



APPENDIX A

Projects Considered

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Appendix A

Criteria for Evaluating Airport and Road Projects

GENERAL

Strategies	
Regionally Significant	Projects located on a facility which serves regional transportation needs. Regional transportation needs include access to other communities, public services, and or other modes of transportation within or outside of the region.
Cost Review	Projects proven to be regionally significant were then reviewed further to investigate the cost of the project and return on the investment for the region and the State of Alaska.
Project Review	Projects proven to be regionally significant, have a return on investment, and meet the goals of this plan were reviewed, scored and prioritized. Projects that were not regionally significant, did not have a return on investment, or did not result in meeting the goals of the plan, were reviewed, but were not scored or prioritized. However, DOT&PF recognizes that these projects are priorities to communities.
Good Governance	Ensure openness, transparency, and accountability during the transportation planning and decision making process.
Criteria Definitions	
Safety and Security	Improves operational safety and security and helps reduce risks for the Southwest Alaska transportation system users.
System Preservation	Preserves and maintains the existing Southwest transportation system.
Intermodal Connectivity	Improves intermodal connections and provides access to airports, barge landings, ports or docks; provides access to fisheries, public services and facilities such as health clinics, hospitals, and schools; and provides more than two communities with connectivity to other communities within or outside the region. For aviation, air service connectivity benefits were evaluated.
Economic Development	Improves economic conditions locally and/or regionally; provides intermodal connections that enhance economic activity, bringing new businesses or resources to the region.

AIRPORTS

Safety and Security	
4	FAA safety mandate (RSA); Regional Class runway.
3	Project for high activity runway, runway serving large aircraft, or addressing safety conflicts; short runway serving large aircraft.
2	Regional Class parallel taxiway or crosswind runway; surface treatment, lighting improvements or project to address safety conflicts for a Community or Local Class airport.
1	Other safety conflicts
System Preservation	
4	Regional Class runway resurfacing; required to maintain air service; required to maintain Part 139 certification.
3	Runway surface for an economic hub or Community Class airport; apron paving; project addressing Community or Local Class airport erosion threat; finishing work started at a Community or Local Class airport.
2	Community or Local Class airport surface treatment, lighting improvement or Snow Removal Equipment; or RSA expansion for an economic hub.
1	Snow Removal Equipment Building
Air service	
4	Regional Class main runway resurfacing or extension; required to maintain air service; or required to maintain Part 139 certification.
3	Main runway resurfacing or extension for an economic hub or Regional Class airport; Regional Class crosswind airport; or runway improvements for an airport serving a community with barge limitations
2	Crosswind runway for Regional Class or economic hub airport; small airport surface treatment, lighting improvement, or project addressing an erosion threat; runway extension for a community with a large population; or Regional Class apron expansion.
1	Regional Class apron resurfacing.
Economic Development	
4	Regional Class runway or apron extension.
3	Runway or apron expansion for a high activity or large population airport; Regional Class runway or apron maintenance.
2	Runway or apron maintenance for a high activity or large population airport; Regional Class crosswind runway; runway or apron expansion for a medium activity or medium population airport.
1	Runway expansion for a local airport with economic potential; other Regional Class projects.

LAND

Safety and Security	
4	Critical need with immediate health or safety consequences if not pursued
3	Addresses a safety hazard
2	Improves safety through improved condition
1	Minimal impact on safety

System Preservation	
4	Critical need for rehabilitation, will need reconstruction if delayed
3	Improves or rehabilitation
2	Reconstruction
1	Adds additional infrastructure to be maintained

Intermodal Connectivity	
4	Critical need with immediate health or safety consequences if not pursued
3	Rationalizes existing intermodal facilities, or addresses a shortcoming in an existing transportation corridor
2	Adds new infrastructure to feed other systems
1	Minimal impact on connectivity

Economic Development	
4	Critical need for resource opportunity, must have viable business plan
3	Provides access for new economic activity
2	Supports improved access for regional commerce, including workforce access
1	Minimal impact on economic advancement

SWATP Identified Needs

Surface Projects	Description
Akutan Harbor Access Road	Construct a two-mile, 12-foot-wide single-lane gravel road with 2 foot shoulders between the boat dock and town. The road will have nine turn-outs and a small bridge over Whale Bone Creek. Currently, boat dock users need to take a skiff from the harbor to Akutan.
Alaska Peninsula Highway Bridges (3 bridges)	Rehabilitate or replace Leader Creek Bridge, Paul's Creek Bridge and King Salmon Bridge, on the Alaska Peninsula Highway between Naknek and King Salmon. Improvements may include widening of the structures.
Area Trail Marking (Winter & Summer)	Map and mark existing trails between communities. Repair poor trails, rather than creating new trails around maintenance concerns. Improve existing trails where able.
Atka Harbor	Develop a boat harbor at the City of Atka to accommodate the local fishing fleet, which must currently moor in Adak (90 miles away) or Unalaska (over 300 miles away).
Chignik - Dock and Port Improvements	Uplands work includes riprap face, sheet pile dock, and fendering system. Constructed in 2015.
Chignik Intertie	Construct 21 miles of single lane gravel road to connect the communities of Chignik Bay, Chignik Lake and Chignik Lagoon.
Dillingham - Aleknagik Wood River Bridge	Constructed in 2015.
Inter-community Trail Development	Develop a trail plan for Dillingham and surrounding communities. Mark and map routes for summer and winter travel. Repair poor trails, rather than creating new trails around maintenance concerns. Improve existing trails where able.
Waterfront Access	Plan and construct a shared access plan between private and government owners on the Dillingham waterfront, and "rationalize" existing informal roads and parking areas. Mitigate for erosion.
Aleknagik Road	Rehabilitate and upgrade the road between Dillingham and Aleknagik, to repair damage during Wood River Bridge reconstruction, and to improve road condition for heavy trucks hauling gravel.
Ekuk to Clarks Point Road	Local project.
Ekwok Landfill Road and Bridge	Local project.
Igiugig-Kaskanak Road	Construct a portage around the Kvichak River "flats," which currently limit access for vessels with drafts over two feet. The seven mile portage would include boat handling facilities at both ends. This connection is a part of developing an Anchorage to Bristol Bay regional corridor.
Iliamna Lake Barge Landing Upgrades	Undefined scope. USACE report did not specify improvements required.
Iliamna to Nondalton Road and Bridge	Design of this road and bridge has been put on hold due to local opposition and limited funding.
King Cove/Cold Bay Road	Construct a 17.2-mile, single lane road with turnouts. US Secretary of Interior has declined access through the Izembek Wildlife Refuge, Alaska leadership continues to advocate for it.
Kodiak - Anton Larsen Bay Road Extension	New construction of 2.1 miles of road from the current terminus of Anton Larsen Bay Road to Craig Point, to access year-round ice free waters of Kupreanof Straight.
Breakwater	Build breakwater to reduce swells into Kodiak, to aid in protecting the container dock.
Dock Improvements	The AMHS needed improved facilities in Kodiak. Rather than the replacement dock that was proposed, the State was able to design improvements to the existing dock. These improvements were constructed in 2015.
Chiniak Highway at Sargent Creek	Spot drainage improvements for bank stabilization, armoring, and re-channeling as needed to stop roadway flooding.
East Elementary Traffic Flow Improvements	Parking lot and street design to accommodate increased use, separate pedestrians and vehicles, and improve bus loading.
L RTP	Develop a comprehensive surface transportation plan for Kodiak Island.
Mill Bay Beach Access Upgrade	Local need, access to a popular recreational site.
Road to Launch Complex	The 2004 plan recognized the complex as a possible source of economic development, but the complex has fallen on hard times, and is considering privatization.
Service Area Road Improvements & Paving	Local need; paving 26 miles of road throughout the community.
Shelikof Street Improvements	This project would rehabilitate and reconstruct the sidewalk between Jack Hinkel Way and Marine Way, including improved lighting, landscaping, benches, signage, and a walkway along the harbor side of the street. It would also construct a 30-space bulkhead parking area on the south side of Shelikof Street adjacent to St. Paul Harbor – the walkway will go between parking and the harbor.
Manokotak to Dillingham Road	Manokotak and Dillingham are 22-straight line miles apart. It is unknown the actual length of road needed. Manokotak is balancing economic advantages with loss of controlled access.

SWATP Identified Needs Continued

Surface Projects	Description
Naknek - Dock Bypass Road	Construct a road from the Alaska Peninsula Highway to the Naknek dock, to reroute general access traffic around the freight yard, rather than through it.
Pedestrian Path	Develop a 3.5-mile pedestrian path from Leader Creek to Airport Road to provide access for transient fish processors. Because of ATVs on the shoulders, pedestrians currently walk on the highway.
Port, Phase II	Construction of a second open cell high capacity sheet pile dock to replace the existing pile-supported platform dock built in 1982. Naknek is consistently one of the top five fishing ports in the nation.
Port, Phase III	Dock site improvements to better transfer and accommodate freight, including upland container storage, asphalt surfacing, relocation of some dock structures, a new boat ramp, safety fencing, improved utilities, expanded dredging footprint, and a maintenance facility. Naknek is consistently one of the top five fishing ports in the nation.
South Naknek to Chignik Intertie	Construct a 225-mile road from Chignik Bay to South Naknek. Consider a deep water port in Chignik Bay.
Naknek to South Naknek Crossing	This proposed crossing would improve South Naknek access to facilities in Naknek and King Salmon. The crossing is too expensive to pursue in the foreseeable future.
Sand Point Paving	Rebuild 3.5 miles of Sand Point Airport Road. Corrects deficient condition transferred from the State to the community.
Unalaska - Bridge Improvements	Undefined scope - not sure what previous planning proposals intended to accomplish.
Captains Bay Road Improvements	Utility improvements, redesign and repaving road serving commercial port activities.
City Dock Improvements	A proposal to replace Position 1 received a 2005 federal earmark for \$7.5 million, but Unalaska has not used it. The city's Capital Improvement Plan lists improvements for Positions 3 & 4.
Marine Center Project	Improvements to positions 3 and 4, to improve docks and uplands.
Williamsport - Navigation Improvements	Improvements would be considered in development of the Williamsport Pile Bay Road project, described above.
Pile Bay Road & Port Improvements	Upgrade the Williamsport Pile Bay Road to a two-lane, all-season road. Port improvements at Diamond Point would facilitate barge landings at low tides. Analyze and construct a landing craft landing and boat haul-out at Pile Bay. This connection is a part of developing an Anchorage to Bristol Bay regional corridor.

SWATP Identified Needs

Aviation Projects	Description
Adak Airport - Runway Resurfacing	Resurface paved crosswind runway.
Main Runway Resurfacing	Resurface paved main runway.
RSA Expansion	Expand runway safety area.
Aleknagik - New Seaplane Base	Move seaplane operations to a new seaplane base to mitigate conflict between boat and plane traffic at Wood-Tikchik State Park Recreation Site and allow for more diverse services.
Chignik - Improvements	Install lighting on the airport runway, taxiway and apron. Resurface 2600' x 60' runway, taxiway and apron with 9" of new gravel. Extend existing 1 bay SRE building to add 1 additional bay. Building will be heated and on a concrete pad. Existing structure will be renovated, as required, to ensure proper insulation throughout. A small concrete pad will also be installed at the building entrance.
Chignik Lagoon Airport - Resurfacing	Resurface the existing 1,600' X 60' gravel runway and construct a small apron.
Chignik Lake Airport - Improvements	Extend, widen and resurface the existing 2,800' x 60' gravel runway to 3280' x 75'; install MIRLS; expand safety areas as practicable; conduct ALP update. Construct a replacement SRE Building.
Cold Bay Apron and Taxiway Project	This project would provide terminal facilities to surrounding villages around Cold Bay and support the system as a whole for flights that divert to Cold Bay for emergencies.
Dillingham - Airport Crosswind Runway	Construct approximately 2000' gravel crosswind runway to accommodate general aviation aircraft.
Airport Pavement Rehabilitation	Rehab Runway 14-32 paved surface and replace lighting system.
Airport RSA, Runway Shift and Extension	Complete final stage of runway safety area expansion, which requires shifting the runway and expanding the runway safety area.
Airport Parallel Taxiway	Construct a paved parallel taxiway with intermediate runway access taxiways.
False Pass Airport - Improvements	Resurface with gravel, erosion control at runway ends, and a new Snow Removal Equipment Building.
Iliamna Airport - Waterlane	Dredge a North-South floatplane landing and takeoff lane connecting Pike Lake with two tundra ponds, provide lease lot areas, acquire property around the lakes.
Apron Expansion	Expand paved apron for business jet operations.
King Salmon Airport - Parallel Taxiway	Construct a paved parallel taxiway with intermediate runway access taxiways for Runway 12-30.
Terminal Road (Main Street) Relocation	Relocate and reconstruct Main Street, the airport road serving the terminal area lease lots.
Kodiak Airport - Rehabilitation	Rehabilitate pavement of the general aviation apron and its access taxiway.
Apron and Lease Lot Expansion	Expand the gravel apron and lease lot area.
Runway 11-29 Rehabilitation	Rehabilitate Runway 11-29 pavement when required in the next 5 - 10 years.
Trident Basin Improvements	Develop an apron and lease lot area within the rock quarry adjacent to the existing pull out ramp and replace the oldest seaplane float.
Kokhanok Airport - Resurfacing	Regrade and recompact gravel airfield. Was recently resurfaced but surface is soft and needs regrading and compaction.
Manokotak Airport - Runway Extension	A new airport with a 3,300 foot runway was built in 2006. The airport layout plan shows an ultimate 4,000 foot gravel runway for this larger community with higher traffic levels.
Naknek Airport - Resurfacing and Lighting	Resurface with gravel and replace lighting system.
Nelson Lagoon Airport - Improvements	Replace lighting system and snow removal equipment building.
New Stuyahok Airport - Runway Extension	A new airport with a 3,200 foot gravel runway was built in 2011. The airport layout plans shows an ultimate extension to 5,000 feet for this larger community with higher traffic levels.
Nondalton Airport - Runway Improvements	Resurface and investigate feasibility of extending the 2800 foot gravel runway to 3,000 to 3,500 for fuel and freight haul by air for this community without direct barge access. Fuel delivery is by air only and is limited to summer months.
Old Harbor Airport - Improvements	Extend the 2,750' gravel runway to 4,700', resurfacing, lighting and Snow Removal Equipment Building.
Port Alsworth - New Airport	Construct a new public airport at Port Alsworth.
Port Lions Airport - Runway Improvement	Relocate or extend the Port Lions airport. Construct apron, snow removal equipment building, lighting system, access road and taxiway, land acquisition, and other minor improvements as needed. A planning study will likely be needed to determine the preferred solution.
South Naknek Airport - Rehabilitation	Rehabilitate the runway and crosswind runway by filling dips and swales and reconstructing segments that are soft or settling and correct runway safety area deficiencies.
Togiak Airport - Improvements	Gravel resurfacing of both runways, taxiways, and apron. Replace runway lighting system to main runway and provide runway lighting system for crosswind runway.
Unalaska Airport - Apron Reconstruction	Reconstruct apron and connecting taxiway.
Torpedo Building Demolition	Demolish the Torpedo Building on the apron which is deteriorating and is creating safety hazards for aircraft and airport users.