructure opportunities and needs, as identified in the LRTP Freight Element, will require far more than the \$80 million made available from the NHFP. Nevertheless, the NHFP funds will have a positive impact by advancing a number of high-priority projects. Exhibit 13 below contains a list of identified near-term freight project opportunities. The list was developed by Alaska DOT&PF, which requested input (through the Plan’s Freight Working Group) from a diverse range of stakeholder including AMATS, FMATS, the Alaska Railroad Corporation (ARRC), Fairbanks International Airport, Ted Stevens Anchorage International Airport, and the Port of Anchorage. While only a limited number of these projects can be funded through the NHFP, it is important to recognize the full list of opportunities, many of which may be advanced through other means. The long list of suggested possibilities, listed alphabetically by proposing agency, is shown below.

**Exhibit 13: “Long List” of Potential Projects for NHFS Funding**

Identified by	Project Description	Eligible as Primary HFN, Designated / Potential Connector, or Intermodal	Estimated Cost	Currently on STIP/TIP?
DOT&PF	Sterling Highway MP60-79 Passing Lanes	Primary HFN	\$76.8M	Yes
	Dalton Highway MP 0-9 Reconstruction	Rural Connector	\$40.7 M	Yes
	Dalton Highway MP 18-25 Reconstruction	Rural Connector	\$25.0 M	Yes
	Dalton Highway MP 18-37 Reconstruction	Rural Connector	\$26.0 M	Yes
	Dalton Highway MP 109-120 Reconstruction	Rural Connector	\$27.0 M	Yes
	Dalton Highway MP 109-144 Reconstruction	Rural Connector	\$27.0 M	Yes
	Dalton Highway MP 120-135 Reconstruction	Rural Connector	\$25.0 M	Yes
	Dalton Highway MP 209-222 Reconstruction	Rural Connector	\$23.0 M	Yes
	Dalton Highway MP 209-235 Reconstruction	Rural Connector	\$46.0 M	Yes
	Dalton Highway MP 222-235 Reconstruction	Rural Connector	\$26.0 M	Yes
	Dalton Highway MP 265 Bridge Replacement	Rural Connector	\$4.5 M	Yes
	Dalton Highway MP 289-305 Reconstruction	Rural Connector	\$34.5 M	Yes
	Dalton Highway MP 305-315 Reconstruction	Rural Connector	\$28.5 M	Yes
	Dalton Highway MP 305-335 Reconstruction	Rural Connector	\$29.5 M	Yes
	Dalton Highway MP 315-325 Reconstruction	Rural Connector	\$30.6 M	Yes
	Dalton Highway MP 362-370 Reconstruction	Rural Connector	\$37.5 M	Yes
	Dalton Highway MP 362-414 Reconstruction	Rural Connector	\$21.0 M	Yes
ARRC	Bird Point Siding/Seward Hwy Bridge Expansion	Primary HFN	\$17 M	No
	Whittier Marginal Wharf Reconstruction	NHFS Intermodal	\$25-40 M	No
	Anchorage Intermodal Yard Improvements	NHFS Intermodal	\$12-15 M	No
	Fairbanks Intermodal Yard Improvements	NHFS Intermodal	\$20 M	No
	Whittier Street Grade Crossing Elimination	Rural Connector	\$20-30 M	No



**Exhibit 13: “Long List” of Potential Projects for NHFS Funding (continued)**

Identified by	Project Description	Eligible as Primary HFN, Designated / Potential Connector, or Intermodal	Estimated Cost	Currently on STIP/TIP?
AMATS, Port of Anchorage	Seward Hwy/Glenn Hwy Connection Phase II	Primary HFN	\$994.7 M	Yes
	Seward Hwy/Glenn Hwy Connection Phase III-A	Primary HFN	\$3,380.8 M	No
	Seward Hwy/Glenn Hwy Connection Phase III-B	Primary HFN	\$1,117.6 M	No
	Seward Hwy/Glenn Hwy Connection Phase III-C	Primary HFN	\$1,816.1 M	No
	Glenn Hwy HOV and Ship Creek Bridge	Primary HFN	\$400.7 M	No
	Glenn Hwy/Farm Ave Slip Ramp, Eagle River	Urban Connector	\$279.5 M	No
	Business Blvd Extension, Eagle River	Urban Connector	\$174.2 M	No
	Glenn Hwy/Old Glenn Hwy/Peters Creek, Eagle River	Urban Connector	\$307.3 M	Yes
FMATS	Richardson Highway MP 353-357 Access/Safety	Primary HFN	\$33.7 M	Yes
	University Ave Rehab (Thomas St to Chena River)	Urban Connector	\$34.2 M	Yes
	University Ave Rehab (Chena River to Parks Hwy)	Primary HFN	\$15.0 M	Yes
	Steese Highway and 3rd Street Widening	Urban Connector	\$12.9 M	Yes
	Richardson Hwy MP 359 Rail Grade Separation	Primary HFN	\$36.0 M	Yes
	Steese Expwy/ Johansen Expwy Interchange	Primary HFN	\$36.0 M	Yes
	Richardson Highway MP 351 Interchange: HSIP	Primary HFN	\$21.9 M	Yes
	Johansen Expressway/ Danby Road Interchange	Primary HFN	\$25.9 M	No
	Richardson Hwy MP 350-353 Access Improvements	Primary HFN	\$36.4 M	No

This “long list” was reviewed with the proposing agencies. Based on their input, and on Alaska DOT&PF’s goal of balancing investments across geographies, modes, and freight activities to address the needs and opportunities identified in the LRTP Freight Element, a plan for utilizing Alaska’s NHFP funds was developed. Several submitted projects did not meet the eligibility criteria for NHFP funding and do not appear in the long list. Routes not shown as Primary HFN would need to be designated as CUFC or CRFC in order for them to be considered for NHFP fund utilization. Exhibit 14 summarizes this Utilization Plan and includes descriptions of projects, NHFN consistency, STIP/TIP/funding-constrained plan consistency, planned NHFN expenditures by year, amount of local matching funds, and source/status of matching funds.

This Utilization Plan is consistent with the designation of CUFC and CURC mileage designated by Alaska; all planned projects are on the NHFN, or at NHFN intermodal facilities. This Utilization Plan, and corresponding designations of CUFC and CURC mileage, may be periodically amended.

**Exhibit 14: Planned Utilization of Alaska's NHFP Funds**

<b>Funding Year</b>	<b>Project and Location</b>	<b>NHFS Funding Allocation</b>	<b>Source of Committed Matching Funds</b>	<b>Inclusion on Funding Constrained Plan</b>
FY16-17	Sterling Highway MP 60-79 (PFN)	\$28,015,342	\$1,979,671 State GF	Yes STIP NID 11921
FY18	Sterling Highway MP 60-79 (PFN)	\$15,234,189	\$1,066,393 State GF	Yes STIP NID 11921
FY19-20	Dalton Highway MP 222-235 (CRFC)	\$16,000,000	\$1,120,000 State GF	Yes STIP NID 30286
	Sterling Highway MP 60-79 (PFN)	\$16,372,652	\$1,146,086 State GF	Yes STIP NID 11921
FY21-22	Dalton Highway MP 222-235 (CRFC)	10,000,000	\$700,000 State GF	Yes STIP NID 30286
	Dalton Highway MP 0-9 (CRFC)	\$28,085,472	\$1,965,983 State GF	Yes STIP NID 22453

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## ONGOING FREIGHT PERFORMANCE MEASUREMENT

**The LRTP Freight Element identified first-generation and potential next-generation mechanisms for performance measurement. This Implementation Guidance establishes certain measures as a matter of policy, and anticipates the continuing evolution of these measures in the future.**

The need for, and value of, performance measurement is addressed at length in the LRTP Freight Element. At the highest level, Alaska’s freight transportation system must be evaluated against the overall goal “to maintain and improve Alaska’s multi-modal freight transportation system, providing an acceptable level of performance in light of anticipated population growth, desired economic expansion, and known or anticipated risks.” This Implementation Guidance establishes two methods of freight system performance measurement.

- The first is the mandated federal requirement. Recent Federal guidance has specified that beginning in 2018, states must report freight performance over their interstate facilities, along with their annual submittal of Highway Performance Monitoring System (HPMS). The federal measure consists of a Truck Travel Time Reliability Index, to be calculated for interstate facilities using the National Performance Management Research Data Set (NPMRDS) or comparable data. The federal TTR metric incorporates travel speed, segment length, and measurement period (AM peak, PM peak, etc.) considerations.
- The second represents an expanded use of the NPMRDS. As a demonstration analysis, the NPMRDS information was used to identify the travel times of trucks along key road segments in Alaska, every 15 minutes, from October 1, 2015 to September 30, 2016. Travel speeds were recorded by segment for every hour of the day, and ratios between uncongested and congested travel speeds by segment were calculated. This ratio represents a Planning Travel Time Index; the higher the index, the greater the difference between uncongested and congested speeds. The data therefore supports measurement of three basic performance indicators: overall speed; congested (low speed) locations; and low-reliability locations (where the Planning Travel Time Index is high). For this study we define this index as the ratio of the 95th Percentile Travel Time to 50th Percentile Travel Time. Results are displayed as point measurements for simplicity. These points are located at the start or end of the roadway segment being analyzed.

Each approach has value. The federal metric is required for compliance, while the expanded analysis provides useful data for each network segment in the entire NPMRDS (not just interstates) with a simple and straightforward calculation. Under this Implementation Guidance, Alaska will pursue both measurement strategies; the second has already been calculated for the period October 1, 2015 to September 30, 2016.

To advance LRTP actions related to performance-based planning, and to look beyond the constraints of NPMRDS-based performance measures that address only truck travel time speed, the Freight Element has formulated a set of potential next-generation performance measures. These are not formally

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adopted in this Implementation Guidance, but may be adopted in future guidance. Potential measures may address:

- **Availability** measures whether a modal service is available to a community. Measures could include number/share of communities served by a given mode; number/share of residents served by a given mode; and number/share of freight-intensive business establishment locations served by a given mode. All of these measures could be calculated from available information.
- **Utilization** measures the cargo volumes moving through freight facilities and networks. For Alaska this could include the following: truck tonnage and value; rail tonnage and value; air cargo tonnage and value; port and waterway tonnage and value; and pipeline tonnage and value.
- **Infrastructure condition** affects the costs and reliability of moving goods throughout the state, which in turn affects trade and economic activity. Key measures could include pavement and bridge condition, structural condition of port facilities and rail infrastructure, etc.
- **Infrastructure safety and security** measures could include fatal crashes, injury crashes, property damage crashes, and other incidents involving freight vehicles (trucks, trains, vessels, and aircraft).
- **Reliability and Resiliency** measures include door-to-door on-time performance, risk of temporary or sustained disruption, possibility that a service may not be available within a given planning horizon, risk of losing connectivity or service due to reliance on a single mode, etc. In repeated surveys, freight shippers rank reliability as the most important factor in freight transportation logistics decisions. Measures could include highway travel time reliability (similar to the example analyses presented earlier) and number/duration of highway closure events (should be available from existing data); port and airport delivery reliability (vessel arrivals and departures versus schedule) and number/duration of closure events, which should be available from ports and airports; and rail delivery reliability (train arrivals and departures versus schedule) and number/duration of closure events, which should be available from the Alaska Railroad. Essentially, this would provide a systematic mechanism for bottleneck identification across all Alaska freight modes and geographic regions.
- **Cost** measures include prices paid for transportation services, inventory, “buffering” against risks, and premiums paid because a preferred mode is not available (e.g., where air is used because trucking or water services are not provided). Useful transportation cost data is challenging to develop and would require new techniques (for example, perhaps confidential rate surveys of key freight facilities, shippers, and carriers) but represents a critically important benchmark. Response resistance and confidentiality issues would need to be successfully addressed.
- **Speed and Travel Time** is the total end-to-end delivery time. Some freight (for example, perishables) requires speed as a top priority, and shippers will pay premium prices for the fastest available services; other freight (for example, coal or stone) is less concerned with speed and more with price, and shippers will prefer slower modes at lower prices. Travel speed is most important for time-sensitive freight, which is typically moving by truck or air. The NPMRDS data on average travel

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speed, combined with improved truck counts (e.g., regular, systematic, and at more locations) would allow for the accurate estimation of average travel speeds in key trucking corridors. For air cargo, aircraft arrival and departure data would provide the needed information. It is more difficult to obtain the total end-to-end delivery time, including time outside of trucks or aircraft for pick-up, drop-off, waiting at terminals, etc. For this, the best approach might be a shipper or customer survey program that could address all modes and would not have to be limited to truck or air shipments. As with cost, response resistance and confidentiality issues would need to be successfully addressed.

- **Cargo Safety and Security** measures address the risk of loss, breakage, tampering, loss of visibility, or other loss of value during the shipment process. Crash and incident data should be available for highways, airports, ports, railroad, and pipeline modes. Carriers and insurance companies would have additional information, but may not be positioned to release it. The promise of confidentiality, and care in aggregation, might help address any concerns.
- **Environmental measures** could address criteria pollutant emissions for greenhouse gases, nitrogen oxide, volatile organic compounds, particulate matter, and ozone from the totality of freight operations across all modes and facilities.

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## ONGOING STAKEHOLDER ENGAGEMENT AND PLAN REFINEMENT

**The Alaska Freight Plan was developed with substantial input and guidance from a diverse Freight Working Group. This Implementation Guidance confirms the Freight Working Group as a continuing resource that DOT&PF can draw upon for future input on freight issues, including revisions to the LRTP Freight Element and this Implementation Guidance.**

The Alaska LRTP was developed with a robust program of stakeholder engagement. To specifically address freight issues, a Freight Working Group (FWG) was established. There were three in-person meetings of the full FWG during preparation of the draft LRTP Freight Element, and additionally many FWG members were interviewed at length. As the LRTP Freight Element was finalized and the Implementation Guidance developed, the FWG was convened several times via teleconference.

While the roster of FWG participants has evolved over the course of plan development, the core member organizations have included:

- Alaska Department of Transportation and Public Facilities (multiple geographic and modal divisions)
- US Army Corps of Engineers
- US Department of Defense
- USDOT Federal Highway Administration
- Alaska Industrial Development and Export Authority
- Alaska Railroad Corporation
- Alaska Trucking Association
- Alaska Air Carriers Association
- FedEx
- Port of Anchorage
- Crowley Maritime
- Association of Village Council Presidents
- Anchorage Metropolitan Area Transportation Solutions (MPO)
- Fairbanks Metropolitan Area Transportation Study (MPO)

Looking forward, Alaska DOT&PF intends to use the FWG members as a continuing resource for consultation on freight planning issues, including but not limited to future updates of this Implementation Guidance and the LRTP Freight Element. Member agencies will be continuously evaluated to ensure broad representation across the diverse spectrum of public and private freight stakeholders in Alaska.

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## **Appendix A: Alaska LRTP Freight Element Summary**

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The Freight Element of the Alaska Long-Range Transportation Plan (LRTP) addresses comprehensively Alaska’s major freight transportation modes: truck, air, water, rail, and pipeline. Special attention is paid to the critical role that Alaska’s freight transportation system plays in the State’s economy. The Freight Element:

- Identifies and supports strategies, policies and actions to achieve Alaska’s economic development and transportation goals
- Addresses federal guidance (established in the Fixing America’s Surface Transportation [FAST] Act) for preparation of Statewide Freight Plans. The FAST Act calls for State Freight Plans to identify the intended use of National Highway Freight Program funds; the LRTP does not contain projects, so this information is presented in separate Freight Investment Element Implementation Guidance. Together, the two documents – the Freight Element and the Implementation Guidance -- satisfy federal requirements.

While Alaska has addressed freight transportation in many prior studies and plans—such as modal system plans, facility development plans, metropolitan plans, and area plans—this is the first time that Alaska’s freight transportation has been examined systematically and multi-modally in the context of long-range statewide transportation planning.

Key findings from the Freight Element are summarized below.

## **The Critical Role of Freight Movement in Alaska**

Freight movement was critical to Alaska’s initial settlement and development, and it remains extremely important today. Over 90% of discretionary revenues collected by the State come from the production of petroleum, and large shares of the State’s workforce and wages are directly linked to freight-dependent industries. Alaska has large quantities of petroleum, zinc, coal, copper, gold, rare earth metals, and other valuable commodities that are in high demand around the world. Mining and fishing are key industries that provide employment for many Alaskans. Almost all of these products are exported to other states and countries. Alaska produces few of the consumer goods its workforce and population require, so these goods must be imported from other states and countries. As a result, Alaska’s overall economy and quality of life depend on freight transportation “supply chains” that span the State, the nation, and the world.

Alaska’s size and geography pose unique challenges for the freight transportation system of the state. Much of Alaska’s freight is generated by remote resource extraction industries that require long transportation and service corridors, such as the Dalton Highway and the Trans-Alaska Pipeline System, through sparsely developed regions. Most of the population lives along the triangle created by Anchorage, Fairbanks, and Juneau, and these cities attract the bulk of consumer goods that enter the state and are connected by major seaport, airport, and rail infrastructure, and also serve as hubs for truck transportation. Hundreds of smaller cities and communities are also located throughout Alaska’s vast geographic area. Many of these communities are not connected to the road network and require basic goods such as food and fuel to be brought long distances by air or barge. The Essential Air Service



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Program and Bypass Mail Program provide subsidies to resupply these communities with much needed goods. The costs associated with importing and distributing basic consumer goods results in consumer prices that are far above national averages, especially in Alaska’s remote low population areas.

To serve its industries, population, and military/government facilities, the state of Alaska has invested heavily in its freight transportation infrastructure. The state has large seaports that handle containerized inbound cargo at Anchorage and other places, and seaports with specialized facilities to handle bulk commodities at Valdez, Nikiski, Seward, and elsewhere. It has two main international airports that serve as hubs for goods to reach remote airports and airstrips throughout the state, and many smaller airports serving other communities. Highways connect the main cities, while smaller roads and seasonal ice roads allow vehicles and trucks to wind inward toward the interior as far as geography and climate permit. Freight rail and pipelines provide services in critical corridors. In the lower 48 states, “last mile” freight connections usually refer to trucks; in Alaska, those connections are also made by snowmobile and/or all-terrain vehicles (ATVs). Alaska’s freight transportation is truly multi-modal.

In Alaska, the relationship between commodity prices, resource development, and freight transportation infrastructure is especially close. Much of Alaska’s freight movement is driven by private-sector resource development, especially petroleum and natural gas. The ongoing decline of North Slope oil production has been recognized as a source of uncertainty (for transportation demand) and risk (for State revenues), but with the recent dramatic declines in global energy prices, uncertainty and risk issues are elevated. How extensive will future private-sector resource development be, and where, and when? What transportation improvements will be required to serve it? How fast will Alaska’s workforce and population grow and where, given that a large share of that workforce is supported directly and indirectly by resource industries? What are the likely impacts and opportunities associated with climate change and variability, and other global/external factors? How much funding will be available for the transportation system improvements that Alaska’s communities and stakeholders may need or want, from public sources and from private owners and partners?

Against this backdrop, the Alaska Department of Transportation and Public Facilities (DOT&PF) and its state, regional, and local partners face the challenge of managing the existing freight infrastructure and planning for future needs. This Freight Element provides perspective on what drives the market demand for freight transportation in Alaska, how the market is served today, trends impacting the future, and the role that government can play. This Freight Element is intended to support decisions about freight transportation policies, strategies, and actions within the context of the state’s broader LRTP.

## **Freight Element Conclusions**

The Freight Element is based on a detailed review of domestic and international commodity flows, economic data, an assessment of Alaska’s freight facility performance, recent freight plans (area and modal), and other information. Stakeholders representing owners, operators, freight service providers, and users of freight facilities were engaged throughout the process and the public was invited to provide feedback. The Freight Element is based on a systematic data-driven evaluation of the demand for freight

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transportation and how well it is met today. The primary conclusions regarding planning for freight in Alaska from this analysis are summarized below.

**1. Freight movement in Alaska results from specific demand drivers, primarily requirements to export natural resources from the state to national and international markets; import consumer goods and industrial supplies from other states and countries; satisfy military supply requirements; and distribute goods within Alaska over very long supply chains.**

- 1.1. The demand for freight transportation is driven by the amount and type of economic activity—in essence, commerce trade in goods. Demand for freight transportation arises from producing industries and consumers. Producing industries need access to inputs—raw materials, machinery and equipment, components, packaging, etc.—and access to markets where their products are sold. Consumers need access to basic necessities such as shelter, food, fuel, vehicles, clothing, appliances and electronics, construction and building materials, and other supplies and property. In Alaska, the major producing industries include petroleum extraction, mining, commercial fishing and processing, construction, and power generation. Alaska also has a large government (particularly military) presence that requires the shipment of equipment, machinery, fuels, and supplies.
- 1.2. Alaska is characterized by a dramatic imbalance between its produced and consumed commodities—most of what Alaska produces is exported to other states and other countries, while most of what Alaska consumes is provided by other states and other countries. This creates an especially strong dependence on effective trading connections and services.
- 1.3. Alaska is a very large state with very long supply chains. Freight exported from Alaska must usually be moved long distances, from extraction and production facilities to ports and airports; freight imported must be distributed from a few critical gateway ports and airports to users distributed throughout the entire state. This means that more freight has to move more miles to serve Alaska than any other state.
- 1.4. Alaska has a unique geographic position midway between the lower 48 states and Asia, and serves as a gateway for pass-through air cargo. Alaska’s freight infrastructure and its economic activity related to the handling of pass-through freight are therefore linked to larger global trades.

**2. Freight demand in Alaska is served by multiple transportation modes: road, air, water, rail, and pipeline. Each has a critical role in the state’s multi-modal system and must be considered in the context of the entire system.**

- 2.1. Freight transportation demand is generally met through truck, air, water, rail, and pipeline. These five transportation modes accommodate services that represent the supply of freight transportation capacity to meet demand.

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- 2.2. Each mode has a specific set of freight carriers (trucking companies, airlines, vessel operators, railroads, and pipeline operators), who utilize a variety of infrastructure assets. Some of these infrastructure assets are unique to each mode, such as highways, waterways, railroads, and pipelines. Some, known as “intermodal” facilities, are designed to bring together different modes; these include ports (linking water with trucks, rail, and/or pipelines), airports (linking air with trucks and sometimes pipelines), and rail terminals (linking rail, trucks, and ports). Different networks and facilities have different owners, which may be public or private, and the vehicles and vessels that operate over these networks and through these facilities are both publicly and privately owned.
  - 2.3. Alaska’s freight movement is highly seasonal due to production and employment cycles, as well as changes in the availability of key infrastructure, especially roads and waterways.
- 3. Alaska’s freight demand drivers are affected by critical trends. This plan is based on the high likelihood that the primary trends experienced in recent years affecting freight will continue. These trends include a growing population that is increasingly concentrated in urban areas; rising overall industrial production but high uncertainty regarding future energy production; and increasing seasonal/annual variability in demand due to climate change and other factors. Critical trends, acting on and over Alaska’s freight transportation network, lead to changes in system performance and create both needs and opportunities.**
- 3.1. Alaska’s consuming population is expected to grow and to be increasingly concentrated in larger urban areas, consistent with economic opportunity. This will increase demand for urban freight deliveries of consumer goods.
  - 3.2. Alaska’s overall economy and its freight-intensive industries will continue to expand, creating increased demand for inbound, outbound, and within-state goods movement.
  - 3.3. The future levels and economics of energy and other resource production will have large impacts on transportation planning and freight demand in particular. For example, if energy production slows significantly, it could not only reduce the flow of resource commodities within and outbound from Alaska but also reduce in-migration and population growth, with the additional effect of flattening demand for inbound consumer goods. If, alternatively, resource production looks to increase rapidly, it may require the rapid development of new transportation capacity—pipelines, ports, etc.—not only to handle increasing volumes of resource commodities, but also to meet the consumer needs of a rapidly expanding workforce.
  - 3.4. National forecasts anticipate that demand for non-energy related industrial goods and products – consumer goods, machinery, instruments, etc. -- will increase, creating greater demand on international gateways and supply chains. National forecasts also anticipate long-term declines in Alaska tonnages of crude petroleum and other energy

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products. However, there is a high degree of uncertainty regarding energy forecasts since production depends on global demand and pricing, availability of competing supplies, the cost of production/transportation/export from Alaska, and other variable factors.

- 3.5. Since Alaska freight movement is driven largely by traded commodities, economic and population growth will lead to growth pressures at key trade gateways and on corridors linking these gateways to resources and consumers. As many of these gateways are located in urbanized areas, increased trade gateway traffic will compound urban growth issues associated with population growth.
  - 3.6. Increasing average temperatures, rising sea levels, and related effects will exacerbate seasonal variations in freight demand and freight infrastructure availability, creating greater unpredictability and variability in freight commodity movements from season-to-season and year-to-year.
- 4. To provide acceptable freight system performance—defined as available, reliable, affordable, timely, safe and secure—the Freight Element addresses the following needs and opportunities: bringing more resources efficiently to markets; improving truck access to intermodal facilities (ports, airports, etc.); enhancing freight mobility in growing metropolitan areas and key corridors; maintaining and enhancing critical trade gateway and multimodal corridor facilities; maintaining and enhancing critical connections with Alaska’s rural communities and military facilities; and doing so with constrained public funds.**
- 4.1. The freight system involves different modes with different operational characteristics, and freight system users, owners, and operators measure performance differently. In addition, many freight trips involve multiple modes. The Freight Element adopts a “user’s perspective” on performance. In general, freight system users value reliability, price, speed, safety, and security, in that order. In Alaska, an additional measure is important: whether a mode or service is available at all.
  - 4.2. Freight element analysis identifies a high likelihood of the following needs and opportunities for freight transportation in Alaska:
    - Providing freight transportation capacity to directly support new resource development if and when it occurs. This includes a variety of initiatives: new construction of a statewide liquid natural gas (LNG) pipeline; development of resource access roads; improvement of the Dalton Highway, coastal ports, and possibly other infrastructure to accommodate proposed mining operations; and potential development of an Arctic Port.
    - Reducing truck congestion and improving travel time reliability and safety in urban areas and key corridors, especially for movement to/from ports, airports, and other

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major freight trip generators, while accommodating the needs of a changing population, which will be larger and increasingly concentrated in urban areas.

- Maintaining and improving trade gateways and corridors — seaports, airports, railroads, highways, and land border crossings—which are the lifelines for Alaska’s producers and consumers.
- Maintaining and improving multi-modal connectivity among and between Alaska’s urban and rural communities, including the provision of alternative facilities, services, or modes to improve reliability, cost, and overall performance. Alaska’s highway system reaches major cities, but its overall mileage is low; many communities are not connected or served by roads. Alaska’s freight rail and pipeline systems operate in limited corridors. Alaska’s ports serve coastal and river communities, but their ability to serve inland communities is constrained by the availability of other connections. Roads and ports may be usable only in certain seasons when ice stabilizes road surfaces or lack of ice makes marine traffic possible. As a result, Alaska is highly dependent on air cargo to reach and serve communities with commodities that in the lower 48 would normally be served by truck or rail. In some cases, the “last mile” move from an airport is by snowmobile or sled. In most of the U.S., freight shippers can choose from a full range of modal options, selecting the ones that best suit their needs for reliability, cost, speed, safety, and security; in Alaska, freight shippers may have little or no choice regarding transportation modes.
- Maintaining critical multimodal connections to Alaska’s military facilities and ensuring future needs are accommodated.

4.3. Freight planning must consider uncertainty and risk. The key areas where these considerations arise are as follows:

- How resource development and other freight drivers might evolve in the future. While the public sector may have some influence on future freight demand, the primary drivers are population growth and private industry activities. However, the public sector can play a very significant role in ensuring the multi-modal transportation system is positioned to meet future needs. Preserving and/or improving performance may involve repairing or expanding infrastructure, implementing new technologies or management practices, improving service availability and reliability, and/or adopting innovative policy, financing, and implementation approaches.
- Addressing impacts of climate change and increasing climate variability, which will impact both the transportation system and the underlying commodity movements and markets that generate demand and utilization over the system. These changes create risks such as increased seasonal fluctuations in demand and infrastructure availability, as well as potential long-term changes in Alaska’s economy and

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infrastructure, but they also create opportunities, such as the potential to develop an Arctic Port.

- Managing freight transportation costs. With a high dependence on goods imported from other states and countries, a high dependence on air cargo (one of the most expensive forms of freight transportation), and long supply chain distances within the state, the cost of goods in Alaska tends to be very high. Without “bypass mail” service, where rural air cargo is delivered at postal rates, the cost would be even higher.
- Addressing funding uncertainties. Much of Alaska’s infrastructure is aging, and the costs to keep the system in operation are increasing. At the same time, system expansion and modernization will be required. The good news is that some of Alaska’s freight infrastructure is privately owned, self-funded from revenue streams, or built through public-private partnerships administered through the Alaska Industrial Development and Export Authority (AIDEA) and other public partners. The bad news is that much of Alaska’s freight infrastructure is funded through traditional transportation state and federal funding sources that are both projected to decline.

**5. The LRTP includes goals, policies, and actions for the freight transportation system. These align outcomes, plans, and projects based on performance-based resource allocation; manage the system to increase performance and reduce risk; and provide accountability for the expenditure of public funds.**

- 5.1. Freight movement is a partnership between public and private freight shippers, carriers, infrastructure owners and operators, and all levels of regulatory and financing responsibility (federal, state, regional, and local). No single entity or agency “controls” freight movement in Alaska or can define its future on its own. Nonetheless, among all state agencies, DOT&PF is best positioned to provide statewide multi-modal leadership and “stewardship of the whole” given that it owns and operates much of the state’s freight transportation system (including roads, airports, and marine services).
- 5.2. The LRTP includes freight-related policies addressing New Facilities and Modernization; System Preservation; System Management and Operations; Economic Development; Safety and Security; Livability, Community and the Environment; and Accountability for Transportation System Performance.
- 5.3. The LRTP includes 40 specific freight actions designed to improve performance and advance these strategies and policies.

**6. The Freight Element aligns with LRTP goals for performance-based resource allocation by creating first-generation approaches for freight system performance measurement; freight project prioritization and evaluation; and multi-modal freight investment at a program level.**

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- 6.1. Alaska’s freight transportation infrastructure may accommodate, encourage, or constrain the demand for freight movement based on the level of performance offered; it can significantly affect industry location and expansion decisions, as well as larger population settlement patterns. Transportation system performance measurement—and management—is part of the Alaska Statewide Transportation Planning Process.
  - 6.2. Alaska’s freight transportation system is performing reasonably well today. Plan analysis identified the following performance risks that are expected to increase in coming years: congested truck routes and intermodal connectors; limited route and modal service choices, especially for rural communities; unreliability or unavailability of services due to seasonal effects, aging infrastructure, or other disruptions; overall cost of goods; and missing infrastructure links and facility improvements that are needed to serve new industries and population growth.
  - 6.3. This Freight Element provides initial “first generation” freight performance measures for Alaska’s highway system, using the National Performance Measurement Research Data Set (NPMRDS) made available by USDOT. Starting in 2018, USDOT will require the annual calculation of Truck Travel Time Reliability (TTTR) scores using NPMRDS.
  - 6.4. The Freight Element provides a framework for additional next-generation performance measures. These include measures that are relatively easy to quantify today (modal/service availability, modal volume and utilization, infrastructure condition, and infrastructure safety/security) as well as measures that will require higher levels of effort to develop (modal and system reliability and resiliency, cost, speed/travel time, cargo safety/security, and environmental measures
  - 6.5. As a means of linking performance analysis and prioritization, the Freight Element establishes an Alaska Freight Network that is the primary system used for freight transportation. The Freight Network identifies system elements and specific routes across all modes and regions that are especially important to freight. The Freight Network includes facilities and transportation services where freight performance monitoring and freight project development are to be emphasized in the statewide long-range plan.
  - 6.6. The Freight Element includes a starting point approach for estimation of freight project benefits and project prioritization across modes and geographies based on emerging best practices.
- 7. The Freight Element is a valuable resource for modal plan development and area/local freight planning, and complies with federal guidance for state freight plans.**
- 7.1. Data and analysis developed in the Freight Element is designed to be used in a broad range of planning and analysis applications, at the area and local levels, and in the context of modal system planning.

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- 7.2. Projects included within an approved statewide freight plan may be eligible for a new category of federal funding. The FAST Act establishes a new formula-based National Highway Freight Program (Title I, Section 1116) funded at \$6.2 billion over five years. Up to 10% of funds may be used for rail or port projects. To be eligible for this funding, projects must be identified within an approved State Freight Plan. This Freight Element provides the basis from which projects eligible for current and future dedicated federal freight funding could be identified. This Freight Element satisfies federal guidance for statewide freight planning.



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## **Appendix B: Alaska LRTP Freight Goals, Policies, and Actions**

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**The LRTP includes goals, policies, and actions for the freight transportation system. These align outcomes, plans, and projects based on performance-based resource allocation; manage the system to increase performance and reduce risk; and provide accountability for the expenditure of public funds.**

Freight movement is a partnership between public and private freight shippers, carriers, infrastructure owners and operators, and all levels of regulatory and financing responsibility—federal, state, regional, and local. No single entity or agency “controls” freight movement in Alaska, or can on its own define its future. Nonetheless, among all state agencies, DOT&PF is best positioned to provide statewide multi-modal leadership and “stewardship of the whole,” given that it owns and operates much of the state’s freight transportation system (including roads, airports, and marine services).

In this section, freight-related goals, policies, and actions developed as part of the larger LRTP process are presented. These goals, policies, and actions are designed to respond to Alaska’s freight drivers, system conditions, critical trends, and needs and opportunities, and were crafted with substantial input from a wide range of public and private-sector stakeholders.

## **LRTP Goals, Policies, and Actions**

The Policy Plan of the Long-range Transportation Plan provides the overall umbrella for statewide transportation planning, under which the Freight Element falls. The direction for the plan is applicable to this Freight Element:

1. Align outcomes, plans, and projects based on performance-based resource allocation
2. Manage the system to increase performance and reduce risk
3. Increase revenue and provide accountability

The goals, policies, and actions described below implement each of these strategies. It is also important to note that based on the Freight Element analysis, much of the Policy Plan goals, policies, and actions in themselves address freight performance.

## **Freight Policies**

The LRTP includes freight-related policies addressing New Facilities and Modernization; System Preservation; System Management and Operations; Economic Development; Safety and Security; Livability, Community, and the Environment; and Accountability for Transportation System Performance.

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## 1 New Facilities and Modernization

*Develop new capacity and connections that cost-effectively address transportation system performance. Make the existing transportation system better and safer by applying state-of-the-art technologies and techniques that support productivity, improve reliability, and reduce safety risks to improve performance of the system. The policies and actions that follow apply to both new facilities and modernization policy areas.*

**Policy 1.A:** Develop the multimodal transportation system to provide safe, cost-effective, and reliable accessibility for people and freight.

- We will identify multimodal solutions and regional priorities for the development of the transportation system through area, corridor and modal plans that appropriately and realistically address the values of communities and stakeholders.
- We will address efficient intermodal connections between roads, airports, rail, harbors, transit terminals, and bicycle and pedestrian facilities through area, corridor and modal plans to improve asset utilization, safety, reliability, and the cost-effective movement of people and freight.
- We will evaluate projects for funding by considering the overall benefits and costs to the State in meeting Long-Range Transportation Plan New Facilities and Modernization goals.
- We will ensure investments for rural and non-rural Alaska are evaluated through a decision-making methodology applicable to their circumstances.

**Policy 1.B:** Prioritize new construction projects by considering overall benefits and costs over time to the State as the key consideration.

- We will continue to add new strategic links to the system based on their benefits and costs in improving access, connectivity, and efficiency, as well as their resulting economic benefit.
- We will reduce the vulnerability of the Alaska Transportation System to safety and security risks from seismic events, climate change, and man-made disasters by incorporating those considerations in project development.

**Policy 1.C:** Upgrade and modernize passenger and freight transportation systems to increase productivity and reliability, and to reduce safety risks.

- We will invest in modernizing and upgrading facilities based on the expected impact of these projects on asset condition, reliability, and safety.
- We will continue to consider all approaches: use of new technologies, travel demand management, coordination with land use and development control, and nontraditional approaches to modernizing the Alaska Transportation System.
- We will continue to support the modernization and improvement of transit systems in Alaska.

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## 2 System Preservation

*Manage the Alaska Transportation System to meet preservation performance targets and acceptable levels of service for all modes of transportation.*

**Policy 2.A:** Apply asset management best practices to preserve the existing transportation system.

- We will strengthen our asset management systems and practices, including those for highway and airport pavements, and bridges. We will add culverts and other assets when it is cost effective.
- We will reduce the risks due to the limited redundancy in the Alaska Transportation System from natural disasters, climate change, and other events through corridor planning and our asset management plan.
- We will work toward optimal life-cycle management practices for all assets and capital equipment.
- We will coordinate with MPOs when establishing performance targets for asset management of the federally funded surface transportation system.
- We will improve and use our management systems to support our asset management plan.
- We will address failed and failing assets using a risk-based approach, recognizing that we cannot afford full reconstruction or replacement of the growing backlog of such assets.
- We will support local governments in Alaska in meeting federal transit asset management requirements.
- We will monitor and report annually via Federal Highway Administration (FHWA) Highway Performance Monitoring System (HPMS) reporting, the condition of our bridge and pavement assets.

**Policy 2.B:** Increase understanding of, and communicate DOT&PF's responsibilities for, system preservation as the owner of highways, airports, harbors, marine terminals, and vessels.

- We will monitor and report annually, to the extent practicable, the condition of our assets.
- We will adhere to the reporting timeframes established in the Final Rule for National Performance Management Measures.
- We will communicate the anticipated level of service and predict future system conditions based on the planned allocation of funds for preservation and maintenance treatments.
- We will address bicycle and pedestrian needs as a part of system preservation and modernization.
- We will establish and communicate our performance metrics and targets, planned funding levels, and prioritization framework for asset preservation to the general public.

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- We will consider the performance of passenger and freight movement in system preservation decisions.

### 3 System Management and Operations

*Manage and operate the system to improve operational efficiency and safety.*

**Policy 3.A:** Ensure the efficient management and operation of the passenger and freight transportation system.

- We will preserve transportation corridors and pursue corridor management.
- We will increase understanding of, and communicate DOT&PF's operational responsibilities for, highways, bridges, airports, and vessels.
- We will support cost-effective and sustainable efforts by the Alaska Railroad, local public transit providers, and regional entities that improve the department's ability to manage and operate its facilities.

**Policy 3.B:** Use technology and Intelligent Transportation Systems where cost-effective.

- We will deploy Intelligent Transportation Systems that increase asset utilization and transportation system capacity, and reduce safety and security risks.
- We will follow national developments in intelligent infrastructure and connected and autonomous vehicles, and seek opportunities to cost-effectively and sustainably apply changing technology in Alaska.
- We will follow commercial development in unmanned aerial technologies and evaluate their application for use in Alaska's rural and remote areas.
- We will apply research results and technology transfer to our design, construction, and maintenance practices to reduce costs and improve efficiency and safety.

### 4 Economic Development

*Promote and support economic development by ensuring safe, efficient, and reliable access to local, national, and international markets for Alaska's people, goods, and resources, and for freight-related activity critical to the State's economy.*

**Policy 4.A:** Identify new construction and modernization needs that address travel demand growth, economic development, travel and tourism needs and funding strategies through area and metropolitan plans.

- We will monitor and plan for acceptable levels of mobility and reliability to support the Alaska economy.

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- We will target system development investments based on their benefits, costs, and sustainability in supporting market-driven economic development.
  - We will continue to include a Freight Element in the Statewide Long-Range Transportation Plan to identify transportation infrastructure barriers to economic development.

**Policy 4.B:** Preserve and operate Alaska’s multimodal transportation system to provide efficient and reliable access to and from local, national, and international markets to support economic development goals.

- We will focus on preserving and modernizing the existing system while recognizing that system development is also necessary in Alaska.
- We will maintain and operate the system to provide acceptable reliability and performance.
- We will provide safe, secure, reliable, and cost-effective freight transportation infrastructure for Alaska’s freight shippers, receivers, and communities to support Alaska’s economic vitality and growth.
- We will monitor climate change to plan for its impacts on transportation-related economic development.
- We will preserve and identify cost-effective opportunities to increase freight modal choices available to rural communities.

## 5 Safety and Security

*Improve transportation system safety and security.*

**Policy 5.A:** Improve transportation system safety in Alaska.

- We will use new technology to improve safety for people and freight through Alaska’s Intelligent Transportation Systems Architecture and related use of new technology.
- We will address airport safety and the role of aviation in ensuring health and safety across Alaska in DOT&PF’s aviation system plan.
- We will ensure safe transportation by means of timely compliance with national and federal safety standards.

**Policy 5.B:** Work with federal, local, and state agencies to provide a safe, secure, and resilient transportation system and emergency preparedness for all modes.

- We will improve system resiliency of freight and passenger transportation to reduce the safety and security risks of natural events such as earthquakes, climate change, and man-made disasters (e.g., accidents).

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- We will address the security of airports, vessels, rail, and highways in our operating plans, manuals, and guidelines.
  - We will partner with other governmental agencies, private and public transportation providers, and their customers to address security.
  - We will address security and resiliency as part of our emergency preparedness and response planning.
  - We will address security and resiliency as we plan and develop infrastructure projects.
  - We will apply technology to improve security and resiliency in all transportation modes.

## 6 Livability, Community, and the Environment

*Incorporate livability, community, and environmental considerations in planning, delivering, operating, and maintaining the Alaska Transportation System.*

**Policy 6.A:** Address quality-of-life, livability, and community considerations in the Statewide Long-Range Transportation Plan, area and corridor plans, asset management, and other plans and project investment decisions.

- We will continue to emphasize effective public involvement, consultation, and cooperation with local units of government, stakeholders, and local communities in the development of transportation plans at all levels.
- The State shall consider the formation of Regional Transportation Planning Organizations as appropriate.
- We will recognize the critical role of transportation in all aspects of quality of life.
- We will address livability and community considerations in project development and work with local governments for roads that are managed to serve local and regional mobility needs.
- We will consider the accessibility needs of mobility-impaired individuals, including the senior population, in designing facilities.

**Policy 6.B:** Preserve the integrity of the ecosystems and the natural beauty of the State, limit the negative impacts, and enhance the positive attributes – environmental, social, economic, and human health – from the Alaska Transportation System.

- We will evaluate and consider environmental outcomes in area plans, modal plans, and project development.
- We will approach transportation planning and project development to minimize adverse environmental, economic, or social impacts on the State and its traveling public.

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- We will support Planning and Environmental Linkage where appropriate and consider Programmatic Mitigation Plans and efforts during the planning process.
  - We will use the area and modal planning processes to consult with resource agencies in the early identification of environmental sensitivities, avoidance areas, and potential mitigation measures.
  - We will monitor the issues and assess the actions we can take to address climate change concerns.
  - We will promote environmentally friendly, affordable transportation solutions.

**Policy 6.C:** Support energy conservation, specifically in our consumption of fossil fuels to address climate change.

- We will implement strategies for energy conservation of our transportation system that are identified in area plans, metropolitan plans, and community plans.
- We will support transit, ride sharing, trip reduction, non-motorized transportation, and the use of alternative fuels where economically feasible.
- We will continue the State’s role in establishing and supporting coordinated community transit systems.

**Policy 6.D:** Develop transportation plans in close coordination with local communities to ensure transportation investment decisions reflect Alaskans’ quality of life values.

- We will coordinate with local jurisdictions to provide transportation enhancements such as waysides, trailheads, and trails for residents and visitors as funding becomes available.
- We will coordinate with and support local land use planning to ensure livable communities.
- We will encourage local jurisdictions to make land use decisions that protect the efficient functioning of the highway system.

## **7 Results-Based Alignment for Transportation System Performance**

*Ensure broad understanding of the level, source, and use of transportation funds available to DOT&PF; provide and communicate the linkages between this document, National Goals and Performance Measures, State Performance Targets, area transportation plans, asset management, other plans, program development, and transportation system performance.*



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**Policy 7.A:** The statewide plan will provide the framework from which DOT&PF sets investment priorities.

- We will monitor, forecast, and report transportation system performance with an emphasis on the federally funded surface transportation system.
- We will provide information for performance-based planning and budgeting.
- We will promote and work to improve coordination between public transportation and human services transportation.
- We will use best practice techniques and technology for involving public and private sector stakeholders in the transportation planning process.

## **Freight Actions**

The LRTP includes 40 specific freight actions designed to implement and advance these strategies and policies. Many of the full set of Goals and Actions included in the Policy Plan address all users of the transportation system and therefore address the freight travel demands and associated trends analyzed in this Freight Element. The actions that address freight and that were informed by technical analysis and stakeholder input are listed below.

**Exhibit 15: Freight Actions—New Facilities and Modernization**

L RTP Action #	Description
1.1	Focus State surface transportation finance responsibilities on the Interstate, Non-Interstate National Highway System, Alaska Highway System, and other high-functional class routes.
1.2	Establish an approach to better align needs analyses in area plans and other transportation plans with goals for surface transportation using a performance based approach to planning-level project evaluation.
1.3	Continue to participate in U.S. Army Corps of Engineers ports planning and federal efforts to monitor and plan for increased Arctic maritime traffic and the transportation infrastructure needs that it may generate for Alaska.
1.6	Incorporate demand management and multimodal solutions into transportation plans at all levels.
1.8	Monitor and regularly evaluate performance of the Alaska Transportation System in meeting freight demand as part of the statewide transportation planning process on an ongoing basis (this Statewide Long-Range Transportation Plan establishes a Statewide Freight Vision and identifies a framework for the Alaska Freight Transportation Network).
1.9	Establish a formal methodology to evaluate freight projects using cost-effectiveness as a key criterion and provide for consistent application in area and modal plans.
1.10	Implement and adapt to new technologies applicable to Alaska, such as Intelligent Transportation Systems, NextGen aviation technologies, and others, to improve asset utilization, system productivity, and reduce safety risks.
1.11	Maintain and report core freight-related multimodal performance measures to inform system expansion and upgrading decisions. Through the Freight Element, establish FAST-compliant highway metrics reflecting system performance, user experience, and other factors based on readily available information. Identify metrics for other freight modes that are available today or that could be developed in the future.

**Exhibit 16: Freight Actions—System Preservation**

LRTP Action #	Description
2.1	Establish Asset Management Plans for DOT&PF bridges and pavements. Support consistency in area plans to address overarching asset management plans.
2.2	Implement a formal and consistent process for linking the asset management plans for pavement, structures, vessels, airports, and where applicable, ancillary assets to capital project selection and scope.
2.3	Implement a formal and consistent process for linking asset management plans to DOT&PF’s capital improvement program and Statewide Transportation Improvement and Airport Improvement Program(s) development.
2.4	Strengthen analytical and reporting capabilities, including supporting data reliability and accessibility, to support asset management planning and federal reporting.
2.5	Work toward coordination of maintenance activities and the timing of work performed through DOT&PF’s Capital Improvement Program process through incorporation of maintenance considerations in asset management plans.
2.6	Work with the U.S. Army Corps of Engineers and other agencies to ensure that federal responsibilities for maintaining navigation channels are met in an adequate and timely manner.

**Exhibit 17: Freight Actions—System Management and Operations**

LRTP Action #	Description
3.1	Address corridor preservation and access management in area, corridor and local plans to preserve the transportation system.
3.4	Support broader use of Intelligent Transportation System technologies in the truck freight network to improve routing, coordination, reliability, and overall system efficiency.
3.5	We will collaborate with MPOs and coordinate with their Intelligent Transportation Systems plans to establish regional approaches.

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**Exhibit 18: Freight Actions—Economic Development**

<b>L RTP Action #</b>	<b>Description</b>
4.1	Support and facilitate Alaska’s continued economic development and growth by providing access to new resource development areas, new intermodal infrastructure, and other major freight generating projects through the private development of required transportation infrastructure, and where public investments are required, recover those costs from the proceeds of resource development.
4.2	Work with the Alaska Industrial Development and Export Authority and other partners to coordinate funding and development opportunities for freight transportation facilities and supporting economic development.
4.3	Monitor and take all available actions for the continuation of the U.S. Postal Service bypass mail program.
4.4	Implement the freight rail policy and plan priorities established by the State Rail Plan.

**Exhibit 19: Freight Actions—Safety and Security**

<b>L RTP Action #</b>	<b>Description</b>
5.1	Address the safety goals and implement the strategies established in the Alaska Strategic Highway Safety Plan and subordinate safety plans.
5.2	Identify the facilities that present the greatest risks from lack of redundancy in Alaska’s primary transportation corridors and appropriate risk response strategies.
5.3	Address lack of redundancy and climate change resiliency in asset management plans, project identification, and prioritization within area, corridor and metropolitan plans.
5.4	Incorporate emergency freight management in Alaska’s emergency response plan.
5.5	Work with federal partners to streamline and reduce the cost of security measures related to international trade.

**Exhibit 20: Freight Actions—Livability, Community, and the Environment**

<b>L RTP Action #</b>	<b>Description</b>
6.1	Align project design elements with the project purpose.
6.2	Implement the process and methods required for the early identification and evaluation of environmental outcomes in area and modal planning.
6.3	Review industrial and resource roads and alternative mechanisms to fund them.
6.4	Work cooperatively with federal agencies and industry partners to support practical strategies that reduce fuel consumption and emissions from freight movement through a combination of improved logistics, higher efficiency, lower emission vehicles, and/or alternative fuels.
6.5	Reestablish and maintain the Statewide Freight Advisory Committee comprised of public and private sector owners, operators, customers, and others.

**Exhibit 21: Freight Actions—Accountability for Transportation System Performance**

<b>L RTP Action #</b>	<b>Description</b>
7.1	Communicate the current and forecast levels of funding available for transportation and pursue increased transportation revenue.
7.2	Collaborate with local units of government and, where applicable, private entities, to transfer state-owned and/or state-maintained local facilities that have no regional or statewide function to local ownership and local financing mechanisms.
7.3	Advance regional funding approaches for major new construction and transit service needs identified in area and MPO plans.

CR Material Site Inventory

Central Region Materials Sites

Municipality of Anchorage

Girdwood Area

Material Site Number	Location - Hwy & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
31-2-003-1	MP 87 Seward Hwy	Kerns Slide Pit No. 1	0	Yes	?	DNR	BLM ROW grant issued 4/19/1962 and DNR FUP ADL19467 issued 10/16/1964	Indefinite	?	Yes	FUP is for 60,000 cu yd of material
31-2-008-1	MP 91.6 Seward Hwy	None	Yes	Yes	?	DNR	FUP ADL 25342 issued 1965	Indefinite	?	Yes	FUP is for suitable road building material; A RR crossing is required to access site and site adjoins the pathway
31-2-017-1	MP 88 Seward Hwy	None	None	Yes	?	DNR	FUP ADL 23921 issued 8/10/1964	Indefinite	?	Yes	FUP is for 100,000 cu yd of suitable road building material to construct/maintain a primary federal aid hwy
31-2-023-1	MP 92.2 Seward Hwy	None	?	Yes	Yes	DNR	FUP ADL 23920 issued 7/15/1964	Indefinite	?	Yes	FUP is for 150,000 cu yd of suitable road building material; RR crossing required to access site; may require an MOA conditional use permit; 35 acres
31-2-027-1	MP 89 Seward Hwy	Virgin Creek Pit	None	Yes	No	DNR	ILMT ADL 54726 issued 8/26/1975	Indefinite	?	Yes	Access Rd from MP 89 crosses RR, requiring special access; gated
31-2-032-1	MP 86.9 Seward Hwy	Kerns Slide Pit No. 2	?	Yes	?	DNR	FUP ADL 24883 issued 10/15/1964	Indefinite	?	Yes	FUP is for an unspecified amount of suitable road building material
31-2-035-1	<del>MP 100.5 Seward Hwy on Konikson Road</del>	None	Yes	Possible	?	?	Not on our list		No	No	Possible municipal entitlement
31-2-042-1	MP 101 Seward Highway	Bird Creek	None	Yes	No	DNR	ADL 37208	Issued: 6/19/1968; Indefinite	?	Yes	Approx. 12.3 acres within Chugach State Park

Hope Area

Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
31-1-012-1	MP 42 Seward Highway	?	Yes	Yes	Yes	DNR	No ILMA; material sale contract 229786; KPB prior use permit 03524001	Issued: 8/29/2006; Expired 12/31/2016	No	Yes	
31-1-025-1	MP 49 Seward Hwy	MP 49	Yes	Almost exhausted/yes	Yes	DNR	No ILMA; material sale contract 226286 dated 10/28/2014	Expires 12/31/2024, unless an extension is granted	No	Yes	Contract is for material as needed at \$.50/cu yd over 5,000 cu yd/yr; BLM transferred land to SOA in 1996; Statewide MS inventory says MS contract expires 12/31/2024
31-2-055-1	MP 62 Seward Hwy	Granite Creek Campground	None	possible staging area or waste site	Yes	USFS			No	No	No ADNR File/ADL; approx. 160 acres
496-406-1	MP 1.47 Portage Glacier Hwy	Portage Airport Pit No. 1	Yes	Yes	Yes		No ILMA or MS contract needed. BLM ROW grant A-60710 and an indefinite FUP for 23,630 cu yd of material	Indefinite	No	No	

**Kenai Peninsula Borough**

**Homer Area**

Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
21-1-022-1	N. Fork Rd MP 10.1?	North Fork Rd	Yes	Yes	No	DNR	ADL 34901	Expired; most land belongs to KPB, DOT only gets end of rd	No	No	
21-1-034-1	Knob Hill Road MP 1.85 (off N. Fork Rd MP 10.1)	Knob Hill/Epperson Knob	Yes	No	No	DNR	ADL 44432; Issued in 1969	Indefinite	?	Yes	DNR still has a parcel of this land and DNR issued DOT&PF an indefinite ILMT for the land in 1969, but CIRI considered access trespassing. Trespass issue with CIRI cleared by survey
21-1-064-1	end of Griner Avenue	Anchor Point Airport	None	No	No	DNR	ADL 19515	Closed 3/13/2018	?	Yes	Material is of little use to DOT&PF. Indefinite ILMT (6/27/1966) relinquished 3/13/2018
430-625-1	Ohlson Mtn. Road MP 4.1	Ohlson Mtn.	Yes	Yes	Not at this time	DNR	No ILMA;ADL 27054 issued 4/4/1974	N/A	No	Yes	Indefinite free use permit issued by BLM to the state of Alaska in 1959. ILMA applied for in 1978 - none issued; new ILMA in process

North Kenai											
Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
490-014-1	Holt Lamplight Rd M.P. 7	Holt Rd.	No	No	No	DNR	ADL 28213	Indefinite FUP issued in 1967	No	Yes	10 acres; undeveloped; for unlimited amt of material to maintain state highway
490-019-1	Mile Point 4 Holt Lamplight Rd.	Bishop Lake	Yes	Yes	No	DNR	ILMT ADL 39496	Indefinite; issued 9/5/1968	No	Yes	approx. 20 acres
490-022-1	Miller Loop Rd/Bernice Lake Rd intersection	Cabin Lake Site	No	Yes	No	DNR	ADL 201811	4.30.2024	No	Yes	ILMA issued in 1981; DNR closed ILMA and issued MS contract instead; ILMA desired.
Quartz Creek Area											
Material Site Number	Location - HWY & MP	Common Name of Site	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
21-2-002-1	MP 50.3 Sterling Highway	Cooper Creek	None	Yes	No	DOT&PF	No action	Will get permits and write SWPPP if we use	Will Stop Using	No	
21-2-003-1	MP 50.3 Sterling Highway	Cooper Creek	None	Yes	No	USFS/ SOA?	Special Use Permit	Will get permits and write SWPPP if we use	Will Stop Using	No	
21-2-022-1	Quartz Creek Airport	Quartz Creek Maintenance Camp	Yes	Yes	No	DNR or DOT&PF	DNR ILMA ADL 217683 Issued 8/26/1994	2049 or indefinite - "as long as land is needed for airport"	No	Yes	Approx. 2.48 acres; KPB Parcel 11912411; Patented by USFS to "state of Alaska" in 1983. DOT&PF believes that they retain management rights
21-2-025-1	MP 3 Skilak Road	?	None	Yes	Yes	BLM	BLM 015129	4/28/1983	No - Site Exhausted; Can't Expand	No	
21-2-047-1	MP 2.5 Snug Harbor Road	?	Yes	Yes	Yes	KPB? Not DNR			No	No	
21-2-051-1	MP 40.4 Sterling Highway	Quartz Creek at Sterling Hwy	Yes	Yes	Yes	DNR	ADL 227155	Material sale contract issued 6/8/2012; expires 12/31/2022	Check	Yes	Contract is for 300,000 cu yd of material at \$.50/cu yd over 5,000 cu yd/yr; approx. 102 acres; KPB conditional use permit expires 3/7/2019
21-2-224-1	MP 57.2 Sterling Highway	Fuller Lake Trailhead	None	Yes	Yes	USFWS/ BLM	FUP 15129?	1967	No	No	Currently used as a parking lot for the trail head
34-1-022-1	MP 15 Seward Hwy	Snow River Bridge	None	No	Yes	DNR			Yes	No	No DNR File/ADL; Not much material left



31-1-703-1	MP 35 Seward Highway	Mile 35 Pit	Yes	Yes	Yes	USFS		1985	No	No	approx. 80 acres
<b>Seldovia Area</b>											
Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
000-0-108-1	MP 1 Jakolof Bay Rd	Seldovia Airport Site	Yes	Yes	No	DOT&PF	No ILMA needed - owned by DOT&PF; KPB Conditional Use Permit; ADL 64945 and 225173	KPB CUP for parcel #191-121-09 expires May 2021	No	No	Part of the Seldovia Airport; Requires KPB Conditional Use permit; quit claim deed issued to DOT&PF in 1974
N/A	Adjacent to Rd, and creek; just SW of Native pit	Jakolof Creek Site	Yes	Yes	No	DOT&PF	No ILMA needed - owned by DOT&PF; ADF&G FH Permit	ADF&G FH Permit expires 12/31/2019	No - too small	No	Requires ADF&G FH permit; approx. 1,000 cu yd of gravel dredged annually to keep creek from overflowing
<b>Seward Area</b>											
Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
31-1-016-1	Off MP 24 Seward Hwy	Lawing Airport	Yes	Yes	No	DNR	ADL 217427 and 217590	Indefinite	No	No	Special use permit issued by BLM to the State of Alaska Division of Highways in 1953. Patented by BLM to "state of Alaska" in 1983. DOT&PF submitted an ILMA application for management rights and exclusive site use in 1983. It was never processed, but DNR and DOT&PF treated the site as if an ILMA were in place and DOT&PF has continued to use two different areas of the site for a rock quarry and an airstrip. A second ILMA application was submitted by DOT&PF in 2000. An ILMA for the site was issued by DNR in 2016 that only approved use of the airport and not the quarry. DNR cannot issue another ILMA for the rock quarry on the same parcel and cannot or will not amend the current ILMA. Contractors cannot access the quarry without DOT&PF assistance. DOT&PF has managed the site since 1953.
31-1-022-1	MP 15 Seward Hwy	Snow River Bridge	None	No	Yes	No file with DNR	Currently not in use	Need permits and SWPPP if want to use	Yes - needs SWPPP for in-river use	No	Site is mainly owned by USFS; DNR and Chugach AK supposedly own parts of the southern tip; site is a gravel point alongside the Snow River

31-1-393-1	West of Jap Creek 3	Jap Creek 2 or Seward Quarry	Yes	?	?	DOT&PF	BLM ADL 224045 DNR ILMA ADL 220690 and 224045	Indefinite; issued in 1963	?	No	Received the transfer of federal entry in 1984 and an indefinite ROW grant in 1984
31-1-605-1	East of UA-Seward	Jap Creek 1	No	No	No	Multiple owners	N/A	N/A	Yes	?	There are reportedly significant problems related to stream bank
31-1-606-1	Dimond Blvd and Japanese Creek	Possible	Yes	No	No	DOT&PF	ADL 220690	Indefinite; issued in 1964	No	No	BLM ROW grant to Dept. of Highways; no ILMA needed
495-396-1	Nash Rd at Sawmill Creek	Nash Rd	?	Yes	?	DNR	ADL 52363 and 206797	Indefinite	Yes	Yes	ILMT and FUP for 50,000 cu yd

**Soldotna Area**

Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
21-1-013-1	MP 98 Sterling Highway	Soldotna Maintenance Station	None	Yes	No	DOT&PF	N/A	Indefinite	No	No	In 1972, land was patented from the SOA to the KPB. The land was subdivided and then Tract 1 was transferred to DOT&PF via quitclaim deed
21-1-228-1	MP 110.2 Sterling Highway	Ptarmigan/North Crooked Creek /Abrahms	Yes	Yes	No	DOT&PF	BLM ROW grant A-58322 and ADL 226654	7/22/2013; No DNR permit or contract should be required	No - reshaped to keep runoff off site	Yes	BLM granted this ROW to the SOA Dept. of Highways on 9/30/1963; Only Lot 3 is owned by DNR; ILMA desired until ownership determination
21-2-260-1	MP 92.5 Sterling Highway	Soldotna Creek	None	No	No	DNR	ADL 67132	Closed in 1975	No	No	2 acres; Pit is now a Division of Forestry fire dept.
21-2-289-1	MP 86.5 Sterling Highway	?	None	Yes	No	DNR	BLM 030508	7/11/1965	No	No	
21-2-400-1	MP 86.5 Sterling Highway (near Scout Lake)	Scout Lake Site 1	None	Possible	No	DNR	Material Sale Contract ADL 224123	Issued: 1991; Expired: 8/31/2011	?	Yes	Site created in 1991 with 21-2-401-1 on state land; Material sale contract expired; site does not require a KPB conditional use permit; approx 34 acres. Site bisected by the Sterling Hwy
21-2-401-1	MP 86.5 Sterling Highway (near Scout Lake)	Scout Lake Site 2 or Dorothy Pit	None	Possible	No	DNR	Material Sale Contract ADL 224124	Issued: 1991; Expired: 8/31/2011	No	Yes	Site created in 1991 with 21-2-400-1 on state land; Material sale contract expired; site does not require a KPB conditional use permit; approx 21.4 acres. Site bisected by the Sterling Hwy
461-297-1 (MS 461-001-1)	MP 14 Coho Loop Road	Coho Loop Rd	Yes	Yes	Yes	DNR/ School Trust	ADL 226830/ BLM 022514	N/A	No	Yes	Mental Health Trust Land, so no ILMAs allowed - DOT&PF must pay full market value; approx. 80 acres

461-616-1	MP 6 Cohoe Loop Road	6 mile	Yes	Yes	Yes	DNR	ADL 37251 and 231494; FUP issued in 1968 and amended in 1971, before land was given to School Trust	Material sale contract for sand and gravel as needed; FUP was indefinite	No	Yes	Approx. 40 acres; KPB Parcel ID 13305018; FUP originally for 100,000 cu yd of material was changed to material as needed (no limit)
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**Matanuska-Susitna Borough**

**Cascade Area**

Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
42-2-001-1	Glenn Hwy MP 75.7	Kings Mountain	Yes	Yes	No	DOT&PF ROW?	N/A	N/A	No	Yes	Great rock source used during diasters. Access rd is a loop north of the hwy. Matanuska River is on the other side of the highway. Site is entirely within the DOT&PF ROW.
42-2-005-1	Glenn Hwy MP 66.1	Kings River/Callison Pit (DNR calls this Kings Mountain)	Yes	Yes	No	DNR	DNR FUP ADL 26878	Indefinite; Issued 3/8/1966	?	Yes	40 acres; permit is for up to 500,000 cu yd of suitable road-building material for construction and maintenance of the highway. Indefinite free use permit issued by DNR in 1966. DOT&PF was told by DNR MLW staff for many years that an ILMA was also in place. The previous DNR material site manager believed that the ILMA was for this site and that DNR had duplicate files by mistake. After she left in 2015, a new staff person determined that the DOT&PF ILMA was for a site located at MP 66.5. DNR will not issue an ILMA for DOT&PF to continue to maintain exclusive use of this site. This site is gated
42-2-007-1	Glenn Hwy MP 93.5	Cascade Maintenance Station	Yes	Yes	No	DNR		Expires 4/18/2037	No	Yes	60 acre maintenance station site
42-2-008-1	<del>Glenn Hwy MP 66.5 Kings River south bank</del>	Kings River	None	No	No	DNR	DNR ADL 19895		Yes	No	Site is on the south bank of Kings River on what is now school trust land used as a campground. DOT&PF relinquished an old ILMA in 2014.

42-2-010-1	<del>Matanuska River by Glenn Hwy MP 97.8</del>	Pinochle Hill	None	No	Yes	DNR, but access controlled by QAP	River Source	QAP was the last user of this pit; no M&O use	No	No	Quarry by river on south side of hwy across from other pit along Pinochle Creek on north side of hwy
42-2-011-1	Glenn Hwy MP 96.5	Hicks Creek	None	No	Yes	DNR, but access controlled by "Nova River Runners"	River Source	No permit	No	Yes	Not in use; used by other entities
42-2-335-4	<del>Glenn Hwy MP 56.2</del>	?	Possible	Yes	No	DNR	DNR ILMT ADL 35285	Issued in 1968; indefinite	Yes if southern part of pit is used	Yes	Contains approx 56 acres
42-2-336-1	Glenn Hwy MP 73.4	Ida Lake	None	Possible	No	DNR	DNR ILMT ADL 35286 issued 8/26/1968	Indefinite	?	Yes	Steep slope makes mining difficult
42-3-313-1	Glenn Hwy Milepost 115 (N. of Hwy by Majestic Valley Lodge)	Sheep Mountain/Gunsight Mountain	Yes	Yes	?	DNR	BLM ROW grant A-62540 and ADL 225827	12/31/2016	No	Yes	Materials reports an indefinite BLM grant to DOT in 1962 and a current material sale contract (ADL 228311), but DOT ROW file has no record of this or of a more recent material sale contract than the one that expired in 2007. We applied to DNR for a 10 year contract renewal in 2013
42-2-333-1	Glenn Hwy Milepost 93.6	Cascade Maintenance Yard Pit	Yes	Yes	Yes	DNR	Material sale ADL 226928 issued 7/5/2006	12/31/2016	No	Yes	Contract is for 150,000 cu yd of sand and gravel at \$0.50/cu yd
45-2-352-1	Glenn Hwy MP 66.5 Kings River south bank	Kings River	None	No	Yes	DNR	ADL 19895	Indefinite	Yes		ILMA application submitted to DNR in 1987 with a new application submitted in 2014, but site was confused with Kings Mtn. Site is no longer used and will be relinquished
<b>Chulitna Area</b>											
Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
35-2-011-1	Parks Highway MP 106.6	?	Yes	Yes	No	DNR	FUP ADL 26810	Issued in 1968	No	Yes	FUP is for 50,000 cu yd of material; site was appended and is almost entirely within two ILMA sites

35-2-5003-1	Parks Highway MP 107	?	Yes	Yes	No	DNR	DNR ILMA ADL 45663	Indefinite 3/24/1980	?	Yes	Deeded to DOT&PF in 1961, but then patented to the SOA. DOT&PF applied for an indefinite DNR ILMA in 1980, but while the DNR LAS portal says there is one, there is no copy in the ROW file and it was likely never issued.
<del>35-2-5004-1</del>	<del>Parks Highway MP 106</del>	Mile 106 Pit	Possible	Possible	Yes	DOT&PF	BLM ROW grant A-52629 and ADL 45664	N/A	?	Yes	Deeded to DOT&PF in 1961, but then patented to the SOA. DOT&PF applied for an indefinite DNR ILMA in 1969, but it was never issued
<del>35-2-5005-1</del>	<del>Parks Highway MP 111.4</del>	Mile 111	None	No	No	DOT&PF/DNR	BLM ROW grant A-51358 and ADL 231632/45661	Indefinite BLM ROW grant issued 1961; DNR ILMA issued in 1980	No	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. Indefinite ILMA applied for in 1980; marked as issued, but not issued, but DNR & DOT&PF agreed to treat as having an indefinite ILMT
<del>35-2-5006-1</del>	<del>Parks Highway MP 111.64</del>	Rabideux Creek/ Mile 112 Site	None	No	?	DOT&PF/DNR	BLM ROW grant A-51358 and ADL 45660 and 231503	Indefinite BLM ROW grant issued 1961	No	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. Indefinite ILMA applied for in 1980; marked as
<del>35-2-5007-1</del>	<del>Parks Hwy MP 113</del>	Mile 113	?	?	No	DOT&PF	BLM ROW grant A-52629 and ADL 45659	Indefinite BLM ROW grant issued in 1961; indefinite ILMA	?		
35-3-010-1	Parks Highway Mile 140.5	Denali State Park	None	Yes	Yes	DOT&PF	BLM ROW grant A-52629 and ADL 228732 and 229850	Land granted from BLM in 1961; Last material sale contract exp 9/10/2013	No	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. Site is within Denali State Park
<del>35-3-023-1</del>	<del>Parks Highway Mile 156; S of Raunchy Lake</del>	None	None	Possible	No	DOT&PF	BLM ROW grant A-52629	Indefinite BLM ROW grant issued 1961	Yes	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. Site is within Denali State Park; undeveloped with no access rd; approx. 83 acres
<del>35-3-033-1/</del> <del>35-3-032-1</del>	<del>Parks Highway Mile 162.5</del>	Little Coal Creek Site	None	Yes	No	DNR	BLM ROW grant A-52629	Indefinite ROW grant issued 1961	Yes	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. Build berm? Approx. 118 acres (5 developed as scenic overlook); within Denali State Park
<del>35-3-040-1</del>	<del>Parks Highway Mile 117.5</del>	?	Yes	Yes	No	SOA	FUP ADL 25900/ BLM 061887	Closed	No	No	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961.
<del>35-3-041-1</del>	<del>Parks Highway Mile 118</del>	?	Yes	Yes	No	SOA	ADL 26967	Closed	No	No	

<del>35-3-045-1</del>	<del>Parks Highway Mile 128</del>	?	None	Possible	Yes	DNR	ADL 201962, 25903/ BLM 061885	Inactive - DNR wants to close	No	No	No longer used by DOT&PF M&O Chandler Porter will open pit to permits
<del>35-3-5010-4</del>	<del>Parks Hwy MP 417.5</del>	Mile 117 Pit	None	Possible	No	DOT&PF	BLM ROW grant A-52629 and ADL 45703	Indefinite BLM ROW grant; Indefinite DNR ILMA	Yes	Yes	Indefinite BLM ROW grant issued 1961; DNR ILMA (ADL 45703) issued in 1980. Approx. 65 acres
35-3-5011-1	Parks Hwy MP 118	Mile 118 Pit	?	?	No	DNR	ADL 45704	Indefinite	Yes	No	Indefinite BLM ROW grant issued in 1961; DNR ILMA issued 5/21/1974
35-3-5012-1	Parks Highway Mile 121	Chulitna Maintenance Station	Yes	Yes	No	SOA	BLM ROW grant A-52629 and ADL 39400	Indefinite	No	Yes	We need a copy of the BLM grant and ILMT (1969) for our files. Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961.
35-3-5015-1 (35-3-046-1)	Parks Highway Mile 129	129 Mile Site	Yes	Yes	No	DOT&PF	BLM ROW grant A-52629 and ADL 45707	Indefinite	No	Yes	Given to DOT&PF by BLM in 1968. DOT is the land manager per the title; DNR is to amend their files to disallow material sales contracts at this site.
<del>35-3-5016-4</del>	<del>Parks Highway Mile 129.6</del>	None	None	?	No	DOT&PF	ROW Grant 052629/ ILMT ADL 45708	Indefinite	No - Don't Use	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. Undeveloped 90 acres
584-001-1	Petersville Road MP 6.2	Oil Well Road/ Moose Creek Pit	Yes	Yes	Yes	DNR	FUP (ADL 57589) for 400,000 cu yd issued in 1972	Indefinite	No	No	Pit is water damaged and DNR is working to close it; NOAA has a lease for a small weather station on the southern end; parcel is on both sides of Oil Well Rd
<del>584-007-4</del>	<del>Petersville Rd M.P. 19.4</del>	Petersville Rd	None	No	No	DNR	ADL 222002	Don't Use	No	No	Material sale contract expired in 1991
584-005-1	Petersville Rd MP 27	?	No	No	No	DNR	Had a FUP (ADL 202814)	Closed in 1982	No	No	North of Twin Pit, by stream; land appears undisturbed via satellite
584-011-1	Petersville Rd MP 26.8	Twin Pit	Yes	Yes	No	DNR	Material Sale Contract ADL 230169	12/31/2017	No?	No	Single pit bisected by road

584-012-1	Petersville Rd MP 29	?	?	?	?	DNR	Material Sale Contract ADL 230170	12/31/2017	?	No	State plats indicate the western area of the site is overlain by two closed mining claims (MCL 532461 & MCL 532462). DOT&PF has a one-half mile wide lease location order (LLO 19) along Petersville Road; needs final location of the road ROW
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**Palmer Area**

Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
42-2-005-1	Glenn Hwy Milepost 66.2	Kings River Pit	Yes	Yes	No	DNR	Material Sale Contract ADL 19895	Issued 12/10/86	No	No	DNR received ILMA application in 2014
42-2-335-1	Glenn Hwy MP 56.2	None	?	?	?		DNR ILMT ADL 35285 issued in 1968	Indefinite	?	Yes	
525-015-1	Wasilla Fishhook Milepost 7.65 (Unalaska Street)	Wasilla Fishhook Pit	Yes	Yes	Yes	DNR	ILMT ADL 59287	Indefinite	No	Yes	Within floodplain and adjacent to river channels
576-007-1	Old Glenn Hwy MP 16.8	Matanuska River Pit	No	Possible	Yes	DNR	DNR FUP ADL 29247 issued in 1965	Indefinite for 20,000 cu yd	Yes	Yes	Site is river bank on both sides of the hwy bridge at least 500 ft from bridge to maintain bridge stability; needs USACE and ADF&G permits to use
576-015-1	MP 8.5 Old Glenn/Knik River Rd	Knik River Quarry	Yes	Yes	?	DOT&PF	Property deded to DOT&PF by the Cuffels	N/A	Possibly	Yes	Must get permits to use; riprap source

**Talkeetna Area**

Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
583-015-1	About MP 2 Comsat Road	Comsat Rd	Yes	Yes	Yes	DNR	ADL 215567	No ILMA; never had one	No		Land patented to "state of Alaska" in 1964. DNR issued DOT&PF an indefinite ILMA in 1979. ILMA closed by DNR in 2016. DNR will issue two MS contracts (one for rock area and one for gravel area), holding rock area for M&O until DOT applies for an ILMA

583-435-1	Talkeetna Spur Road MP 11	?	Yes	Yes	Yes	DNR	ADL 33588	Indefinite ILMT issued in 1969	No		Approx. 32.4 acres
<b>Willow Area</b>											
Material Site Number	Location - HWY & MP	Common Name	Use	Future Use Expected	Multiple Users	Property Owner	Permit Number	Expires/ Closed	SWPPP Needed	DOT ROW File	Notes
<del>35-1-640-1/35-1-640W-1</del>	<del>Mile Point 52.8 Parks Hwy</del>	Batchelow Pit	None	Yes	No	Private	N/A - private contract signed in 1963	Private agreement expired in 1973	No	No	Site is on private property and has been depleted since 1963
35-1-855-1	MP 71.1 Parks Hwy/Willow-Fishhook Rd	Old Willow Maintenance Station	None	No	No	DOT&PF	BLM ROW grant A-59356 and ADL 40293	Indefinite; issued in 1969	Only if excavation resumes	No	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1963.
35-2-003-1	Willow Creek bank east of Parks Hwy Mile Point 36.2, adjacent to RR	Beavers Pit	None	Possible	No	DOT&PF	BLM gave DOT land in 1962	Indefinite	?	No	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1962. DOT&PF tried to relinquish ROW in 1978 because site is difficult to access, but land is still shown to be owned by the state
35-2-014-1	MP 88 Parks Hwy	Sheep Creek Pit	Yes	Yes	Yes	DNR	DNR ILMT ADL 43689 issued in 1969	Indefinite	?	Yes	West of hwy; approx 89 acres
35-2-015-1	MP 100.4 Parks Hwy	Tams Site 2-1	None	Yes	No	DOT&PF	BLM ROW grant A-052629 7/14/1960 and DNR ILMA ADL 45666	BLM grant and ILMA are indefinite	Yes	Yes	Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1961. 172 acres on the Susitna River
35-2-408-1	MP 76 Parks Hwy	None	None	Possible	No	DOT&PF or DNR	Deeded from BLM I 1962; DNR FUP ADL 19037	FUP expired in 1969	?	No	Site has a high water table and there are better sites nearby
	M.P. 7 Willow-Fishhook Rd	Kelleyville Pit	None	Yes	No	SOA	Will get permits and write SWPPP if needed		Yes		Drains to Craige Creek
580-004-1	MP 46/ Mile Point 28.4 Willow-Fishhook Rd	Burrow Road	?	Yes	No	DNR	DNR FUP ADL 25125 issued in 1965	Indefinite	No	Yes	FUP is for 100,000 cu yd only



<del>580-006-1/MS-580-006A-1</del>	<del>MP 40 Willow-Fishhook Rd</del>	None	None	Possible	No	DNR	FUP ADL 32188 issued in 1966	Indefinite	?	Yes	Access ROW MS 580-006A-1 expired, so no access currently permitted; FUP is for 600,000 cu yd of rd bldg material
580-016-1	On-Willow-Creek-by- <del>MP 41.5 Willow-Fishhook Rd</del>	None	None	Possible	?	DOT&PF and or MSB	BLM ROW grant A-61246 and ADL 22514	Indefinite		Yes	2.5 acres; land conveyed to MSB in 1974 subject to DNR FUP, but MSB GIS shows ownership of only 1.5 acres. Indefinite BLM ROW grant deeded land to the State of Alaska Division of Highways in 1964.
580-020-1	<del>Mile Point 21.7-Willow-Fishhook Rd</del>	Woodward Pit	None	Yes	No	SOA		Expired 1971	No	No	
580-022-1	<del>MP 45.4/ Mile-Point 27.9 Willow-Fishhook Rd</del>	Riedel Pit	None	Yes	No	SOA	Will get permits and write SWPPP if needed		Yes	No	Berm
580-025-1	<del>MP 34.3 Willow-Fishhook Rd</del>	None	None	Possible	Yes	DNR	FUP ADL 73305 issued in 1976	Indefinite until 100,000 cu yd is removed (original had no limit)	?	Yes	FUP is for for 100,000 cu yd of rd bldg material; Two active mining claims overlay site
580-026-1	<del>MP 35.2 Willow-Fishhook Rd</del>	None	None	Possible	No	DNR	Material sale contract FUP ADL 202813 issued in 1987	Expired in 1990	No	No	No existing access rd, so quality and quantity of material unkown
580-027-1	<del>MP 31 Willow-Fishhook Rd</del>	None	None	No	Yes	DNR	Material sale contract ADL 223680	Expired in 1990	?	No	Two active mining claims overlay site
580-028-1	<del>MP 30 Willow-Fishhook Rd</del>	None	None	Possible	No	DNR	Material sale contract ADL 223681	Never issued; case was closed in 1996		No	Assumed closed
580-030-1	M.P. 27.2 Willow-Fishhook Rd	None	Yes	Yes	No	DNR	Material contract ADL 223683	Contract expired in 1990	Yes, if not regraded	No	Paperwork sent to DNR for MS contract; no MSB permit needed
580-031-1	<del>MP 0.2 Grubstake Rd</del>	Mrak Pit	None	Possible	?	DNR	Material sale ADL 223684 issued in 1987	Expired 7/1/1990	?	No	Coincides with mining claim ADL 511088
580-032-1	<del>MP 28.8 Willow-Fishhook Rd</del>	?	None	Yes	No	SOA?	Will get permits and write SWPPP if needed	No record of site being used	Yes	No	Assumed closed

580-450-1	MP 26.93 Willow-Fishhook Rd (Mile Point 9.3)	4 Mile Gravel Pit/ Stove Pit	None	Possible?	No	DNR	Part granted to SOA by BLM in 1964 and part was private and is now state-owned	N/A	?	No	Owned by the SOA, but assumed closed
580-752-1	MP 41.6 Willow-Fishhook Rd	Wetherington Pit	Yes	Yes	No	DOT&PF	Deeded to DOT&PF by Milton Wetherington	N/A	?	Yes	Limited quantity of sand and gravel, but may be used as a soil disposal site; approx. 1.975 acres; quit claim deeded to DOT&PF from private owner
580-753-1	MP 41.5 Willow-Fishhook Rd	Foster Pit	Yes	Yes	No	DOT&PF	Deeded to DOT&PF by Herbert Foster	N/A	?	Yes	Limited quantity of sand and gravel, but may be used as a soil disposal site; quit claim deeded to DOT&PF from private owner

**Central Region Materials Sites that need SWPPPs and Permits**

Kenai Peninsula									
Quartz Creek Area									
Material Site Name/ Number	Location - HWY & MP	Common Name	Currently in use?	Future use expected?	Multiple Users?	Property owner	Permit Number	Expires/ Closed	SWPPP Needed
21-2-002-1/21-2-003-1	MP 50.3 Sterling Hwy	Quartz Creek	No	No				Will Stop Using.	Drains to Cooper Creek
Seward Area									
Material Site Name/ Number	Location - HWY & MP	Common Name	Currently in use?	Future use expected?	Multiple Users?	Property owner	Permit Number	Expires/ Closed	SWPPP Needed
31-1-022-1	MP 15 Seward Hwy	Snow River Bridge	No	No	Yes	DNR		Don't use and probably won't in the future.	YES-In River
Matanuska-Susitna Borough									
Cascade Area									
Material Site Name/ Number	Location - HWY & MP	Common Name	Currently in use?	Future use expected?	Multiple Users?	Property owner	Permit Number	Expires/ Closed	SWPPP Needed
42-2-001-1	Glenn HWY. Milepost 75.7	Rock Pit King Mountain	Yes	Yes	?	?			YES
Chulitna Area									
Material Site Name/ Number	Location - HWY & MP	Common Name	Currently in use?	Future use expected?	Multiple Users?	Property owner	Permit Number	Expires/ Closed	SWPPP Needed
35-3-023-1	Parks Highway Mile 156	?	Yes	Yes	No	BLM	BLM 052629	Issued	YES-DRAFT SWPPP
35-3-033-1/ 35-3-032-1	Parks Highway Mile 162	?	No	Yes	No	BLM	BLM 052629	Issued	YES-BERM?
Palmer Area									
Material Site Name/ Number	Location - HWY & MP	Common Name	Currently in use?	Future use expected?	Multiple Users?	Property owner	Permit Number	Expires/ Closed	SWPPP Needed
576-015-1	Old Glenn Hwy. Milepost 8.5	Knik River Quarry	Yes	Yes	No	Private Property Warranty Deed from Henry and Alice Cuffel(?)			YES
Willow Area									
Material Site Name/ Number	Location - HWY & MP	Common Name	Currently in use?	Future use expected?	Multiple Users?	Property owner	Permit Number	Expires/ Closed	SWPPP Needed
35-1-855-1	Mile Point 35.84 Parks Hwy	Willow Maintenance Station	Stockpiling and mining	Yes	No	S.O.A	land management transfer ADL 40293	no exp date	YES-DRAFT
Unknown	M.P. 7 Willow Fishhook	Kelleyville Pit	Mining	Yes	No	S.O.A			YES-Drains to Craig Creek
580-030-1	M.P. 9.35 Willow Fishhook	?	Mining	Yes	No	S.O.A			YES
580-032-1	M.P. 13.01 Willow Fishhook	?	Mining	Yes	No	S.O.A			YES
580-022-1	M.P. 27.01 Willow Fishhook	Reidel Pit	Mining	Yes	No	S.O.A			YES-Berm?

## Annual Material Use Counts

2013		
Material Site Name	Material Used (cu yd)	Material Site No.
<b>MOA</b>		
N/A	0	N/A
<b>KPB</b>		
Ohlson Mountain	4800	430-625-1
Lawing Airport Quarry	4500	31-1-016-1
Quartz Creek Maintenance Camp	1600	21-2-022-1
<b>Total</b>	<b>10900</b>	
<b>Mat-Su</b>		
Moose Creek	10000	
Twin Pit	10000	584-011-1
Old Glenn/Knik River	10000	
<b>Total</b>	<b>30000</b>	

2014		
Material Site Name	Material Used (cu yd)	Material Site No.
<b>MOA</b>		
N/A	0	N/A
<b>KPB</b>		
<b>Total</b>	<b>0</b>	
<b>Mat-Su</b>		
<b>Total</b>	<b>0</b>	

2015		
Material Site Name	Material Used (cu yd)	Material Site No.
<b>MOA</b>		
N/A	0	N/A
<b>KPB</b>		
Ohlson Mountain	21000	430-625-1
Lawing Airport Quarry	800	31-1-016-1
<b>Total</b>	<b>21800</b>	
<b>Mat-Su</b>		
Wasilla-Fishook Rd	2500	525-015-1
Petersville - Oil Well Rd	6000	584-001-1
<b>Total</b>	<b>8500</b>	

2016		
Material Site Name	Material Used (cu yd)	Material Site No.
<b>MOA</b>		
N/A	0	N/A
<b>KPB</b>		
Lawing Airport Quarry	250	31-1-016-1
<b>Total</b>	<b>250</b>	
<b>Mat-Su</b>		
Petersville - Oil Well Rd	500	584-001-1
<b>Total</b>	<b>500</b>	

2017			
Material Site Name	Material Used (cu yd)	Material Site No.	ADL No.
<b>MOA</b>			
N/A	0	N/A	N/A
<b>KPB</b>			
Ptarmigan	1,500.00	21-1-228-1	226654
Lawing Airport Quarry	1,000.50	31-1-016-1	217427 & 217590
<b>Total</b>	<b>2,500.50</b>		
<b>Mat-Su</b>			
Petersville - Oil Well Rd/Moose Creek	3,000	584-001-1	57589
Willow-Fishhook Rd MP 27.2	25,000	580-030-1	223683
Glenn Hwy MP 115	250	42-3-313-1	22515
<b>Total</b>	<b>28,250</b>		
<b>SW</b>			
N/A	0	N/A	N/A

2018			
Material Site Name	Material Used (cu yd)	Material Site No.	ADL No.
<b>MOA</b>			
N/A	0	N/A	N/A
<b>KPB</b>			
Sterling Hwy MP 40.4	4,800	31-1-012-1	227155
Ptarmigan	3,000.00	21-1-228-1	226654
Lawing Airport Quarry	850.00	31-1-016-1	217427 & 217590
<b>Total</b>	<b>8,650.00</b>		
<b>Mat-Su</b>			
Petersville - Oil Well Rd/Moose Creek	6,500	584-001-1	57589
Glenn Hwy MP 115	70	42-3-313-1	225827
<b>Total</b>	<b>6,570</b>		
<b>SW</b>			
N/A	0	N/A	N/A

**DNR Material Sites in use by DOT&PF**

Location	Name	MS#	ADL#	Current ILMA/ILMT?	ILMA Desired?	Current Contract expiration	Notes	DOT&PF Work Area
<b>Anchorage District</b>								
<b>Girdwood Area</b>								
<b>Hope Area</b>								
Seward Hwy MP 49	MP 49	31-1-025-1	226286	No	No	12/31/2024	10 yr MS contract for unknown amount of material issued in 2014	

\* MP = Mile Post  
 Red - needs ILMA amended  
 Green - needs ILMA  
 Blue - Needs contract renewal

Central Region MOA

## Central Region Peninsula

Location	Name	MS#	ADL#	Current ILMA/ILMT?	ILMA Desired?	Current Contract expiration	Access Barrier	Notes	DOT&PF Work Area
<b>Peninsula District</b>									
<b>Homer Area</b>									
Ohlson Mtn. Rd MP* 4.1	Ohlson Mountain	430-625-1	27054	No	No	N/A	Yes	Indefinite BLM FUP from 1974 for an unknown amount of material	West end of access road
Knob Hill Rd MP 1.85	Knob Hill/Epperson Knob	21-1-034-1	44432	Yes	Yes	Indefinite	No	Indefinite ILMT from 1969; trespass issue with CIRI cleared up by survey	N/A - entire site
<b>North Kenai Area</b>									
Holt-Lamplight Rd MP 4	Bishop Lake	490-019-1	39496	Yes	Yes	Indefinite	Yes	ILMT issued 9/5/1968	N/A - entire site
Miller Loop/Bernice Lake Rd	Cabin Lake	490-022-1	201811	No	Yes	Unknown	Needed	ILMA desired for the 40 acres not part of the potential KSB land swap. ROW has a complete ILMA application on hand, but is waiting to receive other ILMAs before submitting more.	N/A - entire site
<b>Quartz Creek Area</b>									
Quartz Creek Airport	Quartz Creek Maintenance Camp	21-2-022-1	217683	Yes	Yes	Indefinite	Yes	ILMA expires in 2049 or "as long as land is needed for airport"	N/A - entire site
Sterling Highway MP 40.4	Quartz Creek at Sterling Hwy	21-2-051-1	227155	No	No	12/31/2022	Yes	New contract paperwork awaiting ROW signature and submission to DNR	
Seward Hwy MP 42	MP 42	31-1-012-1	229786	No	No	12/31/2016	No	Statewide Materials inventory has MS contract expiring in 2024.	
<b>Seldovia Area</b>									
Jakalof Bay Rd MP 1	Seldovia Airport Site	000-0-018-1	64945	No	No	N/A	No	Quitclaim deed issued to DOT&PF in 1974 for Tract V, Parcel A	N/A - entire site
<b>Seward Area</b>									
Seward Hwy off MP 24	Lawing Airport Quarry	31-1-016-1	217427 & 217590	Yes	Yes	6/10/2021	No	ILMA needs to be amended to include on-site quarry. This site is only usable by DOT&PF, as equipment must cross an active state runway to access site. Site is very important to DOT&PF, as the sole source of state-owned rock in the area. While awaiting ILMA amendment, which is pending a compromise with DNR, a material sales contract is awaiting ROW signature and submission to DNR	Southwest corner of parcel #12532413, at the end of the access rd off the northeast corner of the airstrip (currently the entire developed area)
<b>Soldotna Area</b>									
Sterling Hwy MP 110.2	Abrahms/Ptarmigan/N. Crooked Creek	21-1-228-1	226654	No	Yes	7/22/2013	Needed	Management rights dispute site. ILMA application submitted on 1/12/2018. Awaiting processing.	N/A - entire site
Sterling Hwy MP 86.7	Scout Lake Site 1	21-2-400-1	224123	No	No	8/31/2011	No	KPB conditional use permit not required (prior existing use). DOT&PF needs to submit new material sales contract paperwork	DOT&PF ROW on north side of highway at mile point 49.7
Sterling Hwy MP 86.6	Scout Lake Site 2/ Dorothy	21-2-401-1	224124	No	No	8/31/2011	Yes	KPB conditional use permit not required (prior existing use). New contract paperwork awaiting ROW signature and submission to DNR	East 2/3 of parcel# 06309257
Cohoe Loop Rd MP 6	6 Mile	461-616-1	37251 & 231494	No	?	N/A	No	Management rights dispute site. Indefinite DNR FUP from 1973 for material as needed (no set limit)	Two separate areas: one in the northwest and one in the southwest quadrants of the parcel

\* MP = Mile Post  
 Red - needs ILMA amended  
 Green - needs ILMA  
 Blue - Needs contract renewal

<u>Location</u>	<u>Name</u>	<u>MS#</u>	<u>ADL#</u>	<u>Current ILMA/ILMT?</u>	<u>ILMA Desired?</u>	<u>Current Contract Expiration</u>	<u>Access Barrier</u>	<u>Notes</u>	<u>DOT&amp;PF Work Area</u>
<b>Matanuska-Susitna District</b>									
<b>Cascade Area</b>									
Glenn Hwy MP 66.1	Kings River/Kings Mtn/Callison Pit	42-2-005-1	26878	No	Yes	N/A	Yes	ILMA mixup - DOT&PF was told they had an ILMA here, but the ILMA was for a different (adjacent) site. Site needs an ILMA ASAP. Indefinite FUP for 500,000 cu yd issued in 1966. ROW has a complete ILMA application on hand, but is waiting to receive other ILMAs before submitting more.	N/A - entire site
Glenn Hwy MP 93.5	Cascade Maintenance Station	42-2-007-1	231521	Yes	Yes	Indefinite	Yes	ILMA issued in 1972	N/A - entire site
Old Glenn Hwy MP 93.8	Cascade Pit	42-2-333-1	226928	No	Yes	12/31/2016	Yes	FUP contract is for 150,000 cu yd of sand and gravel; ILMA application submitted on 1/12/2018. Awaiting processing.	Currently entire site
Glenn Hwy Milepost 115	Sheep Mtn/Gunsight Mtn	42-3-313-1	225827	No	No	12/31/2016	No	10 year contract renewal applied for in 2013; waiting for DNR to process material sales contract paperwork	Just west of entrance; see map
<b>Chulitna Area</b>									
Petersville Rd MP 26.8	Twin Pit	584-011-1	230169	No	No	12/31/2017	No	Patented to the state by BLM in 1966. New contract paperwork waiting ROW signature and submission to DNR	Both sides of road at the northern boundary of the parcel
Petersville Road MP 6.2	Oil Well Road/ Moose Creek Pit	584-001-1	57589	No	Yes	N/A	Yes	ILMA mixup - DOT&PF was told they had an ILMA, but there is no ILMA. DOT&PF assisted DNR in closing a portion of the site that went down to the water table. Site needs an ILMA ASAP, as all material will go quickly without it and the site is important to DOT&PF. Indefinite FUP for 400,000 cu yd issued in 1972. ILMA application submitted on 1/12/2018. Awaiting processing.	N/A - entire site
Parks Hwy MP 121	Chulitna Maintenance Station	35-3-5012-1	39400	Yes	Yes	Indefinite	Yes	Management rights dispute site. ILMT issued in 1969	N/A - entire site
<b>Talkeetna Area</b>									
Comsat Road MP 2	Comsat Rd	583-015-1	215567	No	Yes	N/A	Needed	Indefinite ILMA was closed and the re-application from DOT was never processed (submitted in 1988). DOT&PF wants an ILMA for the rock at this site (sole source in the area for M&O), but a MS contract is fine for the sand/gravel. ROW has a complete ILMA application on hand, but is waiting to receive other ILMAs before submitting more.	Entire rock area and northwest quadrant of gravel area; see map
Talkeetna Spur Rd MP 11	N/A	583-435-1	33588	Yes	Yes	Indefinite	Needed	ILMT issued in 1969	N/A - entire site
<b>Willow Area</b>									
Willow-Fishhook Rd MP 27.2	N/A	580-030-1	223683	No	No	N/A	No	Waiting for DNR to process material sales contract paperwork (submitted 3/23/2016)	Currently entire site

\* MP = Mile Post

Red - needs ILMA amended

Green - needs ILMA

Blue - Needs contract renewal

Central Region Mat-Su



Central Region Sites - Priority List

Priority Ranking	Name	Location	MS#	ADL#	District	Station(s)	Contract Type
1	Lawing Airport Quarry	Seward Hwy off MP 24	31-1-016-1	217427 & 217590	Peninsula	Crown Point	ILMA
2	Kings River/Kings Mtn/Callison Pit	Glenn Hwy MP 66.1	42-2-005-1	26878	Mat-Su	Palmer & Cascade	ILMA
3	Oil Well Road/ Moose Creek Pit	Petersville Road MP 6.2	584-001-1	57589	Mat-Su	Chulitna	ILMA
4	Abrahms/Ptarmigan/N. Crooked Creek	Sterling Hwy MP 110.2	21-1-228-1	226654	Peninsula	North Kenai & Soldotna	ILMA
5	Ohlson Mountain	Ohlson Mtn. Rd MP 4.1	430-625-1	27054	Peninsula	Homer Hwy & Homer Airport	ILMA
6	Comsat Rd	Comsat Road MP 2	583-015-1	215567	Mat-Su	Talkeetna	ILMA
7	Sheep Mtn/Gunsight Mtn/ Glacial Fan	Glenn Hwy Milepost 115	42-3-313-1	225827	Mat-Su	Cascade	Contract
8	Scout Lake Site 2/ Dorothy	Sterling Hwy MP 86.6	21-2-401-1	224124	Peninsula	Soldotna	Contract
9	Scout Lake Site 1	Sterling Hwy MP 86.7	21-2-400-1	224123	Peninsula	Soldotna	Contract
10	6 Mile	Cohoe Loop Rd MP 6	461-616-1	37251 & 231494	Peninsula	Soldotna	Contract
11	Bishop Lake	Holt-Lamplight Rd MP 4	490-019-1	39496	Peninsula	North Kenai	Indefinite ILMA
12	N/A	Willow-Fishhook Rd MP 27.2	580-030-1	223683	Mat-Su	Willow	Contract
13	Cabin Lake	Miller Loop/Bernice Lake Rd	490-022-1	201811	Peninsula	North Kenai	
14	Cascade Pit	Old Glenn Hwy MP 93.8	42-2-333-1	226928	Mat-Su	Cascade	ILMA
15	Quartz Creek Maintenance Camp	Quartz Creek Airport	21-2-022-1	217683	Peninsula	Quartz Creek	Indefinite ILMA
16	Twin Pit	Petersville Rd MP 26.8	584-011-1	230169	Mat-Su	Chulitna	Contract
17	Quartz Creek at Sterling Hwy	Sterling Highway MP 40.4	21-2-051-1	227155	Peninsula	Quartz Creek	Contract
18	N/A	Talkeetna Spur Rd MP 11	583-435-1	33588	Mat-Su	Talkeetna	Indefinite ILMT
19	Knob Hill/Epperson Knob	Knob Hill Rd MP 1.85	21-1-034-1	44432	Peninsula	Ninilchik	Indefinite ILMT
20	Seldovia Airport Site	Jakalof Bay Rd MP 1	000-0-018-1	64945	Peninsula	Seldovia	N/A owned by DOT&PF
21	MP 42	Seward Hwy MP 42	31-1-012-1	229786	Peninsula	Quartz Creek	Contract
22	MP 49	Seward Hwy MP 49	31-1-025-1	226286	Anchorage	Silvertip	Contract

Note: The above list does not include M&O stations, which are always our highest priority. As most stations and airports have indefinite ILMTs, the above list is only for material sources and not daily operations.

MATERIAL SITE #	MAINTSTAT	HIGHWAY	SECONDARY	HWY MILE	LAND OWNER	BOROUGH	ALIAS
683-003-2	MANLEY STATION	ROAD TO TANANA		21	SOA	UNORGANIZED	BARE ROCK
683-001-2	MANLEY STATION	ROAD TO TANANA		14	SOA	UNORGANIZED	BOULDER CREEK PIT
62-2-025-5	TOK STATION	ALASKA HIGHWAY		1304	TETLIN	UNORGANIZED	TANANA RIVER QUARRY
62-1-025-5	NORTHWAY STATION	ALASKA HIGHWAY		1230	DNR	UNORGANIZED	MILE 1230 PIT
62-3-077-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1395	DNR	UNORGANIZED	MILE 1395 PIT
62-1-011-5	NORTHWAY STATION	ALASKA HIGHWAY		1263	DOYON	UNORGANIZED	MILE 1263 PIT
62-2-060-2	TOK STATION	ALASKA HIGHWAY		1355	DOYON	UNORGANIZED	
62-2-004-5	TOK STATION	ALASKA HIGHWAY		1308	TETLIN	UNORGANIZED	
62-1-017-5	TOK STATION	ALASKA HIGHWAY		1295	DOYON	UNORGANIZED	JOHNNY WALKER PIT
62-2-012-5	TOK STATION	ALASKA HIGHWAY		1328	DOYON	UNORGANIZED	
62-1-010-5	NORTHWAY STATION	ALASKA HIGHWAY		1260	DOYON	UNORGANIZED	MILE 1260 PIT
62-1-018-5	TOK STATION	ALASKA HIGHWAY		1300	DOYON	UNORGANIZED	MILE 1300 PIT
62-1-014-5	NORTHWAY STATION	ALASKA HIGHWAY		1276	DOYON	UNORGANIZED	
62-3-073-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1389	DNR	UNORGANIZED	LITTLE GERSTLE RIVER PIT
62-2-021-5	TOK STATION	ALASKA HIGHWAY		1352	BLM	UNORGANIZED	
62-2-064-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1364	DOYON	UNORGANIZED	
62-2-003-5	TOK STATION	ALASKA HIGHWAY		1312	DOYON	UNORGANIZED	
711-010-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	TANANA LOOP EXT. ROAD	0	DNR	UNORGANIZED	TANANA LOOP PIT PIT #3
62-3-037-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1393	DNR	UNORGANIZED	GERSTLE RIVER - SOUTH PIT
711-012-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	SAWMILL CREEK ROAD	0	DNR	UNORGANIZED	SAWMILL ROAD PIT
711-016-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	CUMMINGS ROAD	0	DNR	UNORGANIZED	CUMMINGS ROAD PIT #1
62-1-021-5	TOK STATION	ALASKA HIGHWAY		1235	USFWS	UNORGANIZED	SWEETWATER SITE
62-3-075-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1392	DNR	UNORGANIZED	GERSTLE RIVER QUARRY
711-004-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	HORSESHOE LANE	0	DNR	UNORGANIZED	HORSESHOE LANE PIT
62-2-011-5	TOK STATION	ALASKA HIGHWAY		1327	DOYON	UNORGANIZED	
62-3-179-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1411	DNR	UNORGANIZED	
62-3-087-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1380	DNR	UNORGANIZED	JOHNSON RIVER PIT
62-2-013-5	TOK STATION	ALASKA HIGHWAY		1331	DOYON	UNORGANIZED	MILE 1331 PIT
711-007-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	CLEARWATER ROAD	0	DNR	UNORGANIZED	BUENO ROAD PIT
711-008-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	TANANA LOOP EXT. ROAD	0	DNR	UNORGANIZED	TANANA LOOP PIT #1
711-013-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	RAPESEED WAY	0	DNR	UNORGANIZED	RAPESEED WAY PIT #1
62-2-167-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1376	DNR	UNORGANIZED	SEARS CREEK PIT #2
62-2-014-5	TOK STATION	ALASKA HIGHWAY		1332	DOYON	UNORGANIZED	MOON LAKE PIT
62-2-066-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1367	DNR	UNORGANIZED	SAM CREEK PIT
62-1-002-5	NORTHWAY STATION	ALASKA HIGHWAY		1227	DNR	UNORGANIZED	SCOTTIE CREEK PIT
62-1-012-5	NORTHWAY STATION	ALASKA HIGHWAY		1264	DOYON	UNORGANIZED	NORTHWAY JUNCTION PIT
62-1-024-5	NORTHWAY STATION	ALASKA HIGHWAY		1231	USFWS	UNORGANIZED	ISLAND LAKE QUARRY
62-1-009-5	NORTHWAY STATION	ALASKA HIGHWAY		1257	DOYON	UNORGANIZED	YARGER LAKE PIT
62-2-022-5	TOK STATION	ALASKA HIGHWAY		1353	DOYON	UNORGANIZED	PAUL'S HILL PIT
62-2-069-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1379	DNR	UNORGANIZED	DRY CREEK PIT
62-2-172-2	TOK STATION	ALASKA HIGHWAY		1347	DNR	UNORGANIZED	ROBERTSON RIVER PIT
62-1-019-5	NORTHWAY STATION	ALASKA HIGHWAY		1280	DOYON	UNORGANIZED	RIVERVIEW LODGE PIT
62-2-001-5	TOK STATION	ALASKA HIGHWAY		1306	TETLIN	UNORGANIZED	MILE 1306 PIT
62-2-006-5	TOK STATION	ALASKA HIGHWAY		1312	DOYON	UNORGANIZED	
62-1-015-5	NORTHWAY STATION	ALASKA HIGHWAY		1281	DOYON	UNORGANIZED	MILE 1281 PIT
62-2-061-2	TOK STATION	ALASKA HIGHWAY		1357	DOYON	UNORGANIZED	BEAR CREEK PIT
711-014-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	SPRUCE ROAD	0	DNR	UNORGANIZED	SPRUCE ROAD PIT
62-2-007-5	TOK STATION	ALASKA HIGHWAY	EAST 5TH STREET	1314	DOYON	UNORGANIZED	TOK TOWNSITE PIT
62-2-063-2	TOK STATION	ALASKA HIGHWAY		1362	DOYON	UNORGANIZED	DOT LAKE PIT
62-2-171-2	TOK STATION	ALASKA HIGHWAY		1321	DNR	UNORGANIZED	PUMP STATION PIT
62-2-176-2	TOK STATION	ALASKA HIGHWAY		1334	DNR	UNORGANIZED	YERRICK CREEK PIT
62-3-071-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1376	DNR	UNORGANIZED	SEARS CREEK PIT #1
62-3-078-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1406	DNR	UNORGANIZED	MILE 1406 PIT
711-002-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	HANSON ROAD	0	DNR	UNORGANIZED	HANSON ROAD PIT
711-003-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	JACK WARREN ROAD	0	DNR	UNORGANIZED	JACK WARREN / SALES PIT
711-009-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	TANANA LOOP EXT. ROAD	0	DNR	UNORGANIZED	TANANA LOOP PIT #2
711-018-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	CUMMINGS ROAD	0	DNR	UNORGANIZED	CUMMINGS ROAD PIT #3
62-1-001-5	NORTHWAY STATION	ALASKA HIGHWAY		1222	USFWS	UNORGANIZED	BORDER STATION PIT
62-1-008-5	NORTHWAY STATION	ALASKA HIGHWAY		1252	DOYON	UNORGANIZED	TEN MILE CREEK PIT
62-2-024-5	TOK STATION	ALASKA HIGHWAY		1307	TETLIN	UNORGANIZED	LORAN PIT
62-2-015-5	TOK STATION	ALASKA HIGHWAY		1334	DOYON	UNORGANIZED	
62-2-059-2	TOK STATION	ALASKA HIGHWAY		1353	DOYON	UNORGANIZED	PAUL'S HILL PIT
62-3-076-2	TOK STATION	ALASKA HIGHWAY	CUMMINGS ROAD	1393	DNR	UNORGANIZED	GERSTLE RIVER - NORTH PIT
711-011-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	TANANA LOOP EXT. ROAD	0	DNR	UNORGANIZED	TANANA LOOP PIT #4
62-2-016-5	TOK STATION	ALASKA HIGHWAY		1337	DOYON	UNORGANIZED	CATHEDRAL PIT
62-1-020-5	NORTHWAY STATION	ALASKA HIGHWAY		1277	DOYON	UNORGANIZED	BITTERS CREEK QUARRY
62-2-010-5	TOK STATION	ALASKA HIGHWAY		1326	DOYON	UNORGANIZED	MILE 1326 PIT
62-1-007-5	NORTHWAY STATION	ALASKA HIGHWAY		1238	DNR	UNORGANIZED	PARADISE HILL QUARRY
62-1-168-2	NORTHWAY STATION	ALASKA HIGHWAY		1250	DNR	UNORGANIZED	GRANITE HILL PIT
62-2-177-2	TOK STATION	ALASKA HIGHWAY		1341	DNR	UNORGANIZED	FIREWEEK PIT

62-1-005-5	NORTHWAY STATION	ALASKA HIGHWAY		1233	USFWS	UNORGANIZED	GLACIER HILL PIT
62-2-174-2	TOK STATION	ALASKA HIGHWAY		1347	DNR	UNORGANIZED	MILE 1347 PIT
711-017-2	DELTA JUNCTION STATION	ALASKA HIGHWAY	CUMMINGS ROAD	0	DNR	UNORGANIZED	CUMMINGS ROAD PIT #2
62-1-013-5	NORTHWAY STATION	ALASKA HIGHWAY		1268	DOYON	UNORGANIZED	BEAVER CREEK PIT
62-2-023-5	TOK STATION	ALASKA HIGHWAY		1308	TETTLIN	UNORGANIZED	
62-3-079-2	DELTA JUNCTION STATION	ALASKA HIGHWAY		1416	BLM	UNORGANIZED	WEIDNER PIT
42-3-001-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	130.5	SOA	MATANUSKA-SUSITNA BOROUGH	OLD MAN TRAIL PIT
42-3-002-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	138	SOA	UNORGANIZED	NELCHINA SLIDE PIT
42-3-004-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	141	SOA	UNORGANIZED	NELCHINA MAINT. STA. PIT
42-3-006-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	150	SOA	UNORGANIZED	MILE 150 PIT
42-3-007-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	158	SOA	UNORGANIZED	
42-3-008-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	170.5	SOA	UNORGANIZED	TOLSONA PIT
42-3-010-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	172	SOA	UNORGANIZED	TOLSONA HILL PIT
42-3-011-5	TAZLINA STATION	NORTHERN GLENN HIGHWAY	<Null>	182	BLM	UNORGANIZED	FISHER PIT
42-3-012-5	TAZLINA STATION	NORTHERN GLENN HIGHWAY	Picho Drive	186	SOA	UNORGANIZED	MOOSE CREEK SITE
42-3-013-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	152	SOA	UNORGANIZED	FISH LAKE PIT
42-3-014-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	155.5	SOA	UNORGANIZED	WOOD CREEK PIT
42-3-015-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	165	SOA	UNORGANIZED	ATLASTA CREEK SITE
42-3-018-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	136	SOA	MATANUSKA-SUSITNA BOROUGH	MILE 136 PIT
42-3-019-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	146	SOA	UNORGANIZED	MILE 146 PIT
42-3-022-5	NELCHINA STATION	NORTHERN GLENN HIGHWAY	<Null>	133	SOA	MATANUSKA-SUSITNA BOROUGH	MILE 133 PIT
52-1-001-5	PAXSON STATION	DENALI HIGHWAY	<Null>	0	BLM	UNORGANIZED	MUD LAKE PIT
52-1-009-5	PAXSON STATION	DENALI HIGHWAY	<Null>	17	BLM	UNORGANIZED	PIT NO. 10
52-1-011-5	PAXSON STATION	DENALI HIGHWAY	<Null>	18	BLM	UNORGANIZED	PIT NO. 11
52-1-012-5	PAXSON STATION	DENALI HIGHWAY	<Null>	19.5	BLM	UNORGANIZED	PIT NO. 12
52-1-013-5	PAXSON STATION	DENALI HIGHWAY	<Null>	21	BLM	UNORGANIZED	PIT NO. 13
52-1-016-5	PAXSON STATION	DENALI HIGHWAY	<Null>	22	BLM	UNORGANIZED	PIT NO. 14
52-1-017-5	PAXSON STATION	DENALI HIGHWAY	<Null>	22	BLM	UNORGANIZED	PIT NO. 15 & 15A
52-1-020-5	PAXSON STATION	DENALI HIGHWAY	<Null>	25	BLM	UNORGANIZED	PIT NO. 18
52-1-021-5	PAXSON STATION	DENALI HIGHWAY	<Null>	25.5	BLM	UNORGANIZED	PIT NO. 19
52-1-031-5	PAXSON STATION	DENALI HIGHWAY	<Null>	45	BLM	MATANUSKA-SUSITNA BOROUGH	
52-1-032-5	PAXSON STATION	DENALI HIGHWAY	<Null>	47	SOA	MATANUSKA-SUSITNA BOROUGH	BORROW PIT NO. 9
52-1-034-5	PAXSON STATION	DENALI HIGHWAY	<Null>	55.5	SOA	MATANUSKA-SUSITNA BOROUGH	CLEARWATER CREEK SITE
52-1-079-5	PAXSON STATION	DENALI HIGHWAY	<Null>	42	DOT&PF	MATANUSKA-SUSITNA BOROUGH	MACLAREN RIVER SITE
52-2-024-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	62	BLM	MATANUSKA-SUSITNA BOROUGH	PIT NO. 33
52-2-025-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	72.5	BLM	MATANUSKA-SUSITNA BOROUGH	PIT NO. 51
52-2-027-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	78	BLM	MATANUSKA-SUSITNA BOROUGH	PIT NO. 57
52-2-028-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	80	BLM	MATANUSKA-SUSITNA BOROUGH	
52-2-029-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	83	BLM	MATANUSKA-SUSITNA BOROUGH	
52-2-030-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	99.5	SOA	MATANUSKA-SUSITNA BOROUGH	
52-2-031-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	117.5	SOA	DENALI BOROUGH	
52-2-032-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	118.5	AHTNA	DENALI BOROUGH	
52-2-033-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	119.5	AHTNA	DENALI BOROUGH	
52-2-034-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	121	BLM	DENALI BOROUGH	EDMONDS CREEK SITE
52-2-035-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	125.5	AHTNA	DENALI BOROUGH	
52-2-036-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	128	AHTNA	DENALI BOROUGH	
52-2-086-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	109	BLM	MATANUSKA-SUSITNA BOROUGH	
52-2-088-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	116.5	SOA	DENALI BOROUGH	
52-2-089-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	79	SOA	MATANUSKA-SUSITNA BOROUGH	WINDY CREEK SITE
52-2-090-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	83	BLM	MATANUSKA-SUSITNA BOROUGH	
52-2-091-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	97	SOA	MATANUSKA-SUSITNA BOROUGH	
52-2-092-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	99	SOA	MATANUSKA-SUSITNA BOROUGH	
52-2-094-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	102.5	SOA	MATANUSKA-SUSITNA BOROUGH	
52-2-095-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	109	SOA	MATANUSKA-SUSITNA BOROUGH	
52-2-097-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	115	SOA	DENALI BOROUGH	
52-2-101-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	109.5	SOA	MATANUSKA-SUSITNA BOROUGH	SEATTLE CREEK QUARRY
809-001-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	1	SOA	UNORGANIZED	ONE MILE PIT
809-002-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	4	SOA	UNORGANIZED	
809-003-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	5	SOA	UNORGANIZED	
809-004-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	8	SOA	UNORGANIZED	
809-005-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	10	SOA	UNORGANIZED	
809-006-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	12	SOA	UNORGANIZED	
809-007-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	14	SOA	UNORGANIZED	
809-009-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	17	SOA	MATANUSKA-SUSITNA BOROUGH	LAKE LOUISE SITE
809-010-5	NELCHINA STATION	LAKE LOUISE ROAD	<Null>	19.5	SOA	MATANUSKA-SUSITNA BOROUGH	LAKE DINTY SITE
52-1-033-5	PAXSON STATION	DENALI HIGHWAY	<Null>	48.5	SOA	MATANUSKA-SUSITNA BOROUGH	BORROW PIT NO. 11
52-2-037-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	132	AHTNA	DENALI BOROUGH	
52-2-040-2	CANTWELL STATION	DENALI HIGHWAY	<Null>	132	AHTNA	DENALI BOROUGH	DRASHNER PIT
52-2-093-2	CANTWELL STATION	DENALI HIGHWAY		100	SOA	MATANUSKA-SUSITNA BOROUGH	
52-2-096-2	CANTWELL STATION	DENALI HIGHWAY		111	SOA	MATANUSKA-SUSITNA BOROUGH	SEATTLE CREEK SITE
42-3-313-1	CASCADE STATION	SOUTHERN GLENN HIGHWAY		115	SOA	MATANUSKA-SUSITNA BOROUGH	GUNSIGHT MOUNTAIN PIT
62-3-002-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		280	SOA	UNORGANIZED	PIT NO. 9

62-3-003-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		282	SOA	UNORGANIZED	
62-3-052-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		275	SOA	UNORGANIZED	TANANA RIVER QUARRY
62-3-086-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		277	SOA	UNORGANIZED	
62-3-109-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY	SANDRA ROAD	270	SOA	UNORGANIZED	
62-3-112-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY	LARRY SPENGLER RD	274	SOA	UNORGANIZED	BIG DELTA PIT, MS 47-1R, OMS 47-1R
62-3-113-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		284	SOA	UNORGANIZED	FROG FARM
62-3-157-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		276	DOT&PF	UNORGANIZED	GILBERTSON QUARRY
62-4-012-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		331.5	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-013-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY	JOHNSON RD	331	SOA	FAIRBANKS NORTH STAR BOROUGH	JOHNSON ROAD PIT
62-4-015-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		329	SOA	FAIRBANKS NORTH STAR BOROUGH	BOONDOX QUARRY
62-4-027-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		320	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-028-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		320	BLM	FAIRBANKS NORTH STAR BOROUGH	
62-4-033-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		314	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-084-2	FAIRBANKS STATION	RICHARDSON HIGHWAY	LAKEVIEW DRIVE	360	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-085-2	FAIRBANKS STATION	RICHARDSON HIGHWAY		346	BLM	FAIRBANKS NORTH STAR BOROUGH	FLOOD CONTROL PROJECT
62-4-096-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY	MOSQUITO CREEK ROAD	314	FNSB	FAIRBANKS NORTH STAR BOROUGH	SILVER FOX PIT, MIDWAY PIT
62-4-100-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		305	SOA	FAIRBANKS NORTH STAR BOROUGH	BIRCH LAKE PIT, PIT NO. 10
62-4-102-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		302	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-103-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		299	SOA	FAIRBANKS NORTH STAR BOROUGH	CANYON CREEK PIT
62-4-104-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		298	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-105-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		295	SOA	FAIRBANKS NORTH STAR BOROUGH	RICHARDSON PIT, TRYPH'S PIT
62-4-114-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		295	SOA	FAIRBANKS NORTH STAR BOROUGH	RICHARDSON ROADHOUSE PIT
62-4-119-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		313	DOT&PF	FAIRBANKS NORTH STAR BOROUGH	MERRIMAN QUARRY
62-4-147-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY	SALCHA DR	319	SOA	FAIRBANKS NORTH STAR BOROUGH	HARDING LAKE PIT
62-4-148-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		311	SOA	FAIRBANKS NORTH STAR BOROUGH	
62-4-160-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		289	SOA	UNORGANIZED	
62-4-163-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		288	SOA	UNORGANIZED	SHAW CREEK PIT #2, MS-49, OMS 49-3
62-4-165-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		287	SOA	UNORGANIZED	SHAW CREEK BLUFF QUARRY
62-4-166-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		286	SOA	UNORGANIZED	SHAW CREEK SITE #1, MS 49-2N, OMS 49-2N
620-006-2	FAIRBANKS STATION	FAIRBANKS AREA ROADS	BADGER ROAD	0	SOA	FAIRBANKS NORTH STAR BOROUGH	PLACK / NELSON ROAD PIT
638-008-2	HEALY STATION	HEALY ROADS		249	SOA	DENALI BOROUGH	UPPER DRY CREEK SITE
638-009-2	HEALY STATION	HEALY ROADS	STAMPEDE ROAD	1.7	SOA	DENALI BOROUGH	1.7 MILE PIT
638-010-2	HEALY STATION	HEALY ROADS	STAMPEDE ROAD	5.2	SOA	DENALI BOROUGH	5 MILE PIT
639-011-2	NENANA STATION	ANDERSON ROAD		3	SOA	DENALI BOROUGH	
651-006-2	FAIRBANKS STATION	FAIRBANKS AREA ROADS	MURPHY DOME ROAD	18	SOA	FAIRBANKS NORTH STAR BOROUGH	SPINACH CREEK PIT
651-008-2	FAIRBANKS STATION	FAIRBANKS AREA ROADS	MURPHY DOME ROAD	12	BLM	FAIRBANKS NORTH STAR BOROUGH	MOOSE CREEK PIT
670-014-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		39.5	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-016-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		40	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-017-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		40.5	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-025-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		31	SOA	FAIRBANKS NORTH STAR BOROUGH	31 MILE PIT
670-036-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		86.5	BLM	UNORGANIZED	TWELVEMILE SUMMIT PIT
670-038-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		93	SOA	UNORGANIZED	
670-044-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		139.5	BLM	UNORGANIZED	JUMPOFF CREEK SITE
670-046-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		146.5	BLM	UNORGANIZED	
670-047-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		147.5	BLM	UNORGANIZED	
670-048-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		148.5	DOYON	UNORGANIZED	
670-049-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		149	DOYON	UNORGANIZED	
670-050-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		156.5	DOYON	UNORGANIZED	
670-051-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		157	DOYON	UNORGANIZED	
670-053-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY	ROCK RUN ROAD	21	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-059-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		119	SOA	UNORGANIZED	BEDROCK CREEK PIT
670-061-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		116.5	SOA	UNORGANIZED	MAMMOTH CREEK PIT
670-068-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		39	SOA	FAIRBANKS NORTH STAR BOROUGH	CHATANIKA WAYSIDE SITE
670-074-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY	GILMORE TRAIL	11	MHT	FAIRBANKS NORTH STAR BOROUGH	TUNGSTEN HILL PIT #1
670-075-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		41	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-078-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		38.5	SOA	FAIRBANKS NORTH STAR BOROUGH	CHATANIKA QUARRY
670-082-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		98	BLM	UNORGANIZED	BEAR CREEK PIT
670-083-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		99	SOA	UNORGANIZED	FISH CREEK PIT
670-085-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		119	SOA	UNORGANIZED	BEDROCK CREEK QUARRY
670-088-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		101.5	SOA	UNORGANIZED	PTARMIGAN CREEK QUARRY
670-089-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		128	SOA	UNORGANIZED	CENTRAL AIRPORT PIT
670-092-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		82	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-093-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		85.5	SOA	UNORGANIZED	12 MILE SUMMIT PIT
670-097-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY	CIRCLE HOT SPRINGS ROAD	2.5	SOA	UNORGANIZED	DEADWOOD CREEK PIT
670-098-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY	CIRCLE HOT SPRINGS ROAD	6.5	SOA	UNORGANIZED	KETCHEM CREEK PIT
670-101-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		56	SOA	FAIRBANKS NORTH STAR BOROUGH	PERHAPS CREEK SITE
670-103-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		67.5	SOA	FAIRBANKS NORTH STAR BOROUGH	TOUGH LUCK CREEK PIT
670-104-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		70	SOA	FAIRBANKS NORTH STAR BOROUGH	SMITH CREEK SITE
670-105-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY	FAITH CREEK ROAD	74	SOA	FAIRBANKS NORTH STAR BOROUGH	FAITH CREEK ROAD QUARRY
670-106-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		77.5	SOA	FAIRBANKS NORTH STAR BOROUGH	IDAHO CREEK SITE
670-107-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY	PORTAGE CREEK ROAD	9	SOA	UNORGANIZED	PORTAGE CREEK ROAD SITE
670-110-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY	GILMORE TRAIL	4	MHT	FAIRBANKS NORTH STAR BOROUGH	TUNGSTEN HILL PIT #2

670-111-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY		100.5	SOA	UNORGANIZED	BIRCH CREEK TAILINGS
670-113-2	MONTANA CREEK STATION	STEESE EXPRESSWAY / HIGHWAY		44.5	SOA	FAIRBANKS NORTH STAR BOROUGH	
670-114-2	CENTRAL STATION	STEESE EXPRESSWAY / HIGHWAY	PORTAGE CREEK ROAD	12	SOA	UNORGANIZED	PORTAGE CREEK ROAD QUARRY
680-032-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		79.5	SOA	UNORGANIZED	PIT NO. 7
680-034-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		80.5	SOA	UNORGANIZED	PIT NO. 9
680-035-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		80.5	SOA	UNORGANIZED	PIT NO. 10
680-036-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		81	SOA	UNORGANIZED	PIT NO. 11
680-038-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		83	BLM	UNORGANIZED	PIT NO. 13
680-039-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		83.5	BLM	UNORGANIZED	PIT NO. 14
680-040-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		83.5	BLM	UNORGANIZED	PIT NO. 15
680-041-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		84	BLM	UNORGANIZED	PIT NO. 16
670-007-2	FAIRBANKS STATION	STEESE EXPRESSWAY / HIGHWAY		34	SOA	FAIRBANKS NORTH STAR BOROUGH	
680-042-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		84.5	BLM	UNORGANIZED	PIT NO. 17
680-043-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		90	BLM	UNORGANIZED	90 MILE QUARRY
680-044-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		92.5	BLM	UNORGANIZED	PIT NO. 19
680-045-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		94.5	DOYON	UNORGANIZED	PIT NO. 20
680-046-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		96.5	SOA	UNORGANIZED	PIT NO. 21
680-047-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		98	DOYON	UNORGANIZED	98 MILE QUARRY
680-048-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		99	SOA	UNORGANIZED	99 MILE QUARRY, PIT NO. 23
680-049-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		100	SOA	UNORGANIZED	MILE 100 QUARRY, PIT NO. 24
680-051-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		103.5	SOA	UNORGANIZED	PIT NO. 26
680-052-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		105	SOA	UNORGANIZED	105 MILE QUARRY, PIT NO. 27
680-053-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		105.5	SOA	UNORGANIZED	PIT NO. 28
680-056-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		109.5	BLM	UNORGANIZED	MINTO ROAD QUARRY
680-057-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		110.5	BLM	UNORGANIZED	PIT NO. 32
680-058-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		113	BLM	UNORGANIZED	PIT NO. 34
680-075-2	MANLEY STATION	ELLIOTT HIGHWAY		149	DOYON	UNORGANIZED	PIT NO. 1
680-076-2	MANLEY STATION	ELLIOTT HIGHWAY		147	DOYON	UNORGANIZED	PIT NO. 2
680-077-2	MANLEY STATION	ELLIOTT HIGHWAY		145	DOYON	UNORGANIZED	PIT NO. 3
680-078-2	MANLEY STATION	ELLIOTT HIGHWAY		144.5	DOYON	UNORGANIZED	PIT NO. 4
680-079-2	MANLEY STATION	ELLIOTT HIGHWAY		143.5	DOYON	UNORGANIZED	PIT NO. 5
680-080-2	MANLEY STATION	ELLIOTT HIGHWAY		142	DOYON	UNORGANIZED	PIT NO. 6
680-081-2	MANLEY STATION	ELLIOTT HIGHWAY		139	DOYON	UNORGANIZED	PIT NO. 7
680-082-2	MANLEY STATION	ELLIOTT HIGHWAY		137.5	DOYON	UNORGANIZED	PIT NO. 8
680-083-2	MANLEY STATION	ELLIOTT HIGHWAY		136.5	DOYON	UNORGANIZED	PIT NO. 9
680-084-2	MANLEY STATION	ELLIOTT HIGHWAY		136.5	DOYON	UNORGANIZED	BAKER CREEK QUARRY
680-085-2	MANLEY STATION	ELLIOTT HIGHWAY		136	DOYON	UNORGANIZED	BAKER CREEK PIT
680-086-2	MANLEY STATION	ELLIOTT HIGHWAY		135	DOYON	UNORGANIZED	PIT NO. 12
680-091-2	MANLEY STATION	ELLIOTT HIGHWAY		131	SOA	UNORGANIZED	PIT NO. 17
680-113-2	MANLEY HOT SPRINGS	ELLIOTT HIGHWAY		132	SOA	UNORGANIZED	
680-114-2	MANLEY STATION	ELLIOTT HIGHWAY		133	SOA	UNORGANIZED	133 MILE PIT
680-115-2	MANLEY STATION	ELLIOTT HIGHWAY		134	SOA	UNORGANIZED	
680-118-2	MANLEY STATION	ELLIOTT HIGHWAY		123	SOA	UNORGANIZED	CELL PHONE HILL
680-119-2	MANLEY STATION	ELLIOTT HIGHWAY	TOFTY ROAD	3.5	SOA	UNORGANIZED	TOFTY GRANITE QUARRY
682-001-2	MANLEY STATION	EUREKA-RAMPART ROAD		4	SOA	UNORGANIZED	AMERICAN CREEK PIT
682-003-2	MANLEY STATION	EUREKA-RAMPART ROAD		7.5	SOA	UNORGANIZED	MINOOK XING PIT
682-004-2	MANLEY STATION	EUREKA-RAMPART ROAD		10	SOA	UNORGANIZED	MINOOK CREEK PIT
682-005-2	MANLEY STATION	EUREKA-RAMPART ROAD		11	SOA	UNORGANIZED	COBB HOMESTEAD PIT
62-4-017-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		326	SOA	FAIRBANKS NORTH STAR BOROUGH	
682-002-2	MANLEY STATION	EUREKA-RAMPART ROAD		5.5	SOA	UNORGANIZED	DEADHORSE PASS PIT
62-4-116-2	BIRCH LAKE STATION	RICHARDSON HIGHWAY		320	BLM	FAIRBANKS NORTH STAR BOROUGH	
62-3-122-2	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		276	SOA	UNORGANIZED	BIG DELTA QUARRY
62-3-157-2A	DELTA JUNCTION STATION	RICHARDSON HIGHWAY		276	SOA	UNORGANIZED	TANANA WEST QUARRY, BIG DELTA ROCK QUARRY
680-050-2	LIVENGOOD STATION	ELLIOTT HIGHWAY		102	SOA	UNORGANIZED	PIT NO. 25
35-3-034-1	EAST FORK STATION	NORTHERN PARKS HIGHWAY		163.5	BLM	MATANUSKA-SUSITNA BOROUGH	LITTLE COAL CREEK SITE
35-3-035-1	EAST FORK STATION	NORTHERN PARKS HIGHWAY		166	BLM	MATANUSKA-SUSITNA BOROUGH	PASS CREEK SITE
35-4-003-2	CANTWELL STATION	NORTHERN PARKS HIGHWAY		208	AHTNA	DENALI BOROUGH	PASS CREEK QUARRY, MS 22-030-62, PIT NO. 2A
35-4-008-2	CANTWELL STATION	NORTHERN PARKS HIGHWAY		210	AHTNA	DENALI BOROUGH	MS 22-035A-62, PIT NO. 7
35-4-012-2	CANTWELL STATION	NORTHERN PARKS HIGHWAY	DENALI HIGHWAY	210	AHTNA	DENALI BOROUGH	
35-4-018-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		178	SOA	MATANUSKA-SUSITNA BOROUGH	
35-4-024-2	CANTWELL STATION	NORTHERN PARKS HIGHWAY		197	AHTNA	MATANUSKA-SUSITNA BOROUGH	
35-4-025-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		171	BLM	MATANUSKA-SUSITNA BOROUGH	GRANITE CREEK SITE
35-4-028-2	CANTWELL STATION	NORTHERN PARKS HIGHWAY		200	BLM	MATANUSKA-SUSITNA BOROUGH	
35-4-038-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		186.5	SOA	MATANUSKA-SUSITNA BOROUGH	
35-4-040-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		184	SOA	MATANUSKA-SUSITNA BOROUGH	
35-4-043-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		182	SOA	MATANUSKA-SUSITNA BOROUGH	
35-4-044-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		182	SOA	MATANUSKA-SUSITNA BOROUGH	
35-4-045-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		181	SOA	MATANUSKA-SUSITNA BOROUGH	
35-4-046-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		178	BLM	MATANUSKA-SUSITNA BOROUGH	
35-4-047-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		177	BLM	MATANUSKA-SUSITNA BOROUGH	HONOLULU CREEK SITE
35-4-048-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		174.5	BLM	MATANUSKA-SUSITNA BOROUGH	HURRICANE GULCH SITE
35-4-101-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		185	SOA	MATANUSKA-SUSITNA BOROUGH	BORROW PIT NO. 9

35-4-103-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		190.5	SOA	MATANUSKA-SUSITNA BOROUGH	BORROW PIT NO. 2
35-4-104-2	EAST FORK STATION	NORTHERN PARKS HIGHWAY		194	AHTNA	MATANUSKA-SUSITNA BOROUGH	MIDDLE FORK SITE
37-1-021-2	NENANA STATION	NORTHERN PARKS HIGHWAY		338	SOA	FAIRBANKS NORTH STAR BOROUGH	PIT NO. 7
37-1-023-2	NENANA STATION	NORTHERN PARKS HIGHWAY		336	SOA	FAIRBANKS NORTH STAR BOROUGH	PIT NO. 9
37-1-031-2	NENANA STATION	NORTHERN PARKS HIGHWAY		325	DOYON	UNORGANIZED	PIT NO. 15
37-1-033-2	NENANA STATION	NORTHERN PARKS HIGHWAY		323	DOYON	UNORGANIZED	PIT NO. 17
37-1-034-2	NENANA STATION	NORTHERN PARKS HIGHWAY		322	DOYON	UNORGANIZED	PIT NO. 18
37-1-037-2	NENANA STATION	NORTHERN PARKS HIGHWAY		320	DOYON	UNORGANIZED	PIT NO. 20
37-1-039-2	NENANA STATION	NORTHERN PARKS HIGHWAY		318	SOA	UNORGANIZED	PIT NO. 22
37-1-040-2	NENANA STATION	NORTHERN PARKS HIGHWAY		317	SOA	UNORGANIZED	PIT NO. 23
37-1-041-2	NENANA STATION	NORTHERN PARKS HIGHWAY		313	SOA	UNORGANIZED	PIT NO. 24
37-1-042-2	NENANA STATION	NORTHERN PARKS HIGHWAY		312	SOA	UNORGANIZED	PIT NO. 25
37-1-044-2	NENANA STATION	NORTHERN PARKS HIGHWAY		310	SOA	UNORGANIZED	PIT NO. 27
37-1-045-2	NENANA STATION	NORTHERN PARKS HIGHWAY	WILDERNESS AVENUE OR 4 MI	308	SOA	UNORGANIZED	PIT NO. 28
37-1-046-2	NENANA STATION	NORTHERN PARKS HIGHWAY		310	DOYON	UNORGANIZED	PIT NO. 27
37-1-158-2	FAIRBANKS STATION	NORTHERN PARKS HIGHWAY	FIA	359	DOT&PF	FAIRBANKS NORTH STAR BOROUGH	TANANA PIT NO. 2
37-2-004-2	NENANA STATION	NORTHERN PARKS HIGHWAY		285	SOA	DENALI BOROUGH	MK PIT
37-2-006-2	HEALY STATION	NORTHERN PARKS HIGHWAY		250	SOA	DENALI BOROUGH	DRY CREEK SITE
37-2-007-2	HEALY STATION	NORTHERN PARKS HIGHWAY		248	ARR	DENALI BOROUGH	MS 22-020-62, PIT NO. 24
37-2-008-2	HEALY STATION	NORTHERN PARKS HIGHWAY		247.5	ARR	DENALI BOROUGH	MS 22-021-62, PIT NO. 25
37-2-009-2	HEALY STATION	NORTHERN PARKS HIGHWAY		246	ARR	DENALI BOROUGH	PIT NO. 26
37-2-010-2	HEALY STATION	NORTHERN PARKS HIGHWAY		245	SOA	DENALI BOROUGH	ANTLER CREEK PIT, PIT NO. 27
37-2-011-2	NENANA STATION	NORTHERN PARKS HIGHWAY		308.5	MHT	UNORGANIZED	
37-2-047-2	NENANA STATION	NORTHERN PARKS HIGHWAY		298.5	DOYON	UNORGANIZED	
37-2-048-2	NENANA STATION	NORTHERN PARKS HIGHWAY		298	DOYON	UNORGANIZED	
37-2-052-2	NENANA STATION	NORTHERN PARKS HIGHWAY		297.5	DOYON	UNORGANIZED	
37-2-055-2	NENANA STATION	NORTHERN PARKS HIGHWAY		296	DOYON	UNORGANIZED	
37-2-056-2	NENANA STATION	NORTHERN PARKS HIGHWAY		295	DOYON	UNORGANIZED	
37-2-059-2	NENANA STATION	NORTHERN PARKS HIGHWAY		293	BLM	UNORGANIZED	FISH CREEK #1
37-2-062-2	NENANA STATION	NORTHERN PARKS HIGHWAY		292.5	BLM	UNORGANIZED	FISH CREEK #3
37-2-063-2	NENANA STATION	NORTHERN PARKS HIGHWAY		291.5	BLM	UNORGANIZED	
37-2-067-2	NENANA STATION	NORTHERN PARKS HIGHWAY		279	ARR	DENALI BOROUGH	CLEAR SKY PIT
37-2-069-2	NENANA STATION	NORTHERN PARKS HIGHWAY		277	SOA	DENALI BOROUGH	REX PIT
37-2-096-2	HEALY STATION	NORTHERN PARKS HIGHWAY		275.5	SOA	DENALI BOROUGH	
37-2-099-2	HEALY STATION	NORTHERN PARKS HIGHWAY		274	SOA	DENALI BOROUGH	PIT NO. 5
37-2-102-2	HEALY STATION	NORTHERN PARKS HIGHWAY		271.5	SOA	DENALI BOROUGH	
37-2-103-2	HEALY STATION	NORTHERN PARKS HIGHWAY		271	SOA	DENALI BOROUGH	
37-2-104-2	HEALY STATION	NORTHERN PARKS HIGHWAY		270	SOA	DENALI BOROUGH	
37-2-109-2	HEALY STATION	NORTHERN PARKS HIGHWAY		267	SOA	DENALI BOROUGH	
37-2-112-2	HEALY STATION	NORTHERN PARKS HIGHWAY		264	SOA	DENALI BOROUGH	JUNE CREEK PIT
37-2-113-2	HEALY STATION	NORTHERN PARKS HIGHWAY		261	SOA	DENALI BOROUGH	ROCK CREEK PIT
37-2-114-2	HEALY STATION	NORTHERN PARKS HIGHWAY		260	SOA	DENALI BOROUGH	
37-2-120-2	HEALY STATION	NORTHERN PARKS HIGHWAY		255	SOA	DENALI BOROUGH	
37-2-122-2	HEALY STATION	NORTHERN PARKS HIGHWAY		254.5	SOA	DENALI BOROUGH	
37-2-125-2	HEALY STATION	NORTHERN PARKS HIGHWAY		254	SOA	DENALI BOROUGH	
37-2-128-2	HEALY STATION	NORTHERN PARKS HIGHWAY		251.5	SOA	DENALI BOROUGH	PIT NO. 20C
37-2-143-2	HEALY STATION	NORTHERN PARKS HIGHWAY		252.5	SOA	DENALI BOROUGH	PANGUINGUE CREEK PIT
65-3-012-2	LIVENGOOD STATION	DALTON HIGHWAY		8	SOA	UNORGANIZED	8 MILE PIT, MS 71-1HR, OMS 71-1HR
65-3-013-2	LIVENGOOD STATION	DALTON HIGHWAY	OLD DALTON HIGHWAY	18.5	SOA	UNORGANIZED	19 MILE HILL QUARRY, MS 72-2
65-3-014-2	LIVENGOOD STATION	DALTON HIGHWAY		24	SOA	UNORGANIZED	HESS CREEK PIT
65-3-015-2	LIVENGOOD STATION	DALTON HIGHWAY		28	SOA	UNORGANIZED	28 MILE QUARRY, MS 74-2HR, OMS 74-2HR
65-3-016-2	SEVEN MILE STATION	DALTON HIGHWAY		36.5	SOA	UNORGANIZED	36 MILE QUARRY, MS 75-1R, OMS 75-1R
65-3-017-2	LIVENGOOD STATION	DALTON HIGHWAY		26.5	SOA	UNORGANIZED	26 MILE QUARRY, MS 74-2HR, OMS 74-2HR
65-3-018-2	SEVEN MILE STATION	DALTON HIGHWAY		39	SOA	UNORGANIZED	39 MILE QUARRY
65-3-019-2	SEVEN MILE STATION	DALTON HIGHWAY		46.5	BLM	UNORGANIZED	47 MILE QUARRY, PIT NO. 10, MS 76-2
65-3-020-2	LIVENGOOD STATION	DALTON HIGHWAY		6	SOA	UNORGANIZED	LOST CREEK SITE
65-9-001-2	SEVEN MILE STATION	DALTON HIGHWAY		59.5	BLM	UNORGANIZED	59 MILE PIT, MS 78-1, OMS 78-1
65-9-003-2	JIM RIVER STATION	DALTON HIGHWAY		138	BLM	UNORGANIZED	JIM RIVER QUARRY, MS 93-3.1, OMS 93-3.1A
65-9-004-2	CHANDALAR STATION	DALTON HIGHWAY		240	BLM	NORTH SLOPE BOROUGH	CHANDALAR CAMP SITE, MS 109-4
65-9-006-2	SEVEN MILE STATION	DALTON HIGHWAY		77.5	BLM	UNORGANIZED	78 MILE PIT, MS 81-3
65-9-007-2	JIM RIVER STATION	DALTON HIGHWAY		118	BLM	UNORGANIZED	ALDER MOUNTAIN PIT, MS 88-3, OMS 88-3
65-9-008-2	CHANDALAR STATION	DALTON HIGHWAY		253	BLM	NORTH SLOPE BOROUGH	ATIGUN PIT #1
65-9-021-2	CHANDALAR STATION	DALTON HIGHWAY		261	BLM	NORTH SLOPE BOROUGH	ATIGUN QUARRY
65-9-022-2	CHANDALAR STATION	DALTON HIGHWAY		260	BLM	NORTH SLOPE BOROUGH	260 MILE PIT
65-9-024-2	DEADHORSE STATION	DALTON HIGHWAY		381	SOA	NORTH SLOPE BOROUGH	
65-9-026-2	DEADHORSE STATION	DALTON HIGHWAY		398	SOA	NORTH SLOPE BOROUGH	
65-9-028-2	JIM RIVER STATION	DALTON HIGHWAY		129	BLM	UNORGANIZED	129 MILE PIT, MS 90-2
65-9-029-2	SEVEN MILE STATION	DALTON HIGHWAY		64	BLM	UNORGANIZED	SHOOTING RANGE, MS 79-2, OMS 79-2
65-9-030-2	SEVEN MILE STATION	DALTON HIGHWAY		86	BLM	UNORGANIZED	86 MILE PIT, MS 83-1, OMS 83-1
65-9-032-2	JIM RIVER STATION	DALTON HIGHWAY		127	BLM	UNORGANIZED	127 MILE PIT, MS 90-1
65-9-034-2	JIM RIVER STATION	DALTON HIGHWAY		152.5	BLM	UNORGANIZED	153 MILE PIT, MS 94-0, OMS 94-0
65-9-035-2	COLDFOOT STATION	DALTON HIGHWAY		161	BLM	UNORGANIZED	CHAPMAN PIT

Location	Name	MS#	ADL#	Current Contract expiration	Access Barrier	Notes
Dalton Highway, mile 411	Deadhorse Airport / MS3	65-9-102-2	419975	2/16/2025	Yes	Primary large aggregate site in Deadhorse area. Joint use with Brice Inc, and other operators.
Dalton Highway, mile 344	073 pit	65-9-072-2	418934	6/22/2021	Yes	One of primary large aggregate sites in Sag Foothills area. Site currently used primarily as stockpile area. Joint use with Alyeska.
Dalton Highway, mile 305	Sag Camp Pit	65-9-061-2	418494	12/16/2019	No	Primary large aggregate site in Slope Mountain area. Site is adjacent to Sag River Maintenance Station and all usage should be coordinated with M&O.
Dalton Highway, mile 178	Coldfoot Sand Pit	65-9-036-2	417989	EXPIRED - NEEDS RENEWAL	Yes	This is the only State-controlled aggregate site in the central Dalton Highway area (over 240 miles). Joint use with Alyeska.
Dalton Highway, mile 39	39 Mile Hill	65-3-018-2	420301	3/23/2025	No	Primary large aggregate site south of Yukon River. DOT use only.
Dalton Highway, mile 19	19 mile Hill	65-3-013-2	419209	6/8/2022	Yes	Secondary large aggregate source between Yukon River and Livengood.
Dalton Highway, mile 0	Zero mile / Junction / Rosebud	680-105-2	419239	2/28/2023	No	Primary large aggregate and stockpile site in Livengood area. Joint use with Alyeska and other operators.
Elliott Highway, mile 11	Chatanika	680-001-2	419200	6/24/2024	Yes	Primary large aggregate site north of Fox. Joint use with Alyeska, with separate work areas. M&O maintains multiple stockpiles in western half of site.
Elliott Highway, mile 47		680-116-2	416038	EXPIRED - NEEDS RENEWAL	No	Primary large aggregate site in central Elliott. Current stockpile area is within highway ROW.
Elliott Highway, mile 105	105 mile Quarry	680-052-2	420696	EXPIRED - NEEDS RENEWAL	No	Site to be developed further, with intended use as large aggregate site in central Elliott Hwy area.
Elliott Highway, mile 134		680-114-2	420189	6/11/2024	Yes	Primary large aggregate site on western Elliott Highway.
Elliott Highway, mile 150 (Tofty Road, mile 3.5)	Tofty Quarry	680-119-2	419205	4/13/2022	Yes	Primary large aggregate and rock site in Manley area, including Tanana Road. Joint use with local operators.
Steese Highway, mile 99	Fish Creek	670-083-2	413914	EXPIRED, to be replaced in active use.	No	Site is currently used as a stockpile site only, until depletion of stockpiles. A new mining area will need to be found in the area for future use as this pit is nearly depleted.
Steese Highway, mile 128.5	Central Airport	670-089-2	419036	2/19/2023	No	Primary large aggregate site and stockpile area in Central area and northern Steese Highway. DOT use only.
Steese Highway, mile 128 (CHSR, mile ~10)	Portage Creek Quarry	670-114-2	418077	3/12/2018	No	Primary rock source on Steese Highway. Very limited stockpile and work area. Should only be used for riprap.
Steese Highway, mile 128 (CHSR mile 6)	Ketchum Creek	670-098-2	419613	EXPIRED - NEEDS RENEWAL	No	Small aggregate source in Central area. Convenient for work on Circle Hot Springs Road.
Richardson Highway, mile 304.5	Birch Lake	62-4-100-2	420221	9/1/2024	No	Site is a good source of dirty aggregate in the Birch Lake area (for surfacing material).
Richardson Highway, mile 295	Richardson Roadhouse	62-4-105-2	419201	9/1/2024	Yes	Primary source for clean aggregate in the Birch Lake area. Site needs to be carefully managed to maintain accessibility. Little to no fines for surfacing work.
Richardson Highway, mile 265	Delta Town Pit	71-0-027-2	39727/39725	Indefinite. Expansion in progress.	Yes	Primary aggregate source for the main roads in the Delta local area. DOT use only. Site being expanded after depletion on local project. Current site to be reclaimed or left as work area.
Richardson Highway, mile 238	Donnelly Quarry	71-0-005-2	420220	9/1/2024	Yes	One of only three hard rock sources on the Richardson between Glennallen and Delta.
Richardson Highway, mile 236		71-0-022-2	419960	7/29/2023	No	Primary aggregate source for surfacing on the Richardson between Trims and Delta.
Tok Cutoff Highway, mile 120.5	Dump pit	46-2-020-5	N/A	Expansion/renewal in progress.	No	Primary source for aggregate on the Tok Cutoff south of Tok.
Delta Tanana Loop Extension, mile 2	Tanana Loop	711-008-2		EXPIRED - NEEDS RENEWAL	No	Secondary aggregate source for local roads in Delta area. Good source for sand and pit run. Suitable for local non-DOT use as well.
Delta Jack Warren mile 3	Jack Warren / Sales	711-003-2		EXPIRED - NEEDS RENEWAL	No	Secondary aggregate source for local roads in Delta area. Good source for sand and pit run. Suitable for local non-DOT use as well.
Delta Hanson Road mile 0	Hanson Road	711-002-2		EXPIRED - NEEDS RENEWAL	Yes	Secondary aggregate source for local roads in Delta area. Good source for sand and pit run. Suitable for local non-DOT use as well.
Alaska Highway, mile 1406		62-3-078-2		EXPIRED - NEEDS RENEWAL	Yes	Primary large aggregate source for Alaska Highway maintenance between Delta and the Gerstle River.
Alaska Highway, mile 1389	Little Gerstle River	62-3-073-2		EXPIRED - NEEDS RENEWAL	Yes	Primary large aggregate source for Alaska Highway maintenance between Gerstle River and Dot Lake.
Alaska Highway, mile 1367	Sam Creek	62-2-066-2		Needs renewal and expansion	Yes	Primary large aggregate source for Alaska Highway maintenance between Dot Lake and Tanacross. Site should be expanded if possible.
Alaska Highway, mile 1341	Fireweek	62-2-177-2	420753	11/30/2022	No	Secondary large aggregate source for Alaska Highway maintenance between Dot Lake and Tanacross. This site is larger than 1367 but contains lower quality material.
Alaska Highway, mile 1321	Tanacross / Pump Station	62-2-171-2		EXPIRED - NEEDS RENEWAL	Yes	Primary large aggregate source for Alaska Highway maintenance in Tanacross and north of Tok.
Alaska Highway, mile 1309	Scalehouse	62-2-005-5	418551	11/19/2019	No	Primary large aggregate source for Alaska, Tok Cutoff and Taylor Highways in Tok area.
Alaska Highway, mile 1250.5	Granite Hill	62-1-168-2		EXPIRED - NEEDS RENEWAL	No	Site is not used at present but shows promise for being primary large aggregate site in Northway-Tetlin corridor.
Alaska Highway, mile 1238	Paradise Hill Quarry	62-1-007-5		EXPIRED - NEEDS RENEWAL	No	Primary rock source on southern Alaska Highway. Can be used for processed aggregate as well.
Alaska Highway, mile 1226	Scottie Creek	62-1-002-5		EXPIRED.	No	Site is used for stockpiling only at present.
Taylor Highway, mile 7		785-002-2		EXPIRED	No	Primary large aggregate site on southern end of Taylor Highway. Site contains large amounts of questionable material and should be replaced if possible.
Taylor Highway, mile 43.5	Logging Cabin Creek	785-019-2	420754	11/30/2022	No	One of three primary aggregate sources in South Fork section of Taylor Highway. Site has very limited work area at present and needs to be developed methodically.
Taylor Highway, mile 47		785-020-2	419357	5/15/2023	No	One of three primary aggregate sources in South Fork section of Taylor Highway.
Taylor Highway, mile 57	57 mile Quarry	785-055-2	419241	6/4/2025	No	One of three primary aggregate sources in South Fork section of Taylor Highway.
Taylor Highway, mile 70		785-053-2		EXPIRED - NEEDS RENEWAL	No	Primary aggregate source in Chicken-Boundary section of Taylor Highway.
Taylor Highway, mile 79		785-031-2	420463	9/1/2025	No	Primary aggregate source in Chicken-Boundary section of Taylor Highway.
Taylor Highway, mile 96	Y	785-036-2	419839	4/14/2023	No	Primary aggregate source at Boundary-O'Brien Creek section of Taylor Highway.
Top of the World Highway, mile 6	Boundary 6	785-052-2	419240	6/6/2022	No	Site will be used as primary aggregate source on Top of the World Highway.
Nome-Teller Highway, mile 42.5	Wesley Creek	131-013-4	417862	EXPIRED - NEEDS RENEWAL	No	Only State-controlled site on most of Teller Highway. DOT use only.
Nome Kougarok Road, mile 47.5	Big Creek	141-006-4	419942	7/17/2023	No	Only State-controlled site on most of Kougarok Road. DOT use only.
Nome Council Road, mile 54.5	Skookum Pass	130-016-4	418907	6/1/2021	No	Only State-controlled site on most of Council Road. DOT use only.
Parks Highway, mile 253	Panguingue Creek	37-2-143-2	418756	12/31/2027	No	Primary source for traction sand in Healy and Nenana areas

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## Northern Region - Norther Region DNR

<u>Location</u>	<u>Name</u>	<u>MS#</u>	<u>ADL#</u>	<u>Current Contract expiration</u>	<u>Access Barrier</u>	<u>Notes</u>
Richardson Highway, mile 200	Phelan Creek	71-4-003-5	419203		6/6/2022 Yes	Gates can be easily bypassed. Primary large aggregate source north of Paxson. Shared with Alyeska. Site contains a berm/dike containing Phelan Creek overflow.
Richardson Highway, mile 190	Fish Creek	71-4-031-2	216788		6/30/2025 No	Primary aggregate source in Paxson area.
Richardson Highway, mile 110	Tazlina Station	N/A	N/A	Being applied for	Yes	Site not yet developed. Will be primary large aggregate source in Tazlina/Glenallen area. DOT use only.
Richardson Highway, mile 16	Keystone Quarry / Lowe River Quarry	71-1-050-5	227576		12/31/2022 No	Primary rock source along lower Richardson Hwy. Shared with many users, site should have common long-range development plan.
Richardson Highway, mile 12	12 mile pit / OMS 3-2	71-1-040-5	201005		1/31/2025 No	Primary aggregate source in Valdez/lower Rich area.
Richardson Highway, mile 0	Valdez Glacier Quarry	71-1-017-5	24402	Indefinite FUP	No	Available rock source in Valdez area. Extant pit site is very small.
Copper River Highway, mile 26	Flag Point	851-077-5		Expired, renewal in progress	No	Primary aggregate source in Copper River Delta. With closure of Delta Bridge 339, site is unlikely to be heavily used.
Edgerton Highway, mile 5	Kenny Lake School	850-036-5	231674		1/31/2024 Yes	Primary aggregate source on lower Edgerton Highway. Used by numerous local users as well, at least some without a permit.
Glenn Highway, mile 170.5	Tolsona	42-3-008-5	224741	Expired, needs renewal	No	Primary aggregate source on Glenn Highway south of Glenallen.
Glenn Highway, mile 155	Wood Creek	42-3-014-5	223719		12/31/2021 Yes	Primary aggregate source on central Glenn Highway.
Glenn Highway, mile 149.5	150 mile	42-3-006-5	221556		7/31/2025 No	Secondary aggregate source on central Glenn Highway. Used for chip production, but with high reject rate. Also used for winter sand.
Glenn Highway, mile 141	Nelchina Camp	42-3-004-5	209812	5/5/2017, expansion/renewal on hold pending resolution of debris	Yes	Primary aggregate source in Nelchina area. Site needs to be expanded and contamination/trash issue resolved or cleaned up, or replaced.
Lake Louise Road, mile 1	No. 1	809-001-5	226906		12/31/2024 No	Secondary aggregate source on Lake Louise Road. Larger than No. 4 pit.
Lake Louise Road, mile 8	No. 4	809-004-5	225713		12/31/2021 No	Primary aggregate source on Lake Louise Road.
Lake Louise Road, mile 19.5	Lake Dinty	809-010-5	226906		12/31/2024 No	Primary aggregate source in Lake Louise area. Site is accessible by causeway/ford across Lake Dinty-Lake Louise channel.
Denali Highway, mile 55	Clearwater Creek	52-1-034-5	231676		5/31/2024 No	Primary aggregate source between McLaren and Susitna Rivers. DOT use only.
Denali Highway, mile 79	Valdez Creek / Susitna River	52-2-089-2	231669		12/31/2024 No	Primary aggregate source near Susitna River. Site is in need of expansion or replacement due to terrain and public access (Valdez Creek trail) requirements.
Denali Highway, mile 99	Ventures	52-2-092-2	230954		5/31/2024 Yes	Primary State-controlled aggregate source on western Denali Highway.
Parks Highway, mile 181.5	Antimony Creek	35-4-045-2	224966		12/31/2025 No	Valuable source for pit run aggregates and winter sand. Adjacent to future site of Antimony Creek Maintenance Station. DOT use only.

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## Northern Region - Southcoast Region DNR