LONG RANGE TRANSPORTATION PLAN
(2014-LRTP)

Prepared for:

Northway Village Council
P.O. Box 514
Northway, Alaska 99764

Meeting Date 6/10/2014

Howard Sam: President
Kim Thomas: Vice President
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Northway Village Council
P.O. Box 514
Northway, Alaska 99764

Long Range Transportation Plan (LRTP)

The Northway Village Council has established a (2014-LRTP) Plan which identifies the transportation needs and priorities of the community. The IRR inventory is derived from the transportation facilities identified through the 2014-LRTP. The Northway Village Council has adopted their 2006-LRTP.

Signatures:

Howard Sam: [Signature]
President
Date: [Date]

Nichol Raff: [Signature]
Tribal Administrator
Date: [Date]
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INTRODUCTION

The area around Northway was first utilized by semi-nomadic Athabascans who pursued seasonal subsistence activity of Scottie and Gardiner creek and Chisana, Nabesna, and Tanana Rivers. The Native settlement of Northway Village is located 2 miles south of Northway. The Native Village was named in 1942 after Chief Walter Northway, who adopted his name from the Tanana and Nabesna riverboat captain. The development and settlement of Northway was due to construction of the airport during World War II. The Northway airport was link in the Northwest staging route, a cooperative project between the U.S and Canada. A chain of air bases through Canada to Fairbanks were used to supply an Alaska defense during WWII, and during the construction of the Alcan Highway. A post office was established in 1941.

1.0 COMMUNITY DESCRIPTION

1.1 Executive Summary

Northway Village Council’s LRTP is used for funding/planning for the Bureau of Indian Affairs (BIA) Tribal Transportation Program, this plan outlines the roads and trails priorities and safety needs. To prepare the transportation plan, Northway Village Council collected data from numerous sources, and also worked with tribal members to gather information. There are approximately 15.0 miles of existing roads in the community. There are also subsistence trails used in the summer and winter which are not in this plan. Each route can be seen on the BIA IRR inventory. The routes in the community of Northway is listed from there priority importance.

1.2 Location

Northway is located on the east bank of the Nabesna Slough, 50 miles south of TOK. It lies off the Alaska Highway on a 9-mile route, adjacent to the Northway airport. It is 42 miles from the Canadian border in the Tetlin National wildlife refuge. Northway presently consists of three dispersed settlements: Northway Junction, at milepost 1264, Northway, the airport, and the Native Village, 2 miles north. It lies at approximately 62.961670’ North Latitude and -141.937220’ West Longitude. (Sec. 26, T014N, R018E, Copper River Meridian.) Northway is located in the Fairbanks recording district. The area encompasses 19.2 miles of land and 1.8 sq. Miles of water. Northway lies in the continental climate zone, with long, cold winters and relatively warm summers. Temperatures range from -30 to 80. The average low temperatures in January are -30 the average high during July is 69. Extreme temperatures have been recorded from -72 to 91. Average precipitation is 10 inches per year; snowfall is 30 inches annually.
1.3 Topography and Soils

Northway Village is located within a broad valley that consists of boreal forest and borders the Tanana Hills and the Nutzotin Mountains. The Nanesna and Chisana rivers flow across the valley to reach the Tanana River. These are associated with several drainage streams that are also affected by runoff. The area around the Village of Northway, consists of a lowland area in the interior of Alaska. The village displays permafrost features and is located adjacent the Nanesna River. The Nanesna River emerges from its glacier and drains northward. The Nanesna River is a moderately flowing, shallow, braided glacial river that increases in volume when heavy spring and summer rains combine with snow melt. This increase in volume has created several flood events and erosion issues within, and around, the community. The flood plain of the Nanesna River also crosses over the eastern-most end of the active Totschunda fault. The flood plain consists primarily of gravel and gravely sand material with fine sediments and medium sand.

1.4 Other Values - Erosion

Erosion is a primary issue associated with the Northway Village Transportation areas. Runoff and meltwaters threaten individual transportation corridors as well as the airport and local utilities. Erosion assessments will be needed to proceed with projects under the TTP program and will include considerations of existing reports, erosion rates, and sources of information as well as the changes in riverine morphology, based on available information. Erosion controls will be required for the engineering and design of projects and will provide a measurement of the expected lifespan of the project as well as measured 50 and 100 year flood events.

1.5 Leveraged Funding

MAP-21 TTP and Federal Lands Transportation Program (FLTP) funds may be used to pay the non-Federal share for any project funded under 23 USC or chapter 53 of 49 USC that provides access to or within Federal or tribal land. [§1508; 23 USC 120(k)]. With this considered the Northway Village may require funds to meet immediate needs of the transportation program, match funds for emergency relief through agencies such as FEMA and Federal Highways Administration, and determine alternate considerations in funding priorities and alternate considerations, and project development.
1.6 Climate

Northway lies in the continental climate zone, with long cold winters and relatively warm summers. Temperatures range from -27 to 70. The average low temperature in January is -30; the average high during July is 69. Extreme temperatures have been recorded from 072 to 91.

1.7 Infrastructure

Over half the households are not plumbed due to high groundwater and deep permafrost, individual water wells and septic systems often freeze. A flush/haul system is currently functioning for 100 area homes. The Northway Village Council operates the local washeteria. Electricity is provided by Alaska Power Company. There is one school located in the community. Northway is classified as a isolated village it is found in EMS region 1C in the interior Region. Emergency Services have highway and airport access. Emergency service is provided by volunteers auxiliary health care is provided by the Northway First Responders Service.

2.0 REGULATION AND MASTER PLANNING OF TRANSPORTATION IMPROVEMENTS

2.1 Comprehensive Planning

Northway has neither developed nor been incorporated into a comprehensive development plan at the municipal, borough, or State level.

3.0 EXISTING TRANSPORTATION SYSTEM
3.1 Bridges

There are no bridges within the immediate community. However there are three bridges that exist along the Northway Road.
3.2 Road System

The Northway road system is connected to the Alaska Highway by a paved road. Scheduled buses are available and trucking services deliver freight to the community. There is a state-owned 3,304’ Long by 100’ wide runway, with an FAA station and the U.S customs office. Regular flights are to Fairbanks, as well as charters services.

3.3 Existing Road System

<table>
<thead>
<tr>
<th>Route #</th>
<th>Route Name</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>1001 Northway Highway</td>
<td>6.9</td>
</tr>
<tr>
<td>2.</td>
<td>1002 Northway Road</td>
<td>0.4</td>
</tr>
<tr>
<td>3.</td>
<td>1003 Cemetery Road</td>
<td>0.1</td>
</tr>
<tr>
<td>4.</td>
<td>1004 Northway Drive</td>
<td>2.2</td>
</tr>
<tr>
<td>5.</td>
<td>1005 Riverside Drive</td>
<td>0.5</td>
</tr>
<tr>
<td>6.</td>
<td>1006 East Second Street</td>
<td>0.6</td>
</tr>
<tr>
<td>7.</td>
<td>1008 Circle Drive</td>
<td>0.1</td>
</tr>
<tr>
<td>8.</td>
<td>1009 East First Street</td>
<td>0.1</td>
</tr>
<tr>
<td>9.</td>
<td>1010 West Second Street</td>
<td>0.1</td>
</tr>
<tr>
<td>10.</td>
<td>1011 Village Road</td>
<td>0.1</td>
</tr>
<tr>
<td>11.</td>
<td>1012 Village Trail Road</td>
<td>0.1</td>
</tr>
<tr>
<td>12.</td>
<td>1013 Old Dump Road</td>
<td>0.4</td>
</tr>
<tr>
<td>13.</td>
<td>1014 Old Cabin Road</td>
<td>0.2</td>
</tr>
<tr>
<td>14.</td>
<td>1015 Fish Camp Drive</td>
<td>0.1</td>
</tr>
<tr>
<td>15.</td>
<td>1024 Old Tower Road</td>
<td>1.7</td>
</tr>
<tr>
<td>16.</td>
<td>1016 Hill Side Rd</td>
<td>0.5 Not in the BIA Inventory</td>
</tr>
<tr>
<td>17.</td>
<td>1017 Church Road</td>
<td>0.1 Not in the BIA Inventory</td>
</tr>
<tr>
<td>18.</td>
<td>2001 Housing Road</td>
<td>0.9</td>
</tr>
</tbody>
</table>

4.0 ROADWAY CLASSIFICATION

4.1 Maintenance

The Northway Highway is maintained by the Alaska Department of Transportation and public facilities. The rest of the community roads are not maintained by anyone. Due to big pump trucks pumping septic systems all driveways are damaged and have little to no drainage. There is very little to no information on fatality in the community and or on the highway into Northway. The Northway Traditional Council has indicated safety being there number one priority. A lack of street light and street
signs needs to be addressed in the near future. AP&T replaced half the community's street lights but need more at the new housing site. Pole number 50326, Pole number 50343, Pole number 50345, Pole number 50344, Pole number 50347, Pole number 50331, Pole number No number North of Church, Pole number No number Church Rd, Pole number 50333, Pole number 50335, Pole number 50350 North of Clinic, Pole number 50342 Water treatment, Pole number 50337 have received new LED lighting in 11/25/2014.
4.2 Construction Material Sources

An Engineering Geology and soil reports prepared by the Alaska Department of Transportation and Public Facilities for Northway Roads (State Route 180800) stated that the most abundant material present in the area is windblown sand. The report further explained that because the sand is only material available in large amounts it should be used as road embankment fill. There are also gravel deposits along the Nabesna River. The Gravel is fine with at least 60 percent of the material less than 1.5 inches in diameter. The material is suitable for roadway wearing course. Other private gravel sources available along the Alaska Highway are at mile post MP 1295 ½ gravel pit, MP 1287 Gravel pit, MP 1276 Gravel pit with big rocks, MP 1267 ½ Gravel pit, MP 1265 ½ gravel pit.
5.0 PUBLIC AND AGENCY INVOLVEMENT

5.1 Agencies

- ADOT&PF
- NORTHWAY TRADITIONAL COUNCIL
- BIA, ALASKA REGIONAL OFFICE
- STATE OF ALASKA, DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
- BUREAU OF LAND MANAGEMENT
- DIVISION OF NATURAL RESOURCES

5.5 Route Narratives / Photos

Priority #1 Road Project Northway Highway, BOA Route 1001 length 6.9 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. Northway Highway is a high priority road serving residential and other urban settings identified by the Northway Village Council as BOA IRR route 1001 and has IRR class 4 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #2 Road Project Northway Road, BOA Route 1002 length 0.4 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Northway Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1002 and has IRR class 5 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #3 Road Project Cemetery Road, BOA Route 1003 length 0.1 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Cemetery Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1003 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.

NO PHOTO
Priority #4 Road Project Northway Drive, BOA Route 1004 length 2.2 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. Northway Drive is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1004 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #5 Road Project River Side Drive, BOA Route 1005 length 0.3 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. River Side Drive is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1005 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #6 Road Project East Second Street, BOA Route 1006 length 0.6 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. East Second Street is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1006 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #7 Road Project Circle Drive, BOA Route 1008 length 0.1 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. Circle Drive is a high priority road serving residential and other urban settings identified by the Northway Village Council as BOA IRR route 1008 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #8 Road Project: East First Street, BOA Route 1009 length 0.1 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. East First Street is a high priority road serving residential and other urban settings identified by the Northway Village Council as BOA IRR route 1009 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #9 Road Project West Second Street, BOA Route 1010 length 0.1 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. West Second Street is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1010 and has IRR class 4 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #10 Road Project Village Road #11, BOA Route 1011 length 0.1 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. Village Road #11 is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1011 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #11 Road Project Village Trail Road, BOA Route 1012 length 0.1 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Village Trail Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1012 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #12 Road Project Old Dump Road, BOA Route 1013 length 0.4 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Old Dump Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1013 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #13 Road Project Old Cabin Road, BOA Route 1014 length 0.2 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Old Cabin Road is a high priority road serving residential and other urban settings identified by the Northway Village Council as BOA IRR route 1014 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #14 Road Project Fish Camp Drive, BOA Route 1015 length 0.1 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. Fish Camp Drive is a high priority road serving residential and other urban settings identified by the Northway Village Council as BOA IRR route 1015 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #15 Road Project New Site Road, BOA Route 1016 length 0.5 miles in length, upgrade surface type from current state is gravel unimproved with no drainage and road missing road signs. New Site Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1016 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #16 Road Project Old Tower Road, BOA Route 1024 length 1.7 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Old Tower Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1024 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #17 Road Project Church Road, BOA Route 1017 length 0.2 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Old Tower Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 1017 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Priority #18 Road Project Church Road, BOA Route 2001 length 0.9 miles in length, upgrade surface type from currant state is gravel unimproved with no drainage and road missing road signs. Old Tower Road is a high priority road serving residential and other urban settings indentified by the Northway Village Council as BOA IRR route 2001 and has IRR class 3 route. This route bumpy, dusty it is an existing section with flat terrain.
Northway Community Hall

Northway Village Council Tribal Offices
Northway Store and Gas Station

Northway Airstrip
Northway Airstrip

Google Map of Northway Village
Northway Boat Launch